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Parivahan Pragati

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



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PRINTED & PUBL ISHED BY: Ashok Gupta
SENIOR VICE PRESIDENT (MEDIA): Vinod Kaul
OWNED BY: All India Transporters Welfare Association
PRINTED BY: Shashi Printing Solution, D-128, Sectior 10, Noida (UP), India.
PUBLISHED AT: M-5, Ashoka Centre, 4E/15, Jhandewalan Extr. New Delhi-110055, India.
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Hiked Diesel Prices Increases Woes of Truckers



Ashok Gupta



Fuel (or diesel in this case) is the major contributor (around 60 per cent) to the logistics cost



elieving in the 'Show Must Go On' ideology is the best thing to do in the unprecedented times of COVID-19 pandemic. And, the transport fraternity in India is setting a great example on this front. Like the frontline COVID warriors, these unsung heroes have been serving the nation by facilitating the movement of essential supplies across the country. But, this does not mean that all is well at their end. From the shortage of drivers to no relief package from the Government of India, transporters and truckers have got a big blow with the record increase in diesel prices.

While accepting and adopting the new normal in the absence of COVID-19 vaccine, they are struggling to be back to the regular business. Though the demand for the movement of goods has improved in the unlock phase, the transport fraternity is suffering big time owing to the diesel prices which have surpassed the petrol rates. This has made diesel the most expensive auto fuel for the first time in a long time in India.

Fuel (or diesel in this case) is the major contributor (around 60 per cent) to the logistics cost. And, needless to mention, if the fuel price will remain high, then the logistics cost will also surge along with it. But, why is the fuel price 'unreasonably' high only in India that too during the COVID-induced economic crisis. Even, people in our neighbouring countries like Pakistan and Bhutan are not paying as much as we do.

While diesel is priced slightly above petrol prices across the globe due to the higher cost of production, it has never been the same story for India. In our country, diesel attracted lesser of the tax between the two transport fuels due to the lopsided taxation structure. If this has been the case, then who is the culprit here. Are hefty taxes (excise duty and VAT that varies state to state) need to be blamed?

Surprisingly, the base price of diesel is more than petrol even in India. But, the diesel users reap the benefits of higher central and state taxes on petrol. So, what has changed? What has now brought diesel prices to a whisker of petrol prices? It is the Delhi government's May decision to increase the Value Added Tax (VAT) on diesel from 16.75 per cent to 30 per cent, which comes around Rs. 16.26 per litre. This increased the retail price of diesel in the capital by Rs 7.10 per litre making the final cost around Rs. 80 per litre. Here, nearly 70 per cent of the retail selling price of diesel is taxes, including central excise duty and local sales tax or VAT. So, the total tax component (Centre and state in Delhi) is Rs. 48.09 on diesel. And, the base price of diesel currently is mere Rs. 18.49 a litre.

Moreover, many are pointing fingers at the sharp diesel price movement in the international market. But, can they really impact the prices in India given the current policies. Yes, it is to some extent. After many years something like this has happened and it is expected to sustain unless the Government of India changes the tax structure of the petroleum products again.

As if this was not enough, state-run oil firms including Indian Oil Corporation (IOC) hiked the prices of diesel in metros. It is to be noted that Indian Oil, Hindustan Petroleum and Bharat Petroleum returned to the normal practice of daily price reviews on June 7, following a hiatus of nearly seven weeks.

Indisputably, the transport fraternity is in a thick soup. While the government is not offering any respite to the already burdened souls, they are left with no choice than to pass it to the consumers. Transporters and truckers have been forced to increase their service charges which is annoying or disturbing many of their clients. But, this has become vital for their survival now. Also, on several occasions All India Transporters' Welfare Association (AITWA) has voiced the related concerns to the authorities but has only received assurances and no concrete solution to boost the sector which is one of the major contributors to the Indian economy.

We are waiting to be heard!

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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













The Profiteering By Government

In principal, retail prices of petrol and diesel in India should be directly proportional to the global crude prices. But, of late, what the end-users are experiencing does not go with the set principal. The diesel prices have gone berserk and for the first time in the history have overtaken the petrol price in national capital, Delhi. No doubt, the impact has started showing the results with products' prices going up.



Mahendra Arya National President, AITWA

What is happening to Crude world over?

Crude oil prices have witnessed an absolute collapse due to the double whammy of significant demand devastation due to the coronavirus crisis gripping the world economy, coupled with a massive supply glut. On one hand, lockdown situation for almost 90% of the world and travel curbs has sapped the demand for oil and on the other hand, producers have continued to pump record amounts of oil. Alongside this, storage constraints in the US have led to the unprecedented decline in oil prices sub-zero levels. The historic rout in oil markets sent the US crude oil prices to negative USD 40 a barrel.

The dramatic crash in oil prices shall act as a boon for India supporting its efforts to boost energy security efforts. It's an opportunity for our economy that imports 80% of its crude requirements to fill its reserves with cheap oil. India currently has a total capacity to store 5.3 million tons at Visakhapatnam, Mangaluru and Padur supporting 10-12 days of our net

imports. Government is in a process to fill these reserves with the recent deliveries and has also advised state refiners to place their excess crude supplies to these reserves.

The only challenge is the limited time left to ship buys to its storage facilities as the offloading at this port may not happen once the monsoon breaks. Government is setting up an additional 12.5 MT storage capacity in the second phase in Odisha, Rajasthan and Gujarat adding 12 days of crude storage. In the current scenario, it's imperative for the government to build additional storage space in the country to take full advantage of such a low price environment.

What has been happening at retail level since June 7, 2020?

Since June 7, the retail prices of diesel shot up in such a way that surprised the whole nation. No one expected, diesel to be up by Rs 10.80 (As on June 26, 2020). Incidentally diesel defeated petrol prices in the race and has gone higher now. This is the highest levels in about 21 months, despite crude sill under \$39 a barrel (Brent).

A promise that fell flat!

Remember June 16, 2017, about three years ago! The country's largest fuel retailer IOCL successfully rolled out daily price revision of Petrol and Diesel across the country through its network of 26,000-plus petrol pumps from 06.00 AM that morning. It was claimed that -Daily revision of Petrol and Diesel would set new standards of transparency, encourage automation drive of petrol pumps and better stock management practices. It would be a

win-to-all situation for consumers, industry as well as dealers.

Complimenting the Oil & Gas industry for this initiative, Mr. Dharmendra Pradhan, Minister of Petroleum & Natural Gas (Independent Charge), tweeted, "Proud to share that India is the first country to switch to dynamic fuel pricing on such a large scale at one go."

After the complete transformation of the LPG sector, dynamic fuel pricing was the first major reform of recent times in Fuel Retailing Sector. With this historic step towards transparency and customer interest, the Indian Oil & Gas industry had joined the elite league of countries like USA and Australia wherein fuel prices are revised on a daily basis.

Indian Oil was monitoring the daily price revision round-the-clock through 87 control rooms (at 70 Divisional Offices, 16 State Offices and one at its Marketing Head Office, Mumbai) to offer quick redressal of queries from the field. IndianOil has accomplished 100% Retail Sales Price (RSP) updation across its entire network of petrol pumps.

The promised transparency has been compromised by Government by changing the goal post!

The decontrol system

Price decontrol essentially offers fuel retailers such as Indian Oil, HPCL or BPCL the freedom to fix prices of petrol or diesel based on calculations of their own cost and profits — essentially a factor of the price at which they source their inputs from

upstream oil companies such as ONGC Ltd or OIL India Ltd, for whom the price benchmark is derived from global crude prices. Fuel price decontrol has been a step-by-step exercise, with the government freeing up prices of ATF in 2002, petrol in the year 2010 and diesel in October 2014. Prior to that, the Government used to intervene in fixing the price at which the fuel retailers used to sell diesel or petrol. While fuels such as domestic LPG and kerosene still are under price control, for other fuels such as petrol, diesel or ATF, the price is supposed to be reflective of the price movements of the so-called Indian basket of crude oil (which represents a derived basket comprising a variety - 'sour grade' (Oman and Dubai average) and 'sweet grade' (Brent) - of crude oil processed in Indian refineries).

Where did the sharp fall in crude prices disappear when the final product reached consumer?

Crude prices nosedived from an average of about \$55 per barrel in February to \$35 in early March, and then falling to \$20 by end March as demand slumped because of the pandemic. From that point, the prices have recovered to around \$39. On the other hand, in India, retail prices of fuel were frozen for a record 82-days that covered much of this period, even as the excise duty on fuels was hiked by the Centre twice. While the government claimed that the impact of the hike was not passed on to consumers, the latter, however, did not benefit from this fall in crude oil prices to record low levels. Apart from the Centre, a number of states too hiked the levies on auto fuels during this period.

The decision to raise the duties, Finance Ministry officials said, was taken in view of the tight fiscal situation and that retail prices were unchanged. So, effectively, the excise duty hikes by the centre was to be adjusted by the OMCs against the fall in oil prices. But now, the retail prices are being progressively hiked. How are we taxed in India?

On May 5, the Centre announced one of the steepest ever hikes in excise duty by Rs 13 per litre on diesel and Rs 10 per litre on petrol, following up on another round of sharp hikes in the

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first week of March. All of this effectively cements India's position as the country with among the highest taxes on fuel. Prior to the increase in excise duty (in February 2020), the government, centre plus states was collecting around 107 per cent taxes, (Excise Duty and VAT) on the base

price of petrol and 69 per cent in the case of diesel. Post the first revision the government was able to collect around 134 per cent taxes, (Excise Duty and VAT) on the base price of petrol and 88 per cent in the case of diesel (as on March 16, 2020). With the second revision in excise duty in May, the government is collecting around 260 per cent taxes, (Excise Duty and VAT) on the base price of petrol and 256 per cent in the case of diesel (as on 6th May 2020), according to estimates by CARE Ratings.

In comparison, taxes on fuels as a percentage of pump prices was around 65 per cent of the retail price in Germany and Italy, 62 per cent in the UK, 45 per cent in Japan and under 20 per cent in the US.

Now, as countries get their economies back on track, oil prices have been moving upwards from the lows seen in April. So, as OMCs pass these hikes on, consumers are forced to bear the increase in global crude prices and face up to the harsh reality - that every time the crude price drops sharply, the government uses the opportunity to fill up its coffers while pump prices for the consumer barely change. But when the reverse happens, consumers are forced to pay up more. So the government gets to encash the upside while the consumers have to make good the downside.

When Government introduced GST, it introduced anti-profiteering law; which was to enforce that whatever tax benefit is being received by manufacturers or traders, that should not be considered profit by them and should be passed on by lowering prices accordingly. Government is doing exactly same violation. Government is filling the space created by fall in crude with abnormal taxes to fill its coffers. Though such additional revenue will be used for the country but should it happen at the expense of the country's Transport Industry?

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Transporters' Equation Gets Disturbed as Diesel Prices Hit Record High

veryone wants balance in their life. But, life doesn't go the way you plan it. The ups and downs, and challenges and achievements, are what form the experiences to learn from. And, the COVID-19 pandemic has brought in lessons to be remembered by the human race as long as it survives on the planet, Earth. While the risk of coronavirus infection has forced people across the world to lock them inside their homes, this is not the case with frontline warriors like nurses and doctors. Along with them, transporters and truckers in India and abroad have been playing a huge role in ensuring the supply of essential goods from one place to another.

Committed to serving the nation, transporters in India are struggling hard for their survival these days. Already suffering due to the sluggish business and lack of drivers and labour in the COVID times, transporters' woes increased immensely when the diesel prices surpass petrol's. Notably, the diesel prices have gone up by Rs. 11.14 per litre in the month of June. And, this is credited to the fact that the gap between retail prices in metro cities and international crude price reached an all-time high.

In the quarter ending June 30, 2020, the share of central and state taxes in diesel prices in Delhi increased from 45 per cent to 63 per cent. Central taxes per litre are almost the twice of state taxes. Also, the entire increase in central taxes on diesel has been under the heads of special additional excise duty and additional excise duty (road and infrastructure cess). While fuel prices vary across states, the trend across India is pretty much the same. And, this has triggered the political economy of diesel price hike.

While the opposition is demanding a reduction in taxes, the Centre has justified the move by saying that the tax proceeds are being used for spending on "healthcare, generating employment and giving people financial security." Further, the Government of India said that the common man has not been hit by the price hike owing to the decreased consumption due to the lockdown. And, the claim finds its roots in the 2011-12 Consumption Expenditure Survey, which shows that an overwhelming majority of Indian households either do not spend or spend very little on petrol and diesel with a share of 2.4 per cent in average Monthly Per Capita Expenditure (MPCE).

Is this true? What about the poorest entrepreneurs like transporters for whom diesel and petrol are crucial inputs. It is no news but a known fact that any fuel price hike can adversely affect poor people in the transport sector. As per the 2018-19 Periodic Labour Force Survey (PLFS), 2.9 per cent of India's workforce is directly employed in the motorised road transport sector. Of the 11 million who are employed in this sector, 40 per cent are self-employed. Moreover, some states have a significantly higher share of workers in this sector than others.

For transport operators, diesel prices comprise around 65% of their operational cost. As diesel prices have increased by around 22 per cent since the lockdown was announced in late March, the transport costs have surged by around 14 per cent. Though the cascading effect of higher fuel prices gets clearly visible on other commodities, operators are unable to transfer the increased transport costs to their customers at present owing to the poor demand due to the pandemic. They are bearing it themselves, hoping



S. D. Goyal General Secretary, AITWA

that this is temporary.

But, it cannot go like this for long. Transporters will have to increase prices to cover their costs even if the market is bad. Otherwise, the going will get really tough. Also, not many get ready for this action plan because an increase in the basic transport cost will eventually affect many sectors.

Besides, diesel prices have emerged as an important cushion for revenue mobilisation for both central and state governments. This has offered much respite to the government when the economic activity was collapsing during the pandemic. Data available with the petroleum ministry shows that taxes imposed on fuel by states have gone up significantly during the pandemic.

Considering the challenges of vulnerable consumers such as the poor making a living in the transport sector, the Government of India must announce relief packages or concessions through special channels or limited subsidy against vehicle registration certificates. Ignoring the problems of transporters can prove to be detrimental for an economy, especially in the crisis like COVID-19 pandemic.

At this hour, transporters hope better sense prevails and the Government of India positively responds to them!

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Diesel prices have gone berserk!



the central government decided to impose heavy excise duty and state governments complemented it with an increased VAT, the fuel prices soared across the country. Not just that, in fact for the first time in history, ever since India's Independence, diesel prices has overtaken petrol prices in the national capital. This is after the oil companies announced a hike of fuel prices for eighteen consecutive days. According to a price notification of state oil marketing companies, while the petrol price remained unchanged on the eighteenth day, after increasing for seventeen consecutive days, the diesel rates increased by Rs. 00.48 per litre

Today, the diesel price in Delhi is Rs. 79.88 per litre whereas the petrol price is Rs. 79.76 a litre. But the prices of both have significantly gone up in eighteen days if there has been an increase of Rs.10.49 per litre in diesel prices the petrol prices are also not far behind, standing at an increase of Rs. 8.5 a litre

across the nation.

Today, the diesel price in Delhi is Rs. 79.88 per litre whereas the petrol price is Rs. 79.76 a litre. But the prices of both have significantly gone up in eighteen days if there has been an increase of Rs. 10.49 per litre in diesel prices the petrol prices are also not far behind, standing at an increase of Rs. 8.5 a litre.

In other metro cities the prices are not very indifferent. For instance, in Mumbai, the diesel price is Rs. 78.22 per litre while the petrol cost is Rs. 86.54 per litre. In Kolkata, the prices for diesel and petrol are Rs. 75.06 per litre and Rs. 84.98 per litre respectively whereas in Chennai, the prices for the same are Rs. 77.17 per litre for diesel



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Pradeep Singal Chairman, AITWA

66

When we study the fuel pricing structure we find that nearly two-thirds of the retail selling price comes from taxes. As much as 64 per cent, in petrol price is due to taxes (central excise duty and VAT) whereas over 63 per cent of the retail selling price of diesel is taxes.

99

and Rs. 83.04 per litre for petrol.

As per the sources, the maximum rates that have soared in any fortnight were Rs. 4-5 per litre. The last time when the diesel prices climbed atop was on October 16, 2018 when prices touched Rs. 75.69 per litre mark in Delhi. And, the highest ever petrol price was on October 4, 2018, when rates soared to Rs. 84 a litre in the same city. But the striking point in this situation is that the government came to the rescue of the people and commercial sectors, as it cut down the excise duty on petrol and diesel by Rs. 1.50 per litre.

When we study the fuel pricing structure we find that nearly two-thirds of the retail selling price comes from taxes. As much as 64 per cent, in petrol price is due to taxes (central excise duty and VAT) whereas over 63 per cent of the retail selling price of diesel is taxes.

The decision to elevate diesel and petrol prices has been protested by commoners as well as transport associations across the country. The unprecedented price hike of fuel rates has hit the transporters hard to enable their operations. The people from the industry utter that the Covid19 pandemic has already put the sector in a bad shape and the jump of diesel prices to such a height it, will create an enviable environment to run the transport business. No doubt that if this continues, the lockdown will be forever for truckers.

Further, people associated with the transport sector say that the fuel prices were not as high as now even when the cost of raw fuel was 120 dollar per barrel. There is the question when the cost of raw fuel is lower than 45 dollar now, how can the prices be touching Rs. 80 in cities like Delhi, Mumbai and Chennai. Adding more, they mention that 65 per cent of carrier vehicles are already parked for not having enough work. Now that the transportation cost has gone up because of the high diesel price (nearly 60 -65 per cent of total transportation cost is attributed by fuel cost), the transport sector will suffer even more. In addition to this, around 20 per cent of the total transportation cost is also attributed by toll changes.

All India Transporters' Welfare Association (AITWA) has written to Prime Minister, Finance Minister, Highway and Road Minister to roll back the increase for the greater benefit of the society. But as of now, the government authorities are thinking to not respond to AITWA's plea.

Also, lack of uniform fuel rate card is observed as the need of the hour, as variance in fuel rate from place to place creates more chaos. For example, the diesel price in Delhi is touching Rs. 80 while it is Rs. 75 in Kolkata.

Moreover, in the current set up, the logistics cost is standing at around 14 per cent of GDP, which is way beyond the developed countries like the United States, Germany and Japan. This is not only ruining the competitiveness of goods but also destabilizing the financial balance of each individual. Earlier, ASSOCHAM stressed on reducing the same, knowing what it could lead to in future. No doubt that the consequence of high logistics cost establishes the fear of uncertainty, an unsafe environment for both the industry and customers.

Transporters are facing a huge challenge to survive due to unhealthy competitiveness and high logistics cost. Today, around 65 per cent of the logistics cost is of fuel. Needless to say that if the fuel prices keep on soaring, the logistics

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cost will also move up on the ladder. It is here the question arises, why is the fuel price 'unreasonably' high only in India while our neighbouring countries (Pakistan, Nepal, Bhutan), who are economically so unstable also offer a low cost? We all know it is because of the taxes (excise duty and VAT - which varies state to state) that we need to pay such a hefty amount but at such an unreasonable hike? That is perhaps the Centre and state governments will have to think. When Indian Oil Corporation charges Rs 39.21 a litre to dealers (excluding VAT and excise) why the end-users have to pay Rs. 80 a litre fuel? government should not levy such a hefty tax on fuel, which eventually adds to the transportation cost. After all, it eventually impacts the cost of every good that a truck carries and who has to bear the burnt? The endusers or consumers!

Pakistan Diesel prices, 22-Jun-2020

Pakistan Diesel prices	Liter	Gallon
PKR	80.150	303.401
USD	0.483	1.828
EUR	0.429	1.624

Bhutan Gasoline prices, liter, 22-Jun-2020

Bhutan Gasoline prices	Liter	Gallon
INR	49.564	187.620
USD	0.653	2.472
EUR	0.580	2.196

In brief, there is an urgent need to reduce fuel prices and also to replace the existing logistics model with an effective one. While the cut down of fuel prices will bring down the logistics/transportation costs the change in the model will give a whole new perspective to the sector. The

current government has transformed the roads and the infrastructure in generator it has been! The sector is one of the catalysts to shape the Indian



many ways. Better roads mean the speed of drivers have drastically improved and toll plaza free roads means seamless movement, which has helped transporters to deliver goods on time and hence resulted in positive business deals. Additionally, change in the model will have a solution to the findings of the study conducted under the Sagarmala program. The program revealed that the total inland transit time for exporting a container from Delhi till loading on to vessel can vary from 7-15 days whereas, for the similar route in China, the inland transit time is between 5-6 days. The inefficient nature of the industry unorganized facilities, lack of specialization, weak ICT support, high operational costs, poor management skills, poor back-end operations, lots of intermediates, inefficient supply chains and poor infrastructure, is badly affecting the industry as a whole.

Besides these, the transport sector needs to be given an organized sector status and planned accordingly to uplift it for better. The government has to understand that after Agriculture it is the second-largest sector that creates employment. And, what a revenue

The government has to understand that after Agriculture it is the second-largest sector that creates employment. And, what a revenue generator it has been! The sector is one of the catalysts to shape the Indian economy. AITWA believes that the government understands the value attached to the transport sector and looks after the sector well

economy. AITWA believes that the government understands the value attached to the transport sector and looks after the sector well. Because its relation to the commoners is direct, if the transporters suffer, so do the commoners! The government needs to understand that it is these people who make them lawmakers of the country, thinking they can bring a change to society and empower them.





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Validity of Motor Vehicle Documents Further Extended Till 30th September, 2020

Union Minister for Road Transport & Highways and MSMEs Nitin Gadkari announced further extension of the validity date of motor vehicle documents till September this year. Accordingly, the Ministry of RTH has issued an advisory to all States and UTs to this effect.

Earlier, MoRTH had issued an advisory on the 30th March, 2020 to all States and Union Territories wherein it was advised that the validity of Fitness, Permit (all types), Driving License, Registration or any other concerned document whose extension of validity could not or not likely be granted due to lock-down and which had expired since 1st of Feb, 2020 or would expire till 30 June 2020, the same to be treated to be valid till 30th June 2020.

However, considering the situation for prevention of COVID 19 still continues, and as per the requests received, Gadkari directed his Ministry to issue advisory for extension of this period till 30th Sept 2020 for treating the documents valid for enforcement purposes.

Later, in order to facilitate citizens during period and conditions for prevention for COVID -19, MoRTH had also issued a gazette notification on 21st May 2020 relaxing the fees validity and /or additional fee under Rule 32 or Rule 81 of the Central Motor Vehicles Rules, 1989, till 31st July 2020.

Now, the State/UTs have also been further requested to consider provisions available under the Motor Vehicles Act 1988 or other such provisions available under other Acts, for considering relaxation in requirement of permit, or fees or taxes for renewal / penalty for permits etc to provide relief during these extra ordinary circumstances of COVID-19.

Distinct Colour Band for Number Plate Sticker for BS-VI Four-wheel Vehicles

Ministry of Road Transport and Highways has issued an S.O. 1979 (E) dt. 5th June 2020 mandating a strip of green colour of 1 cm width on top of the existing sticker carrying details of registration for BS-VI vehicles of any fuel type i.e. for petrol or CNG which have a light blue colour sticker and a diesel vehicle which is of orange colour. These stickers will now have a green strip of 1 cm on top for BS VI, as mandated.

The BS-VI emission standards, which have been mandated w.e.f. 1st April, 2020, provide for stricter and cleaner emission norms and are at par with the emission standards being followed across the world. Such distinct identification of vehicles for such emissions standard as is also being followed in other countries had been requested to the Government and brought-forth by the Government.

Extension of Validity of Fee Payment and Time Period for Paying Fees as Mandated Under Rule 32 and 81 of 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. It was advised that documents whose extension of validity could not or not likely be granted due to lockdown 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.

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Road Transport Minister Inaugurates the Breakthrough Event of Chamba Tunnel Under Chardham Pariyojana

nion Minister for Road Transport & Highways and MSMEs Nitin Gadkari inaugurated the breakthrough event of Chamba Tunnel under Chardham Pariyojana through video conference mode. Border Roads Organisation (BRO) achieved this major milestone by digging up a 440 m long Tunnel below the busy Chamba town on Rishikesh-Dharasu road Highway (NH 94). The breakthrough was completed amidst threat of COVID-19 and nationwide lockdown. The construction of tunnel was a challenging task in terms of weak soil strata, continuous water seepage, heavy built up area on top thereby chances of sinking of houses, land acquisition issues, restrictions during COVID lockdown etc.

Speaking on the occasion, the Minister said, this Rishikesh-Dharasu-Gangotri road in Uttarakhand has a very significant role from socio economic and religious point of view. He said, opening of this tunnel will ease out congestion though the Chamba town and reduce the distance by one kilometer and journey through the town will take only ten minutes as compared to thirty minutes earlier. Gadkari lauded BRO for working in some of the very difficult terrain and ensuring implementation of critical projects. He said that he has been informed about completion of the project by October 2020, ie, three months ahead of the schedule.

Director General of Border Roads Organisation, Lt Gen Harpal Singh said, BRO started the work on North Portal of this tunnel in Jan 2019 but work on South Portal could be started only after Oct 2019 due to stiff resistance from locals on account of safety concerns and compensation issues. To compensate for the loss in time, day and night working shifts along with use of modern technology facilitated the breakthrough. BRO is a key stake holder in prestigious Chardham project and breakthrough of this tunnel has been achieved by Team Shivalik. Latest Austrian technology has been used in its construction. The tunnel will be through for traffic by October this

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almost three months
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Under prestigious Chardham Project costing around Rs 12,000 Crore with approximate length of 889 Km, BRO is constructing 250 Km of National Highways leading to holy shrine Gangotri and Badrinath. Majority of the works are progressing ahead of schedule and BRO is slated to complete four projects by October this year.

BRO has been entrusted 251 Km of stretches costing Rs 3000 Cr approx consisting of 17 Projects on road Rishikesh – Dharasu (NH-94) from Km 28 onwards of 99 Km length, Dharasu- Gangotri Highway (NH-108) of 110 Km length and Joshimath to Mana (NH-58) of 42 Km length. Out of these, 10 Projects consisting of 151 Km road length have been sanctioned which are worth Rs 1702 Cr and works are under progress as under:-

- (i) Rishikesh Dharasu(NH-94), 99 Km length (Five projects).
- (ii) Dharasu-Gangotri Highway (NH-108), 22 Km length (Two projects). Five projects of BESZ are yet to be sanctioned.
- (iii) Joshimath to Mana (NH-58) 32 Km (Three Projects). Two projects are yet to be sanctioned

BRO is slated to complete four Projects aggregating a length of 53 Km out of 10 ongoing projects ahead of their scheduled, date of completion as under:-

Dharasu- Gangotri Highway (NH-108) KM 110-123 by June 2020.

Rishikesh- DharasuHighway (NH-94) Km28-59 by July 2020.

Rishikesh- Dharasu Highway (NH-94) Km 59-65 including Chamba Tunnel by October 2020.

Chinialisaur bye pass on Rishikesh-Dharasu Highway (NH-94) by October 2020.

A Tunnel of 440 m length to decongest busy Chamba town is being constructed out of these 10 projects. This is a Horse shoe type tunnel with 10 mtr carriage way width and 5.5 mtr vertical clearance. The sanctioned cost of this tunnel is 107.07 Crore. The awarded cost is Rs 86 Crore, including 43 Crore for Tunnel and 43 Crore for 4.2 Km approach roads to tunnel.

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India to be a Manufacturing

Hub for Electric Vehicles Within Five Years



nion Minister for Road
Transport& Highways
and MSMEs Nitin
Gadkari has expressed
confidence that in the
next five years, India will become a
manufacturing hub for electric
vehicles. He said, the Government is
trying to extend best possible
concessions to this sector, and has
lowered the GST on electrical vehicles
to 12 per cent.

Addressing a webinar on 'India's Electric Vehicle Roadmap post-COVID-19', the Minister said, he was aware of the issues facing the EV sector, but was also sure of the things to change as the sales volumes increase. He said, the world is no more interested in doing business with China, which is a very good opportunity for Indian industry to pick up the shift in business.

Gadkari said, with petroleum fuel

being available in limited quantity, the world has to look for alternate and

Gadkari said,
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alternate and cheap
sources of power.
He said, electric
and bio fuels stand
a good chance for
adoption

cheap sources of power. He said, electric and bio fuels stand a good chance for adoption. He also indicated towards the ensuing vehicle scrapping policy, and commented that it will give a fillip to auto manufacturing sector.

The Minister recalled the London model of public transport, where private and public investment is working well. He said, adopting similar approach will be beneficial for both the poor commuters and the civic administration. He indicated towards working on a pilot project for developing an electric highway on the upcoming Delhi-Mumbai Green Corridor.

Gadkari expressed full confidence in the capabilities of the auto sector, and said, with consistency and self confidence in this economic crisis, it can gather good market opportunities. He also called upon the industry to go in for indigenisation and support Prime Minister's 'AtmNirbhar Bharat Abhiyan.'

- X

Little things make big days. - Benny Barber

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Women in Logistics Ms. Kuljit Anand



Ms. Kuljit Anand Former GM, Hecny Shipping Group

Kuljit firmly believes that Challenges and Risks are the doors to Opportunities and Acceptance to Change quickly, is the Key.

These thoughts have been her guiding factors through the peaks and troughs that life brings along, personally and professionally.

Kuljit Anand is a Former General Manager India – Hecny Shipping Group.

With over two decades in the World of Shipping, she thinks there are many shores left unexplored.

Questionnaire

How many years have you been with the Cargo industry and how do you find the journey until now?

I joined this amazing World of Shipping and Logistics in 1997 as a Customer Service Executive with American President Lines, now called APL Shipping Line. After a very enriching experience with APL of 13 years, I moved into Freight Forwarding and now am already into the 11th year in it.

The journey has been intellectually stimulating, as this is one industry where you cannot be called a Master on the subject, as each day you keep exploring and learning, taking the rough with the smooth, like enjoying a roller-coaster ride.

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

APL happened by a stroke of luck, when I was a complete novice in the Cargo industry. APL selected and molded me into the person I am today, on the knowledge related to this vast subject, in the Marine Field. Since I got into Customer Service at entry level, there was not so much of a divide on gender selection. However, when I decided to move to sales in 2001, which was predominately male dominated, this was a challenge, not really with the organization I worked in but acceptance by the customers I was to visit. Customers thought that it was easy to communicate with their own gender, i.e., males, rather than a lady, as they needed to control their vocabulary. It was not long before acceptance was forthcoming and there are more women getting into Sales and Marketing, as we see today.

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

I was very lucky for the acceptance from male colleagues as peers and seniors.

In fact, my major learning of this trade was from a very helpful male colleague, my grooming and recognition into the next level was from supportive Male Senior Management.

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

Having worked for MNCs throughout my career, I have developed a multi-national attitude to deal with the global community.

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

The 'Never Stopping'; 'Continuous Learning'; 'Risk Averse' nature of this industry, keeps your adrenalin pumping – Logistics is Global, and there is international understanding of their requirements. You are 'awake' at all crucial times and constantly endeavoring to find solutions even in difficult times like the current pandemic.

This is one Industry which is the backbone of any economy and am proud to play a small part in it. The variety this industry offers keeps you pepped up at all times.

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

At the outset, we need to change our perception about women being the weaker gender, especially, since women have performed par excellence at jobs ranging from driving an Auto to being an Astronaut. Today, we have enough role models to derive our inspiration and as they say—"Use Ideals as inspiration, but aspire to be an IDEAL yourself".

From our own Indira Gandhi to Sri Lanka's Srimavo Bandaranaike to Bangladesh's Sheikh Hasina to Germany's Angela Merkel and New Zealand's Jacinda Ardern, to Finland's Sanna Marin, Norway's Erna Solberg and many more, have efficiently run their respective countries.

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

Home and Office balance is of paramount importance. For a Woman to break the paradigm of the Home Maker to Office Worker is achievable with proper Family support, where that is the most important Motivating Factor in pursuit of your career, we cannot belittle the help technology has given us to balance both the fronts.

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

'Go For It"- Just believe in your capabilities and strive to learn, that there is no weaker gender. In fact the pain of 'Child Birth" is a privilege for Women. Cargo Industry provides you with pain of a business loss or any untoward situation to the cargo, shares your motherly instincts of Care for the Business, Nurturing the Growth; guiding your efforts in the right direction; Steady Growth with continued learning and definitely recognition on achievements.

Remember

"The Pessimist Complains about the Winds
The Optimistic Expects the Winds to Change
The Realist Adjust the Sails" – William Arthur Word

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Okhla Indl Estate	:	Shop No.7, Okhla Industrial Estate, Opp. Luxor Pen Company, Near Modo Flour Mill, New Delhi - 110020	9313540025	9990085312	
Noida	:	F-62, Sector - 8, Near Dainik Jagran Press, Noida -201301	7838900483	0120-2422180	2422771
Faridabad		18/1, Mathura Road, Near Ajrounda Chowk, Faridabad - 121001	9350553301	9717773757	0129-2283542
Gurgaon	:	Shiv Ashram Palam Gurgaon Road, Dundahera Gurgaon - 122016 (Haryana)	8930198012	7995000449	
Gandhinagar	÷	1123/55, Multani Mohalla, Gandhi Nagar, Delhi - 110031	8010082244		
Phoolbagh		WZ-40/7, Phool Bagh, Rohtak Road, New Delhi - 110035	7838900136	28312286,	28312063
Nangloi	1	580/2/2, Goga Marg, Firni Road, Mundka, Delhi - 110041	9312064194	7995000433	
Naraina	:	CB/382/11, Indira Market, Ring Road, Naraina, New Delhi - 110028	7995000434	9310657970	
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Sadar Bazar		Shop No. 58, New Kutab Road, Sadar Bazar, Delhi - 110006	9350186138	7995000436	
Sanjay Gandhi	5	BG-316, Sanjay Gandhi TPT Nagar, Near Delhi Dharam Kanta, Delhi - 110042		27832833	45170449
Kundli	*	Shop No.11, Lakhmi Pyau, Kundli Border (Kamla Market) Sonepat (HR) 131028	7995000438	7428388316	9541905794
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Manesar	9.00	Shop No.4, Pepsi Dhaba, Near Apna Ghar, Delhi Jaipur Highway, Village Shikhapur, More, Manesar - 122001	7838900139	7995000453	7995000448
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Eicher Trucks And Buses Launches All New Heavy Duty Bus – Skyline PRO 6016

• First Eicher HD Bus with Volvo's 5.1L VEDX5 engine

· Mobile COVID ICU fabricated on Skyline PRO 6016 by a Hyderabad based foundation

June 10, 2020, New Delhi: Eicher Trucks & Buses, part of VE Commercial Vehicles Limited, today introduced all new heavy-duty bus - Skyline Pro 6016. The bus is now available across all markets in India. HD Bus market accounts for over 35% of the industry volume and Skyline Pro 6016 will augment the heavy duty bus offerings in Eicher's portfolio.

Skyline Pro 6016 marks the introduction of Volvo Group technology based 5.1 litre VEDX5 engine in Eicher's bus range. The engine delivers best in class performance of 155kW (210 hp) and torque of 825Nm @ 1200 to 1600 rpm. The superior engine design delivers its peak torque at low RPM and sustains the same over a wider RPM range, thus, improving fuel efficiency.

Advanced technology features and quality aggregates ensure Skyline Pro 6016 fulfils and delivers on its 'Born Smart, Made Reliable' positioning. Skyline Pro 6016 is a highly reliable

Eicher Skyline Pro 6016

- Next-generation VEDX5 Volvo engine based on Selective Catalytic Reduction (SCR) technology,
- Higher Power of 155kW (210hp) and torque of 825Nm @ 1200-1600 RPM
- Intelligent features such as Fuel Coaching and Cruise Control for higher fuel economy
- Innovative Mbooster+ technology for higher fuel economy and optimum engine performance.
- · Robust Domex® chassis for

bus that comes equipped with fuelefficient Exhaust After-treatment system (EATS), 16.2 T GVW and Volvo Group's EMS (Engine Management System). It also comes with intelligent features such as engine protection system for better engine life, intelligent driver information system (IDIS 2.0), fuel coaching and cruise control, that improves driving comfort and efficiency. The vehicle has a robust DOMEX® chassis along with safety features like engine exhaust brake and larger pneumatic brakes. Skyline Pro 6016 is available in multiple long wheelbase variants along with an option of light weight 425 litre HDPE fuel tank for optimum performance in long-distance journeys.

The Skyline Pro 6016 is equipped with innovative Mbooster+ technology that enables the driver to switch between Eco+, Eco & Power modes based on road and occupancy conditions for better fuel efficiency. To maximise onroad performance its designed with a flat driver area, sandwich type compact engine hood, a bigger alternator and a larger clutch.

Commenting on the new product, B Srinivas, Sr. Vice President - Bus Sales & Marketing, Strategy, Product Planning, VE Commercial Vehicles said, Eicher Skyline Pro 6016 is the newest addition to our BSVI HD Bus portfolio, a breakthrough product delivering highest power output in its segment. Backed with strong Volvo Group engine platform, modern design along with fuel efficiency-enhancing features like Mbooster+ and Fuel



coaching make Skyline Pro 6016 the most profitable choice in heavy duty bus category."

Eicher Skyline Pro 6016 was recently deployed for a good cause of creating a mobile COVID ICU unit. It was fabricated by the Grace Cancer Foundation, Hyderabad. The mobile unit incorporates medical functions such as an ICU unit, Cancer screening, Mammography, X-ray and sample collection in addition to supporting facilities for ventilators, imaging, teleradiology, e-ICU, ultrasound and AI-based stratification.

Eicher currently produces a wide range over 150 fully built and bus chassis variants across light, medium and heavy-duty applications. The buses are built at Eicher's bus manufacturing facility in Baggad, Madhya Pradesh. This state-of-the-art bus body manufacturing facility produces buses for school, staff, route-permit & intercity segments for domestic & international markets.

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Funds Raising Exercise for Highway Heroes (COVID-19) -

List of Contributors

You've made the impossible, possible; the unreachable, reachable. During the lockdown, when everything was a standstill, you let our Highway Heroes move. When people were uncertain about their groceries, you provided our backbones, truck drivers, their meal. When it looked impossible to sanitize a large number of trucks before the restart, you made it possible. Your every bit, every single penny is invaluable. We salute you, donors!

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Don't wait for opportunity, create it. - George Bernard Shaw

AITWA introduced e-pass app to ease drivers movement during lockdown

Friends,

As you know truck drivers can get the permit to move to places with their licenses but an e-pass boosts to their confidence and also helpful to convenience authorities at the time of need. All India Transporters' Welfare Association (AITWA) very well understands it and therefore has launched an app for generating e-passes, specifically for our Highway Heroes (truck drivers).

We want to invite you all to get your organisation registered for this app and get its benefits. You can generate the e-pass as a transporter after registering for the app and sending to drivers on WhatsApp.

What do you do to get an e-pass for your driver?

- 1. Register yourself on epass.irisgst.com. You need only your aadhar number handy.
- 2. Add your organisation You need a screenshot of being logged in on e-way bill portal or GSTN portal (jpg or png). You need a pan card copy of your company (jpg or
- 3. Once you complete your company registration AITWA will verify you shortly and give you permission to generate e-passes.
- 4. You can create a pass for your driver. You need the drivers name, mobile number, driving license number and also have to inform the origin and destination points.

ePass for Logistics

ePass ID No

AAACD2086J/0GYA

Issued To

RAHUL BORO

Valid Upto

07/May/2020 03:54:15 PM

Govt ID no

AS1320180009521

Contact No

7319142933

Organisation

CJ DARCL LOGISTICS LIMITED

Nature of operation

DRIVER

Current location /Starting point

AMINGAON

Area of operation

All India



Verify on

https://epass.irisgst.com

Approving Authority

AITWA

Instructions

- 1. This pass is issued to trucks & goods carrier vehicle driver only (Permitted under essentials MHA Order No 40-3/2020 dated 15/04/2020)
- The ePass has been issued to carry out essential services under lockdown due to COVID19 and cannot be used for any other purpos.This ePass is not transferrable and can be used only by the person upto the validity period.
- Please carry commercial driver license with you, without which ePass will be considered as invalid.
 Before leaving ensure you are in healthy condition and while outside please take necessary precautions of social distancing and wear
- 6. Passholder and the organisation personnel will be held responsible for any violations in the current prevailing laws and rules

ePass is generated by system developed and maintained by IRIS GST

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Register with MSME and avail the benefits to enhance your business

Change is power. The importance can be felt every time one struggles to keep pace with today's needs, as the new world is changing every day, every moment. Micro, Small and Medium Enterprises (MSME) sector is also changing with new terms and conditions. The government of India has taken the step considering its emergence as one of the most potent sectors and the way it is marching ahead with the strength to strength. Undoubtedly, it has evolved as a highly vibrant and dynamic sector of the Indian economy. It is one of the front runners in revenue generation and job creation for the last five years.

Of course, the registered MSMEs are not playing the pivot and are only in supporting role to big industries. But that does not define them, in fact, the way these firms are contributing largely to the socio-economic development while delivering the required services/products describe them. The transport sector, being a service provider is a part of it.

But this comes not very easily. The MSME sector was set up to promote micro and small businesses and to protect them from delayed payment and for better business allocation. However, the big sharks in the form of corporate houses always manipulate MSME act to their benefit. In this age of digitalization, the use of paper bills surely put large corporate houses in question. In addition to this, their

The MSME sector was set up to promote micro and small businesses and to protect them from delayed payment and for better business allocation. However, the big sharks in the form of corporate houses always manipulate MSME act to their benefit. In this age of digitalization, the use of paper bills surely put large corporate houses in question. In addition to this, their ignorance of the delivery date or date of receiving, pretend to check articles. overruling the MSME law further question their integrity

ignorance of the delivery date or date of receiving, pretend to check articles, overruling the MSME law further question their integrity. Their prejudice being the paymaster and their deliberate attempt to make transporters feel low is not healthy for a good business environment. The Public Sector contractors sail on the same ship, they also don't like to follow MSME law.

Recently, All India Transporters' Welfare Association (AITWA) organized a webinar which was presided over by Mr. Vijay Kumar, Director, MSME, Delhi and Mr. Mahendra Arva, National President -AITWA. Various members of AITWA participated in the online event where Mr. Vijay addressed several issues. Explaining the definition of MSMEs he says that any firm with an investment of Rs. 1 crore and an annual turnover of Rs. 5 crore falls under the micro-level enterprises. A firm with an investment of Rs. 10 crore and a yearly turnover of Rs. 50 crore falls under small enterprises and macro-level firms are those firms which have Rs. 50 crore as the investment money and Rs. 250 crore as an annual turnover amount. He further elaborated how transport firms can encash the maximum benefits from MSME schemes by registering. For instance, registered firms can easily avail loan from banks, MSMEs or government entities. Mr. Vijay insisted that more firms should come

forward to get registered as MSMEs as they can take advantage of various government policies. This applies to the firms who are already registered as the new definition of MSME has more benefits to pick from.

Mr. Vijay Kumar also emphasized on a 'zero waste' formula. According to him, transporters waste a lot of manpower, time, diesel and trucks. He suggested that the transport agencies should come together to open training centres for drivers, engineering workers and consultancy services in maximum Transport Nagar. This will save a lot of money for transporters. In this case, the government will invest up to Rs. 18 crore out of Rs. 20 crore budget and rest Rs 2 crore must be borne by transport agencies. A 90:10 ratio will be followed if the budget gets smaller. However, it is mandatory that for such an establishment, the plot and building have to be offered by agencies. To open a training centre, the manpower of 10 -15 people will be required but the amount invested by the government need not be returned and will be counted as grants.

In a reply to Mr. Arya's revelation that to avoid the 45 days binding on payment, companies have created false systems of counting the days of outstanding. He says that all government bodies will make the payment within the stipulated time and MSME always strives to pursue

larger firms to make the payment on time.

If any organization does not make the payment then the service provider can c a s e f i l e o n https://samadhaan.msme.gov.in

Mr. Kumar's suggestion to

https://samadhaan.msme.gov.in

Further, he also picked a few questions from various members of AITWA across the country and answered convincingly. He confirms his availability on whenever needed and assured to offer the helping hand

The power of MSMEs is huge.

The government understands it but until the loopholes are fixed their potentiality will never be realized. Both the government and the transport sector have to eradicate the drawbacks first and then work on strengthening the strong points to emerge as a game-changer in the society, for the society. This way, the ease-of-doing-business will

develop and the sector can reach new heights

transporters was that they should not sign an agreement which defines the payment clause as 90 days or anytime above 45 days. Since this is agreed mutually, it will be difficult for MSME to interfere. However, he shows light of hope for those who provide service as a vendor or a third party to a government body. In this case, the service provider can reach to the customer stating that the contractor has not made the payment. In this situation, the service providers can a 1 s o c o m p 1 a i n o n

whenever required.

The power of MSMEs is huge. The government understands it but until the loopholes are fixed their potentiality will never be realized. Both the government and the transport sector have to eradicate the drawbacks first and then work on strengthening the strong points to emerge as a gamechanger in the society, for the society. This way, the ease-of-doing-business will develop and the sector can reach new heights.

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 July 2020.

AITWA's 'Highway Heroes' campaign appreciated and gets great response in corporate world

Ever since the Highway Heroes campaign was introduced to improve the quality of drivers and family lives, positive response has been pouring in across industries. In these hours of pandemic crisis, the corporate world has been the helping hand with contribution coming from various philanthropy activities.

Recently, M/s Sellowrap India Private Limited has come forward to show their gratitude towards Highway Heroes campaign. This result is because of our constant effort to reach them. Sellowrap India has responded to our appeal to treat truck drivers and khalasis well at various locations of their plant. They not only issued an internal SOP for their plants but also started a practice of collecting feedback of visiting drivers in their plants.

Taking this as an ideal case study, AITWA would like to urge the corporate world to practice similar steps in their premises while receiving their products/goods. We are cent percent sure that if this is taken up across the country, then soon we will witness a different India. It will

undergo not only a change in complexion but also build a positive mindset towards truck drivers.

Further, the story of Highway Heroes has reached far and wide. Its approach, the objective is appreciated across the nation. There is an iota of doubt that the Highway Heroes campaign is not a success. Following example will reestablish AITWA's commitment to empower the truck drivers. Read the response and learn how highly the corporate world thinks about us as a team.



All India Transporters Welfare Association info@aitwa.org | www.aitwa.org

June 1, 2020

REQUEST ALL INDUSTRIES, CORPORATES AND TRADE ASSOCIATIONS

Dear Sirs,

Sub: Let us be more human!

Present pandemic of Corona has shaken the complete economic cycle of our Country. Everyone, however small or big, is having his share of inconveniences and problems. You must be having issues of your level.

Keeping the supply chain live has been the biggest challenge for the transport industry. It was a herculean task to mobilize the essentials like food and medicine in the first lockdown; moving export import containers was the challenge in second lockdown; third lockdown was addressed to opening up of industries.

The biggest problem was the suffering faced by truck drivers in the first lockdown. They got stranded on highways when the state Governments blocked the inter-state movement on highways. With dhabas and petrol pumps getting closed this hapless people suffered immensely.

AITWA tried to mobile food services for them all over India on highways. They had no option but to leave for their home whatever way. Their suffering was no less than that of the migrant labourers, which we see on television. They were not covered on TV.

Though the road transportation level has picked up to a level of about 30%; yet drivers are scared to leave their homes and come back to steering wheels.

Our request to your esteem organization is to extend maximum empathy and help towards our Highway Heroes who visit your plants, warehouses or stores. Treat them as part of your organization for as long as they are in your premises. You can help them in following methods-

- Allow them entry with the vehicles in your premises at the earliest without making them wait outside your gates in the present scorching summer heat
- Let the loaded trucks be under your security so that the driver is relieved from mental burden
- Let them be checked for body temperature, the way you check your other staff and labour. Take similar decision if a driver is found sick
- 4. Let the drivers get access to sanitizer for hand sanitization
- Make them available decent toilets and bath (if possible at factories)
- Let them have tea and food at your staff/labour canteen; either complimentary or on payment
- Please advice your security and other staff dealing with drivers to treat them with dignity and friendliness

We assure you, that such human treatment towards truck drivers will not go unnoticed. Your supply of vehicles will increase because of drivers' willingness to visit your place.

We all can sail through bad times by being friendlier and more human towards our Highway Heroes!

With warm regards

For All India Transporters Welfare Association

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All India Transporters Welfare Associations M-5, Ashoka Centre 4E/15, Jhandewalan Extn, New Delhi-110055

Mahendra Arya National President

P.S. – If time permits click on this link – <u>www.bit.ly/hhintroav</u> to know more about AITWA's Highway Heroes Project

We are overwhelmed to receive responses like the one from Ajanta Pharma Limited.

We are thankful to Ajanta Pharma and corporate houses of similar thoughts for listening to our call on our Highway Heroes/ drivers. Definitely, this initiative from Ajanta will boost the morale of All India Transporters' Welfare Association (AITWA) and push for such initiatives to accomplish in future.



April 16, 2020

Shri Narendra Modi ji Hon Prime Minister Government of India New Delhi

Respected Sir

Sub: Submission for complete package for Logistics Industry

All India Transporters Welfare Association, AITWA, is an apex body representing the road transport industry to various authorities for betterment of the trade & ensuring the backbone of the industry is strengthen together.

During the ongoing crisis, AITWA has been working closely with many Ministries to ensure supply chains of essentials & pharma do not get disrupted. We have our teams working closely with airports & sea ports alongwith the Ministry to ensure movement at Ports.

While the efforts continue to ensure normalcy in logistics, we see various issues for our trades survival. We have prepared a consolidated submission of various aspects and submit the same to you for your good office to take forward with respective Ministries.

A. Income Tax

- We anticipate huge issues in paying salaries for a cash crunched business. We suggest to reduce the burden of the Government as well, a credit of three months amount of Rent, Salary/Wages and Interest, as Advance Tax in Income Tax of all logistics companies engaged in transportation, warehousing, loading/unloading services manual or by crane. Amount can be as per the balance sheet of FY 2019-20 or FY 2018-19 and set off in FY 2020-21, 2021-22 and 2022-23
- 2. Reduction in the Income Tax rate to 10% for Logistics sector
- Abolish TDS deduction under Section 194 C & 194 N of Income Tax to increase liquidity in hands of transport companies
- Remove provisions of Section 44AE and exempt small fleet operators from Income Tax for FY 2019-20 and 2020-21
- Restore older version of Presumptive tax for ease of working by small fleet operators from FY 2020-21 onwards

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



B. Goods & Services Tax

- Extend the expiry date of all E-way Bills in pipeline to upto one month from the date of lifting of COVID-19 Lock Down
- No penalties to be charged under GST for documentary errors
- Remove provision of extension of validity for goods lying in transporter godown as a result of movement before or during lockdown. Consignees may not come forward to collect for a long time due to various possibilities

C. Finance

- The interest rate on all existing term loans and working capital should be lowered to 3% PA in parity of International Rate of Interest
- Banks should be advised to enhance working capital limits by 25% without seeking any additional collateral to all non NPA accounts
- EMIs of trucks should be extended by three months (or more if lockdown is moved to another date from existing May 3, 2020); considering no interest payable for three months EMI (or more as the case may be)
- Amendments should me made in Company Laws, allowing companies to take loans from sources other than banks and NBFCs, thus easing out the management for companies.

D. Salary & Wages

- As all companies are expected to pay salary & wages to their staff & workers without attendance, hence some sacrifice should be done by staff members also which are as follows-
 - All leaves Sick, privilege and casual should be halved for the year 2020-21
 - No Bonus should be payable on account of the year 2019-2020; payable in 2020-21 by law
- All National Holidays should be cancelled in 2020-21; except Republic Day and Independence Day. This will make up for lost working days to some extent
- 3. In the package announced by Finance Minister the pay-ability of PF of the share of employer and employee by Government is narrowed down to an almost impossible condition of below 100 people and out of that 90% below salary of Rs. 15000. This should be amended by removing the condition of salary amount and percentage of people to make it a real support to business
- 4. No ESI should be payable for three months beginning from March 2020.

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E. MSME Provisions

- MSME ministry should provide loans up to 2 Crores to logistics companies registered under MSME without collateral at an interest rate of 3% pa
- MSME in consultation with Ministry of Corporate affairs should ensure that payments of MSME registered logistics companies are not delayed as per provisions of MSME
- MSME should issue circular that no Corporate big or small should misuse the
 provisions of Force Majeure by misinterpreting the provisions of Force Majeure to
 deduct money from Logistics companies account. The circular should clarify what is
 covered under Force Majeure provisions without any exceptions.

F. Truck Drivers

This is a very uncared for section of our Society. AITWA has last year taken up the initiative of uplifting their lives and calling them **Highway Heroes**. Today they are proving their role as real heroes to the Nation

- All truck drivers should be given all benefits which are available to migrant labours in Government schemes on the basis of their valid driving license
- By a special amendment, all truck drivers and their families should be included in the scope of Aayushman Bharat on the basis of their valid driving license
- Truck Drivers should be declared as an important category called Highway Heroes, just like soldiers and farmers of the country
- 4. Any truck driver losing life while on national duty be conferred special award by the
- 5. Police beating up a truck driver on highway should be declared as an non-bail able offence

Sir, we are confident you will find most of our requests in line with the Government's initiatives to ensure stability and long term plans to be victorious post this crisis. We have tried to minimize the burden of the Government by seeking benefits where cash outgo is least for the Government.

We assure our continuous support across the country in every way possible. Jai Hind!

Praying for an early normalcy in the country, For All India Transporters Welfare Association

Mahendra Arya National President

9324277701

Pradeep Singal

Scaped King

Chairman

9810065050

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April 25, 2020

PRESS RELEASE

All India Transporters Welfare Association wrote a letter to Hon'ble Transport Minister Mr. Nitin Gadkari on April 23, 2020 with a subject- **Situation of Confusion at ground level.**

In that letter it explained the gap between the intent of the circular issued by MHA on April 15, 2020 with regards to the directives for the logistics industry and the implementation at ground level.

Main issues were that inspite of the directive, warehouses were not being allowed to operate, ground staff were not allowed to move to their place of work, truck drivers were stuck at their villages for want of any public transport availability. The worst part was that there was no SOP in place for the industry for getting permissions. Every state has been dealing the situation differently.

Another point mentioned was that NHAI had stopped toll collection till April 20, 2020; but started same even though the truck mobilization was very limited.

AITWA is a responsible Association totally committed to the welfare of transporters, drivers & stakeholders of this trade but at the same committed to national interest. It has been amply visible that during the lockdown AITWA was the only Association at National level:

- To organize food for stranded truck drivers all over India; serving between 60,000 to 90,000 drivers with food package with the help of its members, associates and Corporates across India
- To initiate truck cabin sanitization at the locations where critical shipments of supply chain was started viz. Mumbai Air Cargo terminal, JNPT Nhava Sheva, Delhi Air Cargo Terminal and many more new locations. Nearly 2800 trucks sanitized so far till 24th April 2020
- To initiate the online education about dos and don'ts through smart phones to all drivers and to equip them with masks, hand gloves and hand sanitizers
- 4. To work as per directive of Special Logistics Secretary, Ministry of Commerce, to clear off air cargo terminals, JNPT port and various CFS by organizing vehicles against all odds. As first responders we visited JNPT & railway sidings on instructions of Ministry for providing EXIM movement support
- By taking initiatives like creating a free platform of freight exchange
- By creating an e-pass solution and offering the same free to Government of India and state Governments
- By organizing inspirational webinars with world class speakers like Mr. Shiv Khera and others
- 8. Issuing useful advisory to the industry & its customers from time to time



Our letter to Mr. Nitin Gadkari mentioned about the huge amount of harassment to transporters at ground level without any productive outcome; as we fear supply chain could never become live in present state of affairs. The worst part was that our Association has been getting hundreds of phone calls from its members asking for help and direction on the issue of difficulty in operation due to unclear directions to ground level authorities.

In this regards it was written that if the situation of confusion and chaos will continue, transporters may not be able to operate. In fact the letter continued to give various suggestions to the ministers; which were as follows in short:

- Define roles and authorities at ground level; so that the directive of MHA circular could be adhered to. Streamline issue of passes by using some online system like e-pass in consultation with State/UT Governments,. AITWA cited its experience about e-pass issued to drivers as a supporting document to their valid pass – their driving license
- 2. Drivers to be allowed to travel interstate to reach vehicles, how else will the availability of trucks improve
- 3. Do not scare transporters who are trying to keep supply chain live for essential goods. Encourage them. Insurance cover to this industry workers
- 4. Advice all users of logistics services to rely on e-documents and avoid papers' handling at all levels of supply chain, otherwise payments will be blocked & lead to cash flow issues
- 5. Let toll collection be stopped until a semi normal level of truck movement is restored

AITWA informs all concerned that it will work in-line with Government directives; with a request that the same should be implemented at ground level by taking states/UTs on board. An association like AITWA does not believe in stopping the work at any time, it believes in working together to find solutions to the problem.

Issued By - Mr Mahendra Arya, President, AITWA



PRESS RELEASE What a Relief Package?

Government has announced its much publicized 20 Lakh Crore Package. Transport industry has been trying to find itself in this package with a microscope; but no success.

Where does it relate to the transport industry, which constitutes a large portion of India's supply chain, which had a lot of mention in the speeches:

- Single Truck Owners/Operators: A large section of India's road transport sector is operated by single truck owners who own 1 to 10 trucks. They pay most of their asset related expenses in advance like Road Tax, National Permit, Insurance, Fitness, etc. Apart from this they have to pay monthly EMIs which is usually generated from its running. Now he is expected to pay EMIs, feed his family, clear the taxes/insurances, etc all without any inflow. Most of his drivers have gone to their village due to uncertainty. In addition to this he has to pay Income Tax on presumptive income basis under Section 44AE, irrespective of his vehicle running or not.
- Trucks & their drivers: Are the lifelines of the Nation. They have kept their promise by maintaining the supply chain of essential goods alive in these corona affected times:
 - a. A driver is expected to resume his duty as the Nation wants the total supply chain to be operative
 - b. He had to suffer for more than 15 days on highways due to sudden call of lockdown, without food, shelter and even drinking water. After that many have moved to their village without any proper mode of transportation. Their source of income has stopped
 - c. Drivers who have somehow reported to their truck, are not provided any Corona Warrior insurance cover by the Government. They are exposed to all kinds of risks being in open environment with mobility.
 - d. While hawkers, vendors and migrant labour have been shown lot of sympathy and therefore budgetary provisions; truck driver are invisible in the Government schemes
 - Based on our study, most truck drivers don't come in any Govt scheme like Ayushman Bharat etc which means they may not be eligible for any scheme
- 3. Transport companies: Have created infrastructure in terms of warehouses, fleet, jobs and employ drivers all over India. They cannot run their business in present circumstances caused due to lockdown. Yet they are:
 - a. Expected to pay full salary to their staff members, employed labour and drivers
 - Expected to pay full rent for all their offices/warehouses without any business
 - Expected to pay interest to banks for all kinds of loans like term loan, working capital limits etc. without cycling their money in the business.



PRESS RELEASE

What Government has provided to them are following:

- a. Reduction in TDS of their collectibles by 25%- That means if a transport company is getting deducted with 2% of his bills by the customers; the same will be by 1.75%. Is it a help to trade? TDS is a deduction in anticipation of a future tax which will become payable by a businessman on his profits. 1st first quarter of 2020-21 being completely washed out; is anyone expecting transporters to earn profits? If no, then what is this TDS for? Just to remain with Government as low interest finance for several years.
- b. Refund of refundable TDS money upto Rs 5 lac Is it some kind of help? This is undoing of a wrong by the Government but limited to only Rs 5 lacs. What about refund of crores of rupees of many transport companies? Why should the Government machinery hold due legitimate payments to those whose receivable is more than Rs 5 lacs?
- c. Reduction of PF by 2% for employer and employee: Salary in a transport company is generally about 4 to 5 % of its turnover. That means the reduction in PF contribution of 2% means 0.001% of monthly turnover for 3 months. For example a company having monthly turnover of 5 crores will enjoy a saving of about Rs 50000 in one month. That works out to Rs 1.5 lacs. Hence the total contribution is Rs. 1.5 lac in an annual turnover of Rs 60 crores. How does it help the liquidity? This Rs 1.5 lac is taken out from the kitty of the salaried staff; unless it is to be reimbursed by Government of India?
- 4. MSME Redefined: This was a long-awaited process pending at the ministry's end. Just one more delayed step by Government! Transportation is a high turnover business. Transport companies operate without much investment in equipment yet perform high turnover. By cutting off upper limit of turnover at Rs 100 crores, number of transport companies already enrolled under MSME are now being deprived off of the benefits of MSME. Another nail in the coffin for many transporters.

On the whole the transport industry is totally disappointed with the much hyped Government's relief package. The relief package is only a bundle of freebies for very poor people and lacks any kind of foresight in rebuilding of national economy; especially of the Logistics sector.

Our Government spoke very highly about the supply chain

Issued by Mahendra Arya



May 23, 2020

Smt Nirmala Sitharaman Hon'ble Finance Minister Government of India New Delhi

Sub: PAN Number of Truck Owner

We would like to highlight to you some critical issues which affect our sector and maybe considered to give some relief. As per Income Tax Act, a transporter need not deduct TDS from a truck owner provided he owns ten or lesser vehicles. Such a truck owner is covered under section 44AE of Income Tax Act. The truck owner is expected to give a declaration to this effect referring his PAN Number.

As per the practice of the transport industry, generally there is no direct communication between transport companies and the freelance truck owners; as the day to day deal interaction is done by agents locally. The truck is brought to transporters place of loading by a truck driver who may or may not be the owner of the truck. In such a situation it becomes difficult to obtain the PAN Number of the truck owner for getting the declaration signed by his representative driver on his behalf.

Looking to the ongoing pandemic and acceptance of technology, we suggest that if it be made mandatory to include the PAN Number of a truck owner on the registration certificate (RC book) of a truck; it will make things much easier. It will also provide ample transparency to Finance Ministry for tracking the ownership level and other purposes. MORTH may have to incorporate this change in the MV act and rules. On transfer of a vehicle from one owner to another the registering office must ensure the change of PAN number from previous owner to new owner.

This one change will sort out many issues for all stakeholders. Should you need more clarification, we are happy to have a discussion with your experts. We hope to get your assent to above proposal.

Praying for an early normalcy in the country, For All India Transporters Welfare Association

Mahendra Arya National President All India Transporters Welfare Associations M-6, Ashoka Centre 4E/15, Jhandewalan Extn. New Delhi-110055

CC: Shri Ajay Bhushan Pandey – With a request to kindly to look into this

M-5, Ashoka Centre, 4E/15 Jhandewalan Extn, New Delhi-110055

Ph: +91-11-49842803



May 28, 2020

Smt Nirmala Sitharaman Hon'ble Finance Minister New Delhi

By email: appointment.fm@gov.in

Respected Madam

Sub: Revival of Single Truck Owners

Today, the whole nation is passing through extremely challenging times fighting with the corona virus, which has not only terrified everyone but has also shattered the entire economy. Our Hon'ble Prime Minister has clearly indicated his commitment and focus on the revival of our economy.

We, as transporters, pledge our assurance with you, that we will leave no stone unturned to render our services at our best, in order to ensure uninterrupted supplies and smooth movement of goods throughout the length and breadth of the country. We are committed to play an important role to expedite the process of economic revival.

You will kindly appreciate the enormous contribution of the road transport sector to the Indian economy. This sector is one of the highest tax payer to the exchequer and is also one of the largest employment generator in India. There are more than 1crore trucks plying across the country, carrying approximately 65% of the freight volume.

More than 70% of the trucking community comprises of 1 or 2 truck owners, and majority of them are the owner cum drivers, who toil under severely stressful working conditions to earn the bread and butter for their family.

These small truck owners are fragmented and spread across the country. Predominantly, they are dependent on Non Banking Finance Companies (NBFC), for their financial needs either for buying vehicles or for their day to day working capital requirements, as NBFCs provide timely and hassle free credit to them at a lower rate of interest in comparison to private lenders.

Generally the single truck owners find it difficult to get loans from the commercial banks, because they don't meet certain criteria fixed by them. The road transport sector has always found a Good Samaritan in NBFCs, for their financial needs. Some of the NBFC provide loans for purchase of used trucks also.



The operation of the trucks is at standstill for last two months. Even after resumption of transportation, they will not be in a position to pay their EMI compounded with interest of lost period. We approached some of the NBFCs asking them to extend their helping hand to these poor single truck owners. However we came to know that there is a tremendous pressure of non availability of funds on NBFCs, and therefore NBFCs are finding it difficult to finance or provide relief to the small transporters.

Even though we do not have any direct relationship with NBFCs; we feel that they should be enabled by the Government so that they may extend some relief and finance to small truck operators.

We humbly request you to kindly understand our plight, and extend your support to the whole transport sector.

Praying for an early normalcy in the country,

For All India Transporters Welfare Association

Mahendra Arya

National President

9324277701

Pradeep Singal

Chairman

9810065050



May 28, 2020

The Chairman
Insurance Regulatory and Development Authority
Hyderabad

Dear Sir

Sub: Third Party Insurance on Goods Carriage - Commercial Vehicles

All India Transporters Welfare Association, AITWA, is an Association representing the interest of Road Transport Companies. We represent more than 65% organized transport companies of India.

Our members own large number of commercial vehicles. They also attach maximum number of trucks owned by single truck owners of India. Every truck needs to be insured compulsorily for Third Party Risks and voluntarily for the rest of the risks involved. Our industry is paying a huge amount of premium to cover the entire fleet as mentioned.

Every year you being the regulatory body, review the accident ratio and accordingly adjust the increment in the TP policy. Our members have been paying the same on regular basis.

On March 24th, 2020 Prime Minister Shri Narendra Modi announced the Lockdown which was for three weeks. Since then lockdown has been continuously being extended; and till now it is going on. The effect of this lockdown on our trade is a massive. Drivers have left the cities and have returned back to their villages. This has caused a huge shortage of vehicles throughout the country.

The vehicle movement had come to a nearly grinding halt in last week of March. During second lockdown, the movement of vehicle was limited to about 10%. In the third lockdown the vehicular movement rose to about 18% but in the fourth and current lockdown; when the train services have been started for the migrant labour; a huge number of drivers have gone to their villages; brining the movement level to about 12%.

Virtually all commercial vehicles are standstill for last two months. There is still uncertainty of vehicle movement as many important states are still under Red zone classification. Even if the lockdown is partially opened up, it will not be easy to bring back the drivers to their trucks for the risk of fear as well as because of non-availability of public transportation.

This entire episode amounts to one conclusion that vehicles are definitely out of operation for three months. This clearly indicates that in these three months there have been almost no accidents hence claims. Generally the Insurance premium is maintained at such a level so that claims are met fully and a good margin remains with insurance companies. It will not be wrong to say that in these three months the entire collection of insurance pertaining to this period is net revenue for insurance companies.

The International norms are that in such a situation, the insurance companies refund the premium which is saved as additional revenue. We therefore request you to follow such norms and give the due credit to every truck owner. The easier method of giving this credit could be by giving an extension of three months extra coverage of risks under all existing policies without charging any extra premium.

We hope you will understand our request and the logical grounds attached to it. We request you to take an early decision on this request and instruct all insurance companies to do the needful as requested.

We await your early response in this regards.

For All India Transporters' Welfare Association

Mahendra Arya
National President

M-6, Ashoka Centre
4E/15, Jhandswalan Extn,
New Delhi-110055

M-5, Ashoka Centre, 4E/15 Jhandewalan Extn, New Delhi-110055 Ph: +91-11-49842803 / 23540448



AITWA/8061/2020

9th June 2020

To Shri Giridhar Aramane Secretary (RT&H) Ministry of Road Transport & Highways Transport Bhawan 1, Parliament Street, New Delhi -110001

Sub: Urgent Action needed for Road Transport Sector Suggestions from AITWA.

Dear Sir,

All India Transporters Welfare Association (AITWA) is a non-profit organisation representing the issues of the road transport and trucking sector in India to the respective bodies for betterment of the trade. Headquartered in New Delhi, AITWA has zonal offices & various chapter offices different cities giving it a Pan India reach to this fragmented sector.

While we congratulate the Government for the constant endeavour in the last few months to make changes to improvise the condition of the economy, we find little or no relief for our transport sector, which is grappling with several issues.

Kindly refer to the discussions held with our Shri Pradeep Singal, Chairman - AITWA with your good self at Transport Bhawan on 05/06/2020 regarding the issues to improve the transportation movement in the country. We would like to highlight few of the major issues which need your kind attention & immediate intervention: -

 Non availability of the drivers. - during the pandemic period it is advised to "stay home – stay safe" drivers' families are not allowing to the drivers to join the duties, that needs some motivation from Government side-

- A. COVID19 insurance should be declared as CORONA YODHA, AITWA is ready to pay its 50% contribution of the policy premium which is in the range of Rs 300/- to 500/- as discussed in the meeting
- B. Recognition of their efforts/work in maintaining the supply chain of essential goods during Pandemic
- C. An appeal to drivers to join duties, on media
- 2. Transporters need immediate relief of Motor vehicle taxes for at least 3 Months, as they were not able to run their vehicles during the lockdown period. Various reasons including drivers returning to homes & not having way to come back, states not allowing to ply vehicles interstate or also load not available due lockdown as industry was closed. Already some states have announced the relief of Motor vehicle taxes from two to three months, our prayer to Centre Government to notify the same for 3 months for all states universally.
- Transporters needs immediate respite of motor insurance as they are of running out of their savings and may not be able to pay their EMIs soon, of course they have not run the vehicles. As without the third-party insurance, a vehicle cannot run on the road. The government must extend the insurance by three months.
- 4. Sir, our Truckers are not educated and not able to maintain the accounts due to their mobile nature of operation. Considering that Income Tax has allowed under section 44AE, Presumptive Income based tax. Previously it was Rs 7,500 per vehicle per month, but this was raised unreasonably to Rs 1,000 p.m. per vehicle as per the GVW of the vehicle. Sir, the increase is not justified in any of the manner (if a vehicle is having a GVW 25 Tons that his income is counted as Rs 25,000 p.m. ie Rs 3,00,000 p.a. whereas it was Rs 90,000 only) Prayer to your good self to intervene in the matter and provide a justified solution. Further in this Pandemic Period the maximum vehicles are standing idle without load.
- Sir, we have been requesting a Video Conference meeting with stakeholders to be arranged with Shri Nitin Gadkari - Hon'ble Union Minister of Road Transport and Highways regarding the issues to improve the transportation movement in the country.

We are sure you will understand the gravity of issues we have highlighted to your good self. We urge you to give it due importance & initiate suitable action for relief to the transport sector.

Looking forward to your early and favourable support in this regards.

Thanks & Regards,

For All India Transporters Welfare Association

Mahendra Arya

National President - AITWA

All India Transporters Welfare Associations M-5, Ashoka Centre 4E/15, Jhandewalan Extn.

AITWA New Delhi-110055

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एनएचएआई ने मानसून से पहले राष्ट्रीय राजमार्गों को अच्छी हालत में लाने की तैयारी की

राष्ट्रीय राजमार्गों को मरम्मत-रहित और यातायात योग्य स्थिति में रखने के लिए, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) ने अपने क्षेत्रीय अधिकारियों (आरओ) और परियोजना निदेशकों (पीडी) को निर्देश दिए हैं कि वे बरसात के मौसम को ध्यान में रखते हुए उच्च प्राथमिकता के आधार पर राष्ट्रीय राजमार्गों के रख-रखाव का कार्य करें। इसका उद्देश्य समय पर कार्य करना और राजमार्ग को मानसून के मौसम से पहले यानी 30 जून, 2020 तक यातायात के योग्य बनाना है।

एनएचएआई ने अपने आरओ/पीडी योजना की मदद करने और बेहतर प्राथमिकता के लिए नए नीति दिशा-निर्देश जारी किए हैं; और इसके बाद वह वांछित तरीके से राजमार्ग रख-रखाव की प्रक्रिया में तेजी लाएगा। उसका लक्ष्य अपेक्षित गतिविधियों की गहन योजना सुनिश्चित करना और समयबद्ध तरीके से उसका कार्यान्वयन करना है।

एनएचएआई के क्षेत्रीय अधिकारियों को रख-रखाव गतिविधियों के बारे में

तेजी से निर्णय लेने के लिए पर्याप्त वित्तीय अधिकार दिए गए हैं। परियोजना निदेशकों को सलाह दी गई है कि वे विभिन्न राजमार्गों की दुर्गति (जैसे गड्डों, लीक करने और दरार आदि) की पहचान के लिए कार माउंटेड कैमरा/ड्रोन/नेटवर्क सर्वेक्षण वाहन (एनएसवी) आदि के जिरये प्रौद्योगिकी संचालित उपकरणों की सहायता से राजमार्गों की स्थिति का आकलन करें और उसके बाद सुधार की योजना तैयार करें।

सभी क्षेत्र अधिकारियों को निर्देश दिया गया है कि वे समयसीमा का पालन करें, नियमित रूप से रख-रखाव के काम की प्रगति की निगरानी करें और नियमित अंतराल पर प्राधिकरण को रिपोर्ट करते रहें।

एनएचएआई मुख्यालय अपने प्रोजेक्ट मैनेजमेंट सॉफ्टवेयर- डेटा लेक के जिरये प्रगति की बारीकी से निगरानी करेगा, जहां मरम्मत संबंधी अन्य जानकारी के अलावा मरम्मत कार्यों से पहले और बाद की तस्वीरें अपलोड की जाएंगी।

एनएचएआई 'पूरी तरह डिजिटल' होने वाला पहला निर्माण क्षेत्र संगठन बना

सबसे बड़े सुधारों में से एक के रूप में, सड़क परिवहन एवं राजमार्ग मंत्रालय के तहत भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) यूनिक क्लाउड आधारित एवं आर्टिफिसियल इंटेलीजेंस संचालित बिग डाटा एनालिटिक्स प्लेटफार्म-डाटा लेक एवं प्रोजेक्ट मैनेजमेंट साफ्टवेयर के लांच के साथ 'पूरी तरह डिजिटल' हो गया है। एनएचएआई का समस्त परियोजना प्रबंधन कार्य प्रवाह मैनुअल से ऑनलाइन पोर्टल आधारित में रूपांतरित हो गया है, जिसमें 'वर्कप्लो विद टाइमलाइंस' एवं 'अलर्ट मैकेनिज्म' सहित संपूर्ण परियोजना निष्पादन प्रचालनों का विन्यास किया गया है। सभी परियोजना दस्तावेजीकरण, अनुबंधात्मक निर्णय एवं मंजूरी अब केवल पोर्टल के जरिये ही किए जा रहे हैं।

एडवांस एनालिटिक्स के साथ, डाटा लेक साफ्टवेयर विलंबों, संभावित विवाद का पूर्वानुमान लगायेगा एवं अग्रिम अलर्ट देगा। इस प्रकार, निर्णय निर्माण को त्वरित करने के अतिरिक्त, यह सटीक और सही समय पर निर्णय लिए जाने को भी सुगम बनायेगा क्योंकि सिस्टम द्वारा ऐतिहासिक डाटा पर आधारित विभिन्न विकल्पों के वित्तीय प्रभावों का अनुमान लगाने की संभावना है। इससे बहत से विवादों में कमी आएगी।

एनएचएआई का दावों एवं प्रतिदावों की भारी राशि के साथ बड़ी संख्या में लंबित पंचिनर्णय मामलों का इतिहास रहा है। अधिकांश विवाद प्रकृति में सामान्य रहे हैं जैसे ऋणभार मुक्त साइट की सुपुदर्गी में विलंब, यूटिलिटीज की शिफ्टिंग, प्लांट के निष्क्रिय प्रभार, मशीनरी, उपकरण, श्रमबल एवं निर्णय लेने में देरी आदि। इन विवादों को कम किया जा सकता है क्योंकि डाटा लेक सॉफ्टवेयर में इन सभी बाधाओं को ट्रैक करने एवं जांच करने का प्रावधान है और यह सुनिश्चित करेगा कि कार्य पारदर्शी तरीके से समयसीमा के भीतर संपन्न हो जायें। चूंकि सभी प्रक्रियायें पोर्टल आधारित होंगी, निर्णय निर्माण त्वरित गति से होगा एवं अंततोगत्वा भविष्य में मुकदमेबाजी की संभावना कम हो जाएंगी।

संपूर्ण परियोजना दस्तावेज एवं पत्र व्यवहार जीआईएस टैगिंग एवं यूनिक प्रोजेक्ट आईडी के साथ लिंक्ड क्लाउड आधारित 'डाटा लेक' में डिजिटल फौर्मेट में स्टोर्ड रहेंगे जिससे कि जब कभी किसी भी लोकेशन से आवश्यकता पड़े तो प्रोजेक्ट डाटा को आसानी से वापस पा लिया जा सके। एनएचएआई के सभी अनुबंधकर्ता/छूटग्राहो/परामर्शदाता/प्राधिकरण इंजीनियर (एई)/स्वतंत्र इंजीनियर (आई) एवं परियोजना निदेशक (पीडी)/क्षेत्रीय अधिकारियों ने पहले ही व्यापक रूप से इसका उपयोग करना आरंभ कर दिया है। एनएचएआई का ई-आफिस मोड्यूल भी प्रणाली में समेकित है जिससे कि सभी पत्र व्यवहार निर्वाधित तरीके से फील्ड यूनिट से हेडक्वार्टर में सुरक्षित तरीके से डिजिटली फ्लो कर सकें।

वर्तमान कोविड-19 महामारी के परिदृश्य में जब अधिकांश संगठन कामकाज में गंभीर चुनौतियों का सामना कर रहे हैं, एनएचएआई के कर्मचारी बिना किसी शारीरिक संपर्क के एवं भौतिक रूप से फाइलों को छूए बगैर बिना डर के अबाधित और प्रसन्नतापूर्वक अपना काम कर रहे हैं। बल्कि लॉकडाउन अविध का उपयोग एनएचएआई द्वारा अपने कर्मचारियों को डाटा लेक के उपयोग के बारे में प्रशिक्षित करने में किया गया।

डाटा लेक कोई विलंब नहीं, त्वरित निर्णय लेने, रिकार्ड के न खोने, कहीं से भी/किसी भी समय कार्य करने के लाभों के साथ एनएचएआई में क्रांतिकारी बदलाव लाएगा। यह पारदर्शिता लाएगा क्योंकि परियोजना से जुड़े सभी अधिकारी और हितधारक देख सकते हैं कि रियल टाइम आधार पर क्या हो रहा है जो वरिष्ठों द्वारा समवर्ती निष्पादन लेखा परीक्षा के बराबर होगा।

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दिनांक:- 12 जन, 2020

लॉकडाउन के चलते ट्रांसपोर्ट क्षेत्र घोर संकट में नये ट्रक खरीदना आत्मघाती सिद्ध होगा

नईदिल्ली, 11 जून (एनएनएस)। देश में कोरोना जैसी विकराल स्थिति को देखते हुए व देश में मार्च से लेकर वर्तमान समय तक चलते लॉकडाउन के कारण आल इंडिया टांसपोटर्स वेलफेयर एसोसिएशन र्क राष्ट्रीय अध्यक्ष महेन्द्र आर्य और सभापति प्रदीप सिंघल ने ट्रांसपोर्ट क्षेत्र को लॉकडाउन से होने वाले नुकसान की चिंता जताई एनएनएस मीडिया ग्रुप के प्रवक्ता को जानकारी देते हुए कहा कि केन्द्र सरकार द्वारा घोषित की गई छट व राज्य सरकारों और जिला प्रशासन को भी अपना निर्णय लेने के अधिकार दिया ऐसी स्थिति में भी देश की अर्थव्यवस्था पूरी तरह चरमरा गई है। वर्तमान में कोरोना जैसी महामारी के चलते टांसपोर्ट व्यवसाय बड़े आर्थिक संकट के दौर से गुजर रहा है। हमें अपने टांसपोर्ट व्यवसाय की सरक्षा के लिए महत्वपूर्ण कदम उठाने की आवश्यकता है। सरकार की तरफ



से किसी प्रकार की हमें न तो सहायता मिली है और न ही आश्वासन। प्रधानमंत्री जी के निदेशानुसार हमें आत्म निर्भरता के कुछ कदम उठाने पड़ेगे। हमारे ऊपर निर्भर करते हैं वो तमाम लोग जो भले अधिक पढ़े-लिखे नहीं है लेकिन हमारे व्यवसाय को चलाते है अर्थशास्त्रों की भविष्य वाणी बता रही है, कि देश के उत्पादन और वाणिज्य बहुत बड़ी कमी आ रही है। ई-वे बिल के आज के आज की तारीख के सरकारी आंकड़े बता रहे है कि आज भी मात्र 20 से 30 प्रतिशत परिवहन देश में चल रहे है और देश में लगभग 90 लाख ट्रांसपोर्ट की गाड़ियां है। इनमें से अधिकांश गाडियां पिछले दो महीनों से ज्यादा समय से नहीं चल पा रही है वे खड़ी गाड़ियां मात्र खर्चों का स्रोत है आय का नहीं। रोड टैक्स, इन्होरेंस और नेहानल परमिट आदि का भुगतान या तो हम कर चके हैं. या हमें करना पड़ेगा चाहे गाड़ियां चले या न चले। ऐसे में हमारे ट्रांसपोर्ट व्यवसाय के सभी हिस्सेटारों से निवेदन है कि हमें प्रतीजा करनी चाहिये की हम कम से कम 2020-21 के वर्ष में नये वाहन खरीदने की सोचेगे भी नहीं। ऐसा करके हम अपने एकल टक मालिकों को समुचित अवसर प्रदान कर सकेंगे। वर्तमान स्थिति को देखते हुए नयी गाड़ियां खरीदना हमारे व्यवसाय के लिए आत्मधाती होगा। अगर हम स्वयं अपने मदद नहीं करेंगे तो गैर कोई हमारी मदद नहीं करेगा। ऐसी स्थिति में हम स्वयं ही मन्त्र होगा "नो टक गेट मि"। आल इंडिया टांसपोर्ट वेलकेयर एसोसिएशन के राष्ट्रीय अध्यक्ष महेन्द्र आर्य, सभापति प्रदीप सिंघल द्वारा अंत कहा की हम सब ईश्वर से पार्थना करे देश में सामान्य स्थिति आये। (38)

वाहनों के पंजीकृत दस्तावेजों की चेकिंग के नाम पर ड्रायवर और वाहन स्वामियों को किया जाता है परेशान

भष्ट आरटीओ पर कार्रवार्ड की मांग

खरगोन निप्तः। मध्यप्रदेश सीमा पर स्थित परिवहन चेक पोस्टों पर मौजूद प्रभारी परिवहन अधिकारियों, अरटीओ द्वारा चाहनों के पंजीकृत दस्तावेज की चेकिंग के नाम पर रोक कर अवैध वस्तुली के लिए वाहन के हुस्ववर और वाहन स्थामी को परेशान किया जाता है।

प्रदेश के सभी बार्डर चेंक पोस्टों पर वाहनों के प्रवेश के वक्त दस्तावेज चेंकिंग के माध्यम से मध्यप्रदेश में मौजूद आरटीओ और पुलिस हारा अवैध वसूली के लिए उत्पोड़न किया जा रहा है, जो अब असहनीय है। बॉर्डर चेंक पोस्टों, जो कानून के विरुद्ध सरकारी और राजनीतिक संरक्षण में चाल हैं, वे प्रष्टाचार के अड्डे बन चुके है।

उक्त आरोप ऑल इंडिया मोटर ट्रांसपोर्ट कडिस के प्रदेश अध्यक्ष राकेश विचारी एवं खरगोन जिलाध्यक्ष आरिफ खान ने लगाते हुए बताया कि दूरदशींय प्रधानमंत्री का सपना है, कि कारोबार करने में आसानी हो और निबांध एवं प्रष्टाचार मुक्त भारत हो, पर इसे ष्रष्ट नेताओं और अफसरों द्वारा धूल में फेक दिया गया है। प्रधानमंत्री जी के हस्तक्षेप बाद अभी भी बेशमीं के साथ जारी है।

भारत के परिवहन समुदाय में है भारी असंतोष

प्रेस को जारी विज्ञाप्ति में ऑल झींडया मोटर ट्रांसपोर्ट कांग्रेस के पदाधिकारियों ने बताया कि सड़क परिवहन क्षेत्र पहले से ही कोरोना महामारी और लॉकडाउन से उत्पन्न विशीय संकट से जूझ रहा है। भारत के परिवहन समुदाय में भारी असंतोष है।

विज्ञान में बताया कि विगत दिवस वीडियो कॉन्फ्रेंस की बैठक में देश भर की परिवहन बिराइरी ने शिरकत की और अपने गुस्से, और हताशा को उजागर किया। आरटीओ, वा उनके एजेंटों का सड़कों पर कोई व्यवसाय नहीं होना चाहिए। दस्तवंजों को सड़क पर जांचने का कोई औदित्य नहीं है, क्योंकि सब कुछ ऑनलाइन और उनके सिस्टम में है। यह सिफ्ड भारत के परिवहन क्षेत्र के गरीब और कमजोर लोगों से जबरन पैसा वस्लने की साजिश है।

प्रेंस विज्ञप्ति में बताया कि अब 15 दिन में केंद्र सरकार ने पेटील और डीजल दोनों पर उत्पाद शुरूक में लगातार वृद्धि की है और अधिकांश राज्य सरकारों ने उप कर या खेट में बढ़ोतरी की है. और यातना के एक नए अध्याय के रूप में मध्यप्रदेश सरकार ने कोरोना सेस लगावा है। अंतर्राष्ट्रीय स्तर पर कच्चे तेल की कीमतों में गिराधट है और रुपया-डॉलर विनिमय दरों में कोई बड़ा उतार-चढाव नहीं है। लॉक डाउन के दौरान कमजोर मांग के कारण ओएमसीएस द्वारा किए गए नुकसान की भरपाई, देश के कमजोर लोगों से की जा रही है। कृषि और वाणिज्यिक वाहनों में लगभग 60 प्रतिशत डीजल की खपत होती है, जो दोनों अत्यधिक हाशिए पर है। विज्ञप्ति में ट्रांसपोर्ट कारीस के पदाधिकारियों ने कहा कि वर्तमान अशांत समय में किसानों और परिवहन व्यवसायियों के खन की आखरी बंद भी चुसी जा रही है। परिवहन भादा उच्च परिचालन लागत और मांग-आपूर्ति बलों के बीच काफी दबाव में है। ऑल इंडिया मोटर ट्रांसपोर्ट कांग्रेस के पदाधिकारी राकेश तिवारी, कुलतरणसिंह अटवाल, विजय कालरा एवं आरिफ खान ने डीजल की कीमतों में तत्काल कभी की मांग की है। विभिन्न राज्यों में बॉर्डर चेक पोस्टों को तुरत खत्य करने के आदेश की मांग के साथ ही, जो ध्रष्ट आरटीओ है जन पर कार्यथाही की मांग की है।

बेकिन खबरें पढ़ने के लिए ट्विटर पर फॉलो करें @sandhyatimes4u फेसब्क पर लाइक करें हमारा FB पेज Sandhya Times

पेट्रोल-डीजल के दाम बढ़ने से व्यापारियों की फूली सांस!

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वरिष्ठ संवाददाता

देश में लगातार पेट्रोल-डोजल के दामों में इकाफ होने से करोजिएमी की सामें भी फूलनी शुरू हो गई है। कोरोज और लॉकडाडन की चजड़ से मंद्र गुड़ा विजनेस डीजल की जहती कीमतों से उप होने की ओर है। अब भारतीय उद्योग प्रवापत मंडल केट्रीय पेट्रोलिनम मिनिस्टी और दिल्ली सरकार को पत्र लिखने जा रहा है। मंडल के महामंत्री हेमंत खूब ने कहा कि केंद्र सरकार को पेट्रोल-डीजल से डुपूरी और दिल्ली सरकार को पैट घटना होगा। डीजल महंगा होने का सोधा असर ट्रांक्येट सिस्टम पर पड़ता है। किसकी वजड़ से माल वो वीमते वढ़ती हैं। इससे प्रक्रवों को क्रम शक्ति कमांत्र होती हैं और ज्यापर को चाट पहुंचल है। पहली बर ऐसा हुआ है कि डीजल की कीमत पेट्रोल से अभिक हुई है। पिछले 18 दिनों में डीजल को कीमत में 10.48 रुपये महंगा हुआ है।

'कोरोना काल में प्रोटेस्ट भी नहीं कर सकते'



डीजस के दाम कहने पर दिल्ली गृहस ट्रांसपोरंट अगैनाइनेशन के अध्यक्ष उनेंद्र कपूर ने कहा कि सरकारें ट्रांसपोर्टर्स को वर्काद करने को कोशिश में हैं। ये पाइती हैं कि विदेशी कंपनिया देश में आकर कम करें। ये पाइती कई सत्त सत्ते दाम पर काम करेंगी फिर अपना कर्जा जानकर 4-5 गृनों रेट कर देशी। अभी तो चैसे भी जानकर में माल नहीं हैं। लेक्ट नहीं होने की वजह से प्रीडक्शन कम है। हमाव डिमांड और सप्ताई का काम है। माना पहले दिल्ली में मुंदर्स 30 हजर रुगए में ट्रक जाता था। अब हजतों ट्रकों पर काम नहीं है, ये 25 से 27 हजा रुगये में माल ले जाने को तीवार है। इसले देरे हैं कि कोरोना काल में प्रोटेस्ट और हजतात भी नहीं कर सकते।



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S.	Airport	For	The Mo	t (in MT
no.	riiport	April 2020	April	%
(A)	20 International		2019	Change
1	Chennai	4720	31881	05.2
2	Kolkata	1096	10911	-85.2 -90.0
3	Ahmedabad	246	8810	-97.2
4	Goa	4	337	-98.8
5	Guwahati	162	1672	-90.3
6	Lucknow	15	1238	-98.8
7	Jaipur	0	1272	70.0
8	Trivandrum	551	2187	-74.8
9	Bhubaneswar	15	819	-98.2
10	Calicut	0	2386	
11	Varanasi	0	271	
12	Coimbatore	19	963	-98.0
13	Srinagar	0	607	
14	Amritsar	1	296	-99.7
15	Mangalore	0	274	
16	Portblair	19	523	-96.4
17	Trichy	0	673	
18	Imphal	101	615	-83.6
19	Vijayawada	0	195	
20	Tirupati	0	0	-
Tota	Contract to the contract to th	6949	65930	-89.5
(B)	7 JV Internationa	al Airpor	ts	
21	Delhi (DIAL)	9953	80379	-87.6
22	Mumbai (MIAL)	16499	70198	-76.5
23	Bangalore	8166	30485	-73.2
24	(BIAL) Hyderabad	3459	11695	-70.4
	(GHIAL)	10000000		3500000
25	Cochin(CIAL)	1808	6054	-70.1
26	Nagpur (MIPL)	0	657	
27	Kannur (KIAL)	0	0	- 52
28	Shirdi	0	0	
Tota		39885	199468	-80.0
(C)	10 Custom Airpo	orts		
29	Pune	1	3061	
30	Patna	1	890	-99.9
31	Bagdogra	2	553	-99.6
32	Indore	9	819	-98.9
33	Visakhapatnam	119	583	-79.6
34	Chandigarh	0	427	10.1
35	Surat	269	468	-42.5
36	Madurai	2	264	-99.2 -99.0
37 38	Aurangabad	0	100	-99.0
Total	Gaya	404	7165	-94.4
	58 Domestic Air		7103	- 54,4
39	Ranchi	0	908	-
40	Raipur	0	468	
41	Agartala	0	420	
42	Jammu	0	113	
43	Bhopal	- 0	85	
44	Dehradun	0	14	12
45	Udaipur	0	0	
46	Vadodara	0	356	
47	Leh	0	288	
48 49	Gorakhpur Jodhpur	0	0	
50	Dibrugarh	0	78	-
51	Hubli	0	10	
	110011			-
52	Rajahmundry	0	0	

S.	Airport		The Mo	
no.		April 2020	April 2019	% Change
(D)	58 Domestic Air		2017	Change
54	Prayagraj	0	0	
55	Jabalpur	0	0	
56	Belgaum	0	0	
57	Tuticorin	0	6	
58	Kanpur(chakeri)	0	3	
59	Rajkot	0	3	
60	Jharsuguda	0	1	-
61	Dimapur	0	33	
62	Jaisalmer	0 2	0	-92.9
63	Juhu Guggal(kangra)	0	28	-92.9
65	Mysore	0	0	
66	Jorhat	0	0	
67	Gwalior	0	0	
68	Kolhapur	0	0	
69	Kishangarh	0	0	
70	Cuddapah	0	0	
71	Kandla	0	0	
72	Porbandar	0	0	
73	Jamnagar	0	0	
74	Pondicherry	0	0)
75	Adampur			
2000	(Jalandhar)	0	- 0	
76	Bikaner	0	0	
77	Bhavnagar	0	0	
78	Agatti	0	3	-
79 80	Khajuraho Salem	0	0	-
81	Bhuj	0	0	
82	Barapani	- 0	- 0	
02	(shillong)	0	0	
83	Pantnagar	0	0	
84	Diu	0	0	
85	Bhuntar	0	0	
86	Bhatinda	0	0	
87	Lakhimpur			
	(lilabari)	0	0	
88	Agra	0	0	- 4
89	Ludhiana	0	0	
90	Pathankot	0	- 0	-
91	Kalaburgi	0	0	
92	Shimla	0	0	-
93 94	Hindon	0	0	-
95	Pakyong	0	0	
_	Tezpur 8 Domestic Airports	2	2881	-99.9
				-99.5
	11 St.Govt. / Pv			
96	Lengpui(aizwal)	0	32	
97	Durgapur	0	0	
98 99	Nanded Nasik(Hal ozar)	0	7	-
	Vijayanagar	0	0	
101	Pithoragarh	0	0	
102	Mundra	0	0	- 3
103	Jagdalpur	0	0	
104	Hisar	0	0	
105	Pasighat	0	0	
	Bangalore(HAL)	0	0	
(E) II	St.Govt. / Pvt Airports	0	39	
(F)	Other Airports	0	0	

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

(*) TENTATIVE

(IN '000 TONNES)

TOTAL .	11444	POI	Othor	Iron Oro	Forti	Fortilizore	Coal	le le	Containore	nore	Orher	TOTAL	% VAR
	PERIOD	(Crude, Prod.,	Liquids	Incl. Pellets	FIN.	FIN. RAW	Thermal & Steam		Tonnage TEUs	TEUS	Misc. Cargo		AGAINST 2018-19
		LNG)						Others					
KOLKATA													
Voltata Dack Sustam	TRF APRIL-MAY' 2020	12	18		23	×		315	1163	69	162	1693	
Olhala DOCA Systelli	TRF APRIL-MAY' 2019	116	123		83	1		488	1628	107	732	3170	-46.59
oldia Doob Comelan	TRF APRIL-MAY' 2020	1192	477	414	21	30	352	1545	374	19	1208	5613	
naidia Dock Complex	TRF APRIL-MAY' 2019	1337	873	350	9	39	463	2843	513	27	1094	7512	-25.28
TOTAL: KOLKATA	TRF APRIL-MAY' 2020	1204	495	414	44	30	352	1860	1537	88	1370	7306	
	TRF APRIL-MAY' 2019	1453	966	350	83	39	463	3331	2141	134	1826	10682	-31.60
PARADIP	TRF APRIL-MAY' 2020	4169	174	4087	40	621	4076	1628	25	1	1277	16097	
	TRF APRIL-MAY' 2019	6252	273	3062	117	414	5484	1872	28	1	786	18489	-12.94
VISAKHAPATNAM	TRF APRIL-MAY' 2020	2890	262	1960	296	86	771	196	1195	29	1514	9947	
	TRF APRIL-MAY' 2019	2808	344	2480	277	92	1554	1330	1444	85	1050	11379	-12.58
KAMARAJAR(ENNORE)	TRF APRIL-MAY' 2020	664	80				1908		499	26	149	3228	Tip Hower
	TRF APRIL-MAY' 2019	835	21	32	230	25	4003	160	510	26	456	5985	-46.07
CHENNAI	TRF APRIL-MAY' 2020	1109	169	10	25	25			2602	135	631	4561	
	TRF APRIL-MAY' 2019	2329	240	,	1	17	9		4823	250	770	8179	-44.24
V.O.CHIDAMBARANAR	TRF APRIL-MAY' 2020	75	176		117	33	1193	926	1895	06	285	4717	
	TRF APRIL-MAY' 2019	108	233		29	63	1132	1193	2742	134	534	6034	-21.83
COCHIN	TRF APRIL-MAY' 2020	2241	70	1		1	1		946	89	154	3411	
	TRF APRIL-MAY' 2019	3970	79		01	5.0	- 1		1395	86	254	8698	-40.14
NEW MANGALORE	TRF APRIL-MAY' 2020	5012	265	586	72	28	292	162	249	16	155	6821	
	TRF APRIL-MAY' 2019	3051	232	812	16	27	1197	241	307	21	159	6117	11.51
MORMUGAO	TRF APRIL-MAY' 2020	44	1	1445	(10)	50	142	1595	39	2	711	3976	
	TRF APRIL-MAY' 2019	118	43	575	13	i	368	1466	72	9	617	3272	21.52
MUMBAI	TRF APRIL-MAY' 2020	5275	164	619	55	37	390	254	17	2	729	7540	
	TRF APRIL-MAY' 2019	6110	327	561	28	,	782	104	57	3	2371	10340	-27.08
J.N.P.T.	TRF APRIL-MAY' 2020	657	274	- 00	()	0	- 63	93	7051	559	46	8028	
	TRF APRIL-MAY' 2019	655	459		1	10	•	•	10713	897	178	12005	-33.13
DEENDAYAL	TRF APRIL-MAY' 2020	1868	1083	34	505	35	3175	41	746	50	2589	17189	
	TRF APRIL-MAY' 2019	10225	1691	154	708	Č	4215	147	1195	77	2724	21059	-18.38
ALL PORTS	TRF APRIL-MAY' 2020	32321	3140	9145	1154	874	12299	7477	16801	1104	0196	92821	
	TRF APRIL-MAY' 2019	37914	4938	7994	1346	652	19198	9844	25427	1734	11926	119239	-22.16
% Variation from previous year	year	-14.75	-36.41	14.40	-14.26	34.05	-35.94	-24.05	-33.92	-36.33	-19.42	-22.16	

Source: LP.A.

RE-SETTING THE DYNAMICS OF INDIAN LOGISTICS



Mr. Harpreet Singh Malhotra Founder & CMD - Tiger Logistics

Two Lakhs.

He is a first generation entrepreneur who rose from a modest background, attended evening college, to create an impressive base in quick time. He inspires loyalty, with low attrition rate and as a result, over 80% of the employees have been serving since its inception.

humble working

capital of only Rupees

Harpreetji is a big believer in there being no substitute to hard work for success in life.

Questionnaire

(1) How long have you been in operation?

Tiger Logistics was incorporated on June 23, 2000. Since then, we have successfully completed 20 years of operations in the national and international logistics industry.

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

Headquartered in New Delhi, with offices and business operations in more than 14 cities /towns in India, with 375 employees, we provide premier professional services from consulting to complete project handling of an integrated supply chain to various Indian Corporates and provide multiple services, such as Freight Forwarding, Custom Clearance and Trade Compliance, Transportation, Warehousing and Distribution, Air Freight Services, Ocean Freight Services, Heavy Lifts, and Turnkey Projects, RORO Operations, Charter Services and Cold Chain Logistics, under one roof.

Tiger Logistics (India) Limited is a leading 3PL operator, in the Indian logistics market and has proven its unique leadership in the industry. The company is also covered through its small offices in almost every crucial ICD & Port for smooth business operations.

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

Tiger Logistics has the best technologies like customer redressal system, mobile applications, GPS tracking, and cloud computing to improve communications, logistics, and inventory tracking. These work together to boost customer trust and brand loyalty. The company has got listed as AEO (Authorized Economic Operator). Apart from this, Tiger Logistics is also listed as MTO (Multimodal

Transport Operator).

Tiger maintains a 360-degree control on their endeavor and navigates the continuous innovation of customer-centric applications. It also performs necessary changes and upgrades systems, to world class security services and maintains a strong IT service applications under eco-friendly, environmental conditions. Usage of strong branded products, for better performance and reliability in work processes are helpful. IT help desk facility is also available for providing leverage to IT driven process management, collaboratively, with those customers who need exceptional customer services.

(4) Who are your present clients?

Our Clientele in Automobiles are: Yamaha India Motors Pvt. Ltd., Honda Cars India Ltd., Two-Wheelers: Honda Motorcycles and Scooters India Pvt. Ltd., Bajaj Auto Limited, TVS Motors Company Limited, Mahindra Two Wheelers Limited, Maruti-Suzuki Ltd., Harley Davidson, Consumer Durables clients are: LG Electronics India Pvt. Ltd., Kenstar, Luminous, Genus, and Samsung Electronics. Yarn / Textiles: Alok Industries Limited, Prime Yarn: RSR Mohta, Maharaja Umaid Mills, Nahar Spinning, Art Yarn: Aarti Yarn Fab, Welspun Global Brand Limited. Engineering Goods: ISGEC Heavy Engineering Limited, KEI, Mohan Engineering, OIA Engineering, TransRail, Shapoorji Pallonji (SP), Cosmos etc. Defence: Indian Air Force, Indian Army, Defence Research and Development Organization (DRDO- CABS), and the United Nations Peace Missions.

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

ISO 9001:2015 certified Tiger Logistics (India) Limited is listed on the main board of Bombay Stock Exchange (BSE). We are offering Logistics services and daring to achieve the best. A recent example cited is the Nhavasheva port which witnessed our aggressive nature and courage when we exported breakbulk cargo for the first time in the history of Nhavasheva port. Mumbai has only two ports: one is Bombay Port and the second is Nhavasheva port and all break-bulk related cargo was always routed (export or import) through Bombay Port. Team Tiger has created a milestone at the Nhavasheva port by exporting the break-bulk cargo from there for the first time.

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

The company has an excellent record at providing these services and is also highly profitable with the turnover from 2016 to 2019 at 298 Crores, 324 Crores, and 330 Crores respectively.

The most popular method for fulfilling deliveries today is through third-party logistics (3PL). Much like inventory and warehouse management, these solutions use GPS and other tracking technologies, to gather data in real-time on the locations and operations of their vehicles. The emergence of new technologies like artificial intelligence (AI), machine learning (ML), the Internet of Things (IoT) and advanced analytics like Telematics, when applied to the supply chain, enhances the ability of the decision-makers to make more informed decisions and save vital costs.

These initiatives will need to be fast-tracked now, to not only address the immediate aftermath and to make supply chains more resilient. With the COVID-19 outbreak, no one can predict the overall economic impact of this crisis in India or globally. There is a new normal that needs to be addressed.

Vinod Kaul

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GIT GLOBAL INTERNATIONAL CARGO

GIR 3PL

HIRD PARTY LOGISTICS

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