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Monthly Magazine of All India Transporters Welfare Association

Parivahan Pragati

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



Masterclass On GST & E-WAY Bill

Page 16

Govt extends validity of driving licences, national permit, third-party insurance, other vehicle documents till Dec 31

Page 26

Mahindra Truck & Bus equips BS 6-compliant CVs with new Telematics Solution

Page 30

CRISIL: Commercial vehicle makers to suffer ₹6,000 cr net loss this fiscal

Page 38

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contents

04 Editorial

No Matter What You Call Them, Duty Comes First To Them

06 Outlook

- Drivers faced hunger but accomplished the mission during lockdown
- Lockdown Or Unlock Period Truck Drivers Hold Key to Supply Chain Needs

10 Cover Story

▶ Supply Chain Saviour During COVID - Our Highway Heroes

16 Masterclass On GST & E-WAY Bill

20 Issue

 Truckers urged for Health Insurance by Honking for 1 Minute

22 Government Policies & Initiatives

- MoRTH moves ahead with Orientation and Training Programme of iRAD App
- Several new International standards of emission and safety measures in transport vehicles to be implement soon
- Govt approves Rs 971 crore Munger-Bhagalpur NH road in Bihar
- Govt focus on reducing road construction costs without compromising on quality
- Promotion of Digital and IT based payment of fees through FASTag
- MoRTH surpasses NH construction target for April-August period of this year
- Govt extends validity of driving licences, national permit, third-party insurance, other vehicle documents till Dec 31
- Govt confident of halving road accident deaths from
 1.5 lakh per annum by 2025 as against the target of 2030

29 Technology

EDITOR-IN-CHIEF: S.N. Arya

- Ashok Leyland brings its Digital Technology for CVs
- Auto tech firm Veoneer collaborates with Qualcomm for Driver Software Development
- Mahindra Truck & Bus equips BS 6-compliant CVs with new Telematics Solution

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32 Industry

- Tata Motors revamps BS 6 commercial vehicles with tech, performance upgrades
- Volkswagen CEO supports Bill Gates' proposals for Greener Transportation
- ICRA: India likely to add more than 9,000 km roads by the end of this fiscal
- India's fuel Demand headed for Five-year Low
- Toll collections reach 85% of pre-Covid-19 level in July: ICRA
- Volvo Trucks launches tractor-trailer combination for speedy cargo movement
- CRISIL: Commercial vehicle makers to suffer ₹6,000 cr net loss this fiscal
- 42 COVID-19 Precautions
- 44 Women In Logistics
- 46 Government Policies & Initiatives / Newspaper Cutting
 - आत्मिनर्भर भारत योजना के अंतर्गत राजमार्ग मंत्रालय ने दस हजार करोड़ रुपये से ज्यादा जारी किये एक अन्य भुगतान के लिए 2,500 करोड़ रुपये संसाधित किए जा रहे हैं
 - बेहतरीन सेवा के लिए सड़कों की रैंकिंग करने की तैयारी में एनएचएआई
 - श्री गडकरी ने एसआईएएम के 60वें वार्षिक अधिवेशन को संबोधित किया; कहा ऑटो सेक्टर के पास रोजगार सृजन करने की बहत बड़ी जिम्मेदारी है
- 50 Newspaper Cutting
- 52 Statistics Air Freight
- 53 Statistics Ocean Freight
- **54** Corporate Profile
 - OUR FRIEND FROM ACROSS THE STRAITS

No Matter What You Call Them, Duty Comes First To Them

all them truck drivers or Highway Heroes, it hardly matters to them. What matters to them is their duty, on-time delivery of goods which billions are waiting for. So, we are bang on when we say if truckers are the pillars of the Indian economy, truck drivers are the backbone of truckers.

The role of a trucks and truck drivers will always be paramount, be it in times like today or at a time when everything is normal. From end-toend shipping from the manufacturer to the store of the products we enjoy, or the first mile (manufacturer to railway/carrier flight or shipyard/airport) and last-mile (railway/carrier flight or shipyard/airport to the store), or the UPS truck that is more and more often delivering your shop-online products directly to your house, a truck and professional truck driver has touched your shipment along its way.

In a crisis like COVID-19, when nothing gets going, the trucking industry gets you going. How? We know that the trucking industry is an integral part of the supply chain. Without it, the daily needs, or the goods everyone needs to make it through the crisis would not be available. People would never have excess to those tea leaves and milk for the morning cup of tea without the help of truckers. Medicine and groceries are other significant goods which people cannot do without, be it in normal days or during the COVID times. Fortunately, the supportive natures of our Indian truck drivers or highway heroes have impacted the entire nation. Their wiliness to work for long hours for the sake of people, so to protect citizens with medical

history from breaking down and let people have enough grocery stocks.

On the other side, truck drivers are not limiting themselves from COVID-19 precautions. They are doing their part to help slow the spread of the deadly virus. They are on the frontlines of the pandemic every day and are taking new precautions like everyone else. Hiring changes are sweeping the industry as a result of the coronavirus, as well. These adaptations are coming at a time when both companies and truckers are looking to connect.

There is not even an iota of doubt that India would get through this pandemic without these highway heroes. They are the unsung heroes of the COVID-19 pandemic that are holding the supply chain together. Without their willingness to work around the clock

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to deliver the supplies needed across the nation, the country would have been starving.

But, these were the people who had to go through so much when the nationwide lockdown was declared all of a sudden. The whole road transport ecosystem came to halt and trucking movement came to a complete stop



Ashok Gupta

either on roads or in roadside dhabas. With nothing to eat, fighting to get drops of water to drink, truck drivers had to trust their will power to pass through this phase.

During this testing time, about 30 per cent of the commercial vehicles transporting essential supplies and delivering loaded stock belonged to owner-drivers and small operators. The restricted truck movements and limited business activities have hit the industry hardest possible way. But, the industry, for the sake of humanity, has put everything at bay and emerged as the frontline worrier in the fight against COVID-19. As a pillar of the Indian economy, it has forgotten the issues such as labour shortage, distributed supply base, volatile oil prices, poor infrastructure, uncertainty around regulations and etc. to serve the nation.

Today, while the entire business community is again learning to stand up after the COVID-19 debacle there is one community that is supporting road good carriers' mission. The truckers and Highway Heroes! The unsung heroes in truck drivers are even a step ahead. They are braving their lives to bring everything to normal. Their contribution to society is invaluable. Using one's energies to write or praise them would be too small an effort. The only thing that we can do is to salute and thank them. And, we hope they will continue to work the way they have been doing.





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Drivers faced hunger but accomplished the mission during lockdown



Mahendra Arya National President, AITWA

istory is the study of past. But it denotes not just the pleasing sights, it also stores harsh realities. Due to the outbreak of COVID-19, the businesses came to halt and normal life is disturbed, and the year 2019-2020 found itself in the unpleasing chapters of the history. The impact of COVID-19 was so devastating that it shattered the entire world with its life-threatening effect.

The trucking industry is one of the hardest-hit industries due to the sudden declaration of lockdown. Most of the truck drivers were on their journeys when the lockdown was announced and had no time to plan for any contingency. This put them in a state of limbo as most trucks are stuck where they were to contain the spread of coronavirus but also resulted in the

suffering of supplies in many places, including that of e-retailers.

According to industry estimates, more



than forty lac truckers were on the roads, stranded without basic supplies

Different drivers
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experiences to share.
While a few were
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enough water and
without proper food

for water and food. Different drivers have different experiences to share. While a few were lucky to reach their

> destinations on time, there were some who spent around 50 days on road without enough water and without proper food.

> Notably, finding food was not just difficult but a huge issue. Drivers had to stop on the highway and walk to village markets to buy vegetables so that they can cook and eat. But this was not an

easy task as police was always ready to show their hostile side and harass drivers for no mistake of theirs. Additionally, they never hold back themselves and thrash drivers for venturing out. This scared the drivers to go out to buy supplies. Even if one truck driver manages to get vegetables and other raw products to cook something, many would join to have a share. When the situation is not favourable drivers had to go to sleep empty stomach too.

Also, shut down of hotels means no bed to have a proper sleep. Drivers either had to opt for their truck or the road for the entire night to have a nap.

It is not a hidden story that trucks have

been the lifeblood of the Indian and the world economy as a whole. And, its significance becomes evident in times like COVID-19. It is worth mentioning here that the role of the truck drivers is equally crucial for a stable and stronger economy. Therefore a group of people have long been trying to find a way to attract, retain and elevate the status and perception of trucking and professional drivers within society.

The truck drivers have never shied away from their responsibilities, even in a devastating situation like COVID-19. They have accomplished their duties, no matter what came on the way. And, that is why they are called highway heroes. These heroes are ready to go through all the risks and travel far and wide to deliver the daily needs and medicines of people across the nation. Of course, while ensuring that essential goods reach to the people in the most convenient and safest manner.

People have become very used to stores stocked and shelves full of everything they need in their daily lives – a testament to the efficiency of the supply chain and reliability of both the trucking companies and the professional drivers that make it all happen in a world of just-in-time deliveries.

A truck meets these commitments not just during a crisis but also in normal state. If one orders something or needs to deliver something, it has to be a truck. Whether, it is transporting goods from the manufacturer to the retailer. From end-to-end shipping from the manufacturer to the store of the products. From manufacturer to railway/carrier flight or shipyard/airport and railway/airport or shipyard to the store or a truck that delivers online shopping products. However, during COVID-19 extra precautions were taken so that the goods do not spread the virus.

However, it was strange on part of the

government to not take care of truck drivers who are the fuel to keep the



No initiative had been taken from the ministry to sanitize the trucks, which means All India Transporters' Welfare Association (AITWA) had to arrange sanitization programs across many cities of the nation. Also, AITWA trained the drivers to use masks. gloves and soaps as a precautionary measure towards COVID-19

activities moving. They are delivering goods on-time, safely and also driving the economy but still, no attempt has been made to safeguard the lives of truck drivers. No initiative had been taken from the ministry to sanitize the trucks, which means All India Transporters' Welfare Association (AITWA) had to arrange sanitization programs across many cities of the nation. Also, AITWA trained the drivers to use masks, gloves and soaps as a precautionary measure towards COVID-19.

In this crisis when the drivers were deprived of basic necessities like water and food AITWA ensured that the backbone of the trucking industry gets adequate water and food. The non-profit organization further made sure that medicines and other healthcare facilities were offered to drivers.

Drivers had to travel that extra mile to do everything of their own as there was labour scarcity during the lockdown. Uploading and unloading was a task and only help came from the assistant available if there was one at all.

From the perspective of truck owners, the increase in fuel price was another blow. Getting business was already an issue but a price hike of fuel made it even tougher to meet whatever small business deal came on the way. The truckers either had to settle with a marginalized profit or had to give up the deal.

Though COVID-19 comes in a century, there are lots of issues that truckers face every day. In a sector where once an issue gets disappears another issue pops up, wherefrom the ease of doing business will come to place? Talking about the drivers, they are indeed heroes who completed their duties to perfection without advertising about themselves. No doubt, they are the unsung heroes!

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Lockdown Or Unlock Period Truck Drivers Hold Key to Supply Chain Needs



Abhishek A Gupta National Joint Secretary, AITWA

Strike. Black day. We've heard about all of them.
But lockdown?
Well, it is the first time in the history that the government had to implement lockdown. Of course, as a precautionary measure to combat the

urfew. Home arrest.

the history that the government had to implement lockdown. Of course, as a precautionary measure to combat the deadly coronavirus spread. The intension was right but its impact left many in bad taste. Initially, the government rolled out the lockdown for 21 days but considering the deadly effect the tenure had to be extended after every 15 days, till June 2020.

The sudden announcement of lockdown left nearly 500,000 drivers and helpers high and dry across many state borders. They had no other option but to park their vehicles along the highways and take shelter in offices, or warehouses, or eateries. During the lockdown, only about 5% of the truckers and small operators were working to maintain the continuity of the essential supply chain. Services were provided to some other essential sectors like pharmaceuticals and personal protective equipment manufacturers also as these sectors were helping patients and to combat COVID-19 respectively.

But, this was very risky for drivers and helpers, as most of them came in contact with several people who might have been infected or are carriers. Since there were no sanitization kits, masks or other relief measures offered by the government, through the journey, the probability of this equation was very higher. However, when the government did not try to reach this section of the society, its care-takers, well-wishers or the organizations working for the betterment of this community had to step in.

The role of players like All India Transporters' Welfare Association (AITWA) was paramount in this regard. They not only safeguarded highway heroes by sanitization of trucks but also trained them how they can fight a lifethreatening virus by taking safety

The role of players like All India Transporters' Welfare Association (AITWA) was paramount in this regard. They not only safeguarded highway heroes by sanitization of trucks but also trained them how they can fight a lifethreatening virus by taking safety measures

measures. Further, AITWA has written to the government to offer free insurance cover of Rs. 50 lakh to drivers. This was a well-thought-out proposal to benefit drivers.

Additionally, truck drivers have not limited themselves to COVID-19 precautions, rather, as front-line warriors they have engaged themselves in a noble cause for the well-being of mankind, delivering goods safe and ontime. They are doing their bit to help slow the spread of the deadly virus.

The long-distance journey was a complete no for truckers and if someone tried this stunt he had to be ready for adverse effect. As all the engineering work stations, repair shops, tyre shops and eateries were closed along the highways, operating over long distances was out of the question. The essential goods were delivered within a shorter radius to avoid breakdown of trucks. Families of drivers were aware of these facts and were anxious about their return, as they didn't know where their son/brother/husband has travelled to.

Non-availability of labour also made things worse for truckers. It was harvest time then and most labours went back to their villages, to help their families in harvesting. This resulted in the shortage of labour in the uploading as well as the offloading points. Since a balance has to be struck between controlling the COVID-19 spread and ensuring essential transport service, this was one area of concern.

If there was any respite that truckers can take home, then it is, a somewhat relaxed checking procedure adopted by municipal bodies and toll agencies. These authorities levied no changes from commercial vehicles transporting essential goods.

COVID-19 badly hit the economy and considering the slump, the government had to decide to unlock the nationwide lockdown. However, the lockdown continued in the hot zones. This declaration instilled some hope in truckers as more than 40% of the trucks were back on the roads by April 30. Agriculture and FMCG sectors were the major players that led this recovery process for truckers, while industries like metals, chemicals, and infrastructure were also attributed to their share.

For thousands of readers and well-wishers it must be heartening to see drivers as the front-line warriors of COVID-19. This was the reason why truck drivers are called highway heroes. They are irreplaceable in our day to day life, be it in normal days or in turmoil situations. We hope they continue doing the good work while people treat them as one amongst ourselves and respect for their unparalleled contribution to mankind.

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Supply Chain Saviour During COVID – Our Highway Heroes



he New Year 2020 was arriving and the entire world was preparing to welcome it. But with it also arrived COVID-19 and shattered the universe. Originated in Wuhan, China in December 2019 this unknown virus and disease then soon spread globally and impacted the whole human race.

India was no exception. It also came under the spell of COVID-19. Lives across all the regions were disturbed and over 10 lac people came under its influence. The global figure is not heartening either as it has touched the 50 lac mark. Initially, after the outbreak of the disease, the central government announced nationwide lockdown from March 23, 2020 as a precautionary measure to safeguard people from the virus. People were asked to shelter at home due to the drastic effect of COVID-19 and only

one family member was allowed to buying the necessary daily suppliers.

However, the sudden announcement of lockdown left nearly 500,000 drivers and helpers stranded in several state borders and highways across India. In this situation, drivers and cleaners had no option but to park vehicles along the highways and take shelter in offices, or warehouses, or eateries. Throughout the lockdown, only about 5 per cent of the commercial vehicles belonging to the truckers and small operators were working to maintain the continuity of the essential supply chain. They were responsible to deliver medical supplies and equipment to hospitals and to ensure that store shelves across the country remained stocked with basic needs of consumers. Without a saying, it is understood that the truck drivers fought the battle as the frontline responders, the best way they knew, to combat the pandemic.

Meanwhile COVID-19 pandemic started claiming lives and crippling the Indian economy, but through it all, the commercial trucks that move around 60 per cent of India's freight came on the track and begun rolling, once lockdown was relaxed.

But, there is an iota of doubt that the constrained truck movements during stringent lockdown limited business activities and had a hostile effect on the goods transport industry. But as it is said when going gets tough, tough gets going, the trucking sector forgot the issues of labour shortage, distributed supply base, volatile oil prices, poor infrastructure, uncertainty around regulations, etc. to help the nation to emerge out of the crisis.

Be it the time of the new normal or the



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old normal, the role of trucks and drivers cannot be ignored. A truck and a professional truck driver has touched your shipment along its way. Trucks have not only been delivering your online shopping products directly to your house but also engaged in end-to-end shipping from the manufacturer to the store of the products, or the first mile (manufacturer to railway, airport or shipyard) and last-mile (railway, airport or shipyard to the store), or the UPS.

In this context, the trucking industry is one of the pillars of the Indian economy which always stands by its thick and thin times. But, even while doing so much for the nation, the government hasn't given it due respect and recognition. Truckers still have to haul their hands to almighty for their due and are unknown what future beholds for them. In such a situation the viability of their survival is directly proportional to how the government plans to relief them.

The whole economy revolves around trucks. But, there is no view that COVID-19 has deeply shaken the foundation of the logistic sector and has brought with it several challenges. Scarcity of drivers, shortage of labour, distributed supply base, volatile oil prices, poor infrastructure to access demand, and uncertainty around regulations concerning the movement of goods were some of the issues that the industry has been facing since ages. Notably, these issues have led to freight prices hike and created an imbalance between demand and supply.

But, unfortunately, the government has forgotten to address their issues. Even in the current COVID-19 pandemic, the government has not yet covered the economic and health risks that truckers and drivers face.

COVID-19 Contraction: All sections

of society are facing the impact of COVID-19. In such condition, the workers who toil day and night the risk of contracting coronavirus is much

to find ways to attract and retain drivers.

In one its efforts to elevate the status and perception of trucking and



Lack of proper
precautions has led
drivers to be COVID-19
positive cases. Without
a doubt, COVID-19 has
hit-hard the trucking
industry which was
starving hard to
overcome the driver
crisis and trying to find
ways to attract and
retain drivers

higher. This poses grave challenges for the supply chain especially truck drivers. Lack of proper precautions has led drivers to be COVID-19 positive cases. Without a doubt, COVID-19 has hit-hard the trucking industry which was starving hard to overcome the driver crisis and trying

professional drivers within society the industry has recognized drivers as the Highway Heroes. Heroes, who sacrifice their lives for their duty, be it staying away from home and family members or having sleepless nights on the roads. But when the government did not plan any relief measures for 80 lac commercial vehicles and drivers, the All India Transporters' Welfare Association (AITWA) had to come forward to do its bit with a sanitization program across the nation to mitigate the COVID-19 risk.

Separate Passes: Drivers had to go through lots of harassment in the interstate borders, during the lockdown. This is after the government's announcement that no separate passes will be required for the movement of trucks. When the government learned these authorities of states and union territories were directed to ensure uninterrupted movement of trucks. The officer asked states to allow movement of all trucks and other goods carrier vehicles with two drivers

"Creativity Is Intelligence Having Fun." - Albert Einstein



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and one helper subject to drivers carrying valid driving licences. Further, an empty truck or vehicle will be allowed to ply after the delivery of goods, or after pick up of goods, he added.

On the other hand, AITWA issued e-passes to make transportation easy for truckers.

Loan Repayment: Since the businesses are shut, a major chunk of fleet operators are unable to pay their vehicle EMIs and face the threat of banks and financial institutions repossessing their vehicles. Notably, the commercial vehicle loan delinquency is currently the highest in the retail loan portfolio. Typically, a truck loan ranges from Rs. 3 lakh at the lower end to Rs. 30 lakh

for the premium segment. These are five-year loans and financiers fund 95-100% of the cost.

Additionally, the industry players feel that while financiers are left with no other option but to take back the vehicle, it will lead a large section of the drivers to changing their current occupation. At this distressing period, the government and RBI should chalk out a strategy to relief the truckers, which may help them operate smoothly.

Unloading Woes: With limited truck movements, transporters have sought the government intervention for relief measures, including the extension of the validity of the e-way bill, saying their problems are increasingly getting aggravated.

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

factories and godowns have aggravated things.

Increase in Excise Duty on Petrol and Diesel: In early May, the government's decision to raise excise duty levels on petrol and diesel by



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

historic high levels has taken up tax component on the retail price of auto fuel closer to 70 per cent level.

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

oil-rich countries in the Gulf pay.

Relief Package: The situation of transporters in India is deteriorating with every passing day and it is going to result in another major crisis. Transport operators have no money to

> pay to the staff, give loan instalments, vehicle insurance (motor insurance) and other fees.

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

Urging the government for an economic relief

package, transporters' welfare associations said that these vehicles are going to stop soon as they will not be able to pay hefty third party premiums, EMIs, statutory fees, penalties, etc.

Refund of TDS: All India Transporters' Welfare Association (AITWA) also sought the refund of TDS, with no cap on refund amount, to help meet the administrative expenses of transporters.

The impact of COVID-19 is felt across the globe. Businesses have taken the back seat and people are finding it tough to meet their daily expenses as many have lost their jobs. The transport sector is no different. With 30 per cent trucks on the road, the adverse effect of COVID-19 can well be imagined. But, like the morning come after every night or like after every dark phase light comes, this phase too shall pass. Thankfully, our COVID-19 saviours/frontline worriers like truck drivers are putting their best effort to mitigate all the risk involved from this deadly virus.

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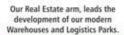


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KEY FACTS

Group Turnover



(in 2017-18)

Employee Strength



6000+

Vehicles/day Managed on Road



12000

Cargo Ships



Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



Transport Corporation of India Limited

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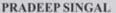














KAPIL KUMAR SHARMA



TUSHAR AGGARWAL



MAHENDRA ARYA

Masterclass On GST & E-WAY Bill

(A virtual session held on Aug. 18, 2020)

he above two – hour session was organised by AITWA (All India Transporters' Welfare Association), who invited two Chartered Accountants (CAs) to address the gathering of road transport professionals, on the subjects indicated. We have covered the meeting with as much detail, as could be managed in the magazine.

Mr Mahendra Arva-President AITWA, started the proceedings by broadly introducing AITWA members present, i.e., M/s Pradeep Singal-Chairman, Ashok Gupta-Sr. Vice President, Krishan Kumar Aggarwal-CMD Darel and others. Mr. Arya referred to the purpose of this session, owing to the pain point of not getting clarity in answers to questions asked earlier, much like the best seller novel. The Da Vinci Code, he said in a lighter vein, to which we have got only cryptic answers, unfortunately leaving a lot unsaid. Hence, this time we want to get answers to some important questions from experts who know the answers. The companies these CAs represent, spend a lot of time and resources, researching answers. Mr. Arya introduced the two experts as Mr

Kapil Kumar Sharma, Partner, Lakshmikumaran & Sridharan and Tushar Aggarwal, Tattvam Advisors, Tax Consultants. Mr Singal said that this would be a knowledge session and thanked Mr KK Aggarwal for his help in organizing this event. He said that the two guest speakers, were qualified CAs in the forefront of the GST implementation effort, each with over a decade of experience on advising people on logistics supply chain solutions, efficient indirect tax management, filing of tax returns, structural form setup of business ventures, etc.

Mr Tushar Aggarwal started the operative part of the session:

Basic issues / Resolutions

- 1. Who/What is a GTA Goods Transport Agency?
- 2. Relevant provision of being GTA.
- 3. FCM versus RCM.
- 4. Different GST rates from the same entity.
- 5. Two GTAs possible for a single transaction?
- E-way bill- Detention, Seizure and Release issues.
- 7. E-way bill- Precautions.

After becoming a GTA, there are two options to choose from. One is to accept GST at 5 % if RCM system is selected. The other is to accept GST at 12% if FCM is selected.

There are advantages to the GTA under FCM over RCM system. One of the major differences is that under RCM no input tax credit (ITC) is given, whereas all ITCs are allowed under FCM. The GTA can opt for RCM or FCM under separate GST registrations. Under one GST registration, the GTA cannot opt for both RCM and FCM. If services are used from RCM operator by FCM operator, this is treated as a service and any advantage received in ITC has to be proportionately refunded. Pricing to customers is very competitive, hence every advantage helps to bring down the cost of service to the customer. Can there be two GTAs for a single transaction? For e.g., if a consignor contracts with a transporter for transporting goods and this transporter sub contracts to another transporter, who further sub contracts it to yet another transporter, who actually transports the goods, which entity can be termed as the GTA? This

is a very important question which needs total clarity, to avoid falling foul of the law. In this case, transporter A is the GTA, paying GST at 5% or 12%, as the case may be, as provider of the consignment note who takes responsibility for the goods. The transporters B & C will be exempt from GST, as per the rules.

What is the GST rate payable for a truck hired by the GTA? The CA's advice was that the contract must be worded carefully, especially keeping words like hiring / renting service out of its ambit. These must not be used in the contract, as then the GST implication is 18% for the service, otherwise the rate can be 5% or 12% as per the FCM / RCM mode opted for earlier.

E-WAY BILL

Issues related to Detention, Seizure and Release.

When the truck is seized there are two options.

(A) To accept and pay the tax and penalty asked for and then file an appeal to the relevant High Court; or

(B) File writ petition with the jurisdictional High Court.

Until recently, the jurisdictional High Courts have more often than not, ordered interim release of the goods without payment or security. However, last year, the Supreme Court has stepped in and termed the interim orders passed by the High Courts as bad in law and erroneously having allowed release of goods in contravention to the relevant provisions provided in the CGST act, read with CGST rules which is a complete code for release of goods (including provisional release).

Hence, precautions must be taken, as E-way bill is the basis of making Invoice or Delivery Challan (DC).

Precaution 1: Clerical errors are the major cause of trucks being detained on the road. There can be inconsistency in names, dates, numbers, etc., in the different documents.

RESOLUTION: One is to train truck drivers to explain the error as unintentional and further inform authorities that there is no contravention of the law by producing notifications, judgements, etc. as proof.

Precaution 2: Is regarding validity expiry of the E-way bill and also expiry of the eight days period allowed to regenerate another E-way bill, after updating details in Part B.

RESOLUTION: The Commissioner has the authority to extend the validity period of the E-way bill for certain categories of goods, as per the relevant notification. This, however is rarely done by the Commissioner, hence another way is to get the consignor to create a fresh DC upto location of the truck and another DC from there to the ultimate destination and use these to generate another E-way bill.

Some people create a new E-way bill based on the same invoice number (with a small modification like a '0' at the start of the invoice number). This is not the correct way to do this.

Precaution 3: Refusal by consignee to take goods due to accident or other rejects.

RESOLUTION: We have to apply the same solution offered previously of getting a fresh DC, indicating the supply as sales returns.

Precaution 4: Movement of goods from accident location.

RESOLUTION: Once again, DC is required for movement. Transporter can get E-way bill generated with the help of the consignor / consignee by indicating inward supply as "others" and mention reason as due to accident. The challenge is in getting hard copies to the authorities to get sanction for the movement.

Precaution 5: CKD / SKD Vs Multiple vehicle option.

RESOLUTION: Multiple vehicle option is used for transhipment, when during transit, material is to be transferred from one vehicle to multiple vehicles, due to any reason. CKD (complete knockdown) and SKD (semi knockdown) option is used when goods are being supplied under the cover of a single invoice, but more than one vehicle is used from origin point.

Precaution 6: CKD/SKD

- Supplier shall issue a DC for each consignment, giving reference of bill of entry/invoice.
- 2. Goods are moved from port to

location in multiple vehicles against single BoE / invoice. This shall be treated as CKD / SKD / Lots movement.

- 3. Each consignment shall be accompanied by corresponding DC, along with copy of the BoE/invoice.
- The original invoice shall be sent along with last consignment.
- EWB has to be generated for each consignment based on the DC details, along with the corresponding vehicle number.

RESOLUTION: CKD and SKD are two different options. CKD pertains to one consignment and one DC, which goes in one truck upto one point and has to be transferred to another vehicle for size or other purposes. SKD can be one large item, say an industrial boiler, but it may be in five parts and will need five trucks to complete the delivery. Hence, this will have only one invoice and five DCs and E-way bills accordingly, though carried in parts in different vehicles and that has to be mentioned accordingly.

J U D I C I A L
PRONOUNCEMENTS: On
undervaluation of goods. This is no
cause for holding the truck, as driver /
transporter have no role in it. Hence,
authorities were directed to release the
vehicle and stocks.

Next was an address by Mr Kapil Kumar Sharma.

Scope of discussions:

- Issue relating to multiple places of business.
- Intricacies in claiming ITC (Input tax credit) for trucks and other expenses.
- Applicability of E-invoicing.
- 4. Issues on Nature of Supplies.
- Q&A session.

The CA gave an example: Suppose we have HO at Delhi and five branches, will we be able to operate only from these five branches or can we operate from a sixth branch and / or can we prepare all the consignment notes from the head office? The role of GTA is played by the branch and not the HO. Four questions need to be answered for checking on the centralised concept. Effectively, the branch is the one (i) contacting the client, (ii) loading / unloading,

(iii) preparing consignment note, (iv) negotiating details, etc. In such case, decentralized system is better, as GTA services are provided by branches. In centralised system, it is difficult to prove that all GTA services are provided by HO.

REGISTRATION REQUIRED UNDER GST: Branches and processing centres have to be registered. Pit stops provide no direct value or service to their client, hence there is no need to register under GST. HO provides common procurement services to all branches, like purchasing trucks, insurance, finance, transhipment services, etc. The GTA can procure capital goods like trucks at the rate of 28% GST and output service is charged at the rate of 12% GST. Intricacies in claiming ITC of trucks and other expenses is available only for FCM mode.

- Is HO providing any other type of services to other branches?
- If yes, whether it is required to cross charge the same?
- · Nature of service.
- Hiring of means of transport (exempt service).
- Transportation of goods by road other than by GTA.
- Other taxable support services.

If hiring of means of transportation is an exempt service, reversal of proportional ITC at HO can be taken.

ITC AVAILABLE ON SWITCHING FROM RCM TO FCM---- On opting for FCM, the ITC restriction as existing under RCM will no longer apply.

ITC of existing stock in undersection 18 sub rule 1(D) Read with rule 40.

>ITC of inputs in stock will be allowed.

>ITC of inputs in capital goods like trucks, etc., already purchased, will be available only after reducing the tax amount of 5% for every quarter from date of invoice.

>Quarter pertains to three months ending March month end (m/e), June m/e, September m/e, December m/e of the year. No ITC will be allowed after the expiry of one year from the date of issue of the relevant tax invoice. Legally, no ITC is available after one year, but it is possible to challenge the rule through a writ petition.

N/N/13/2020 exempts certain class of registered persons, but rule 54(3) seems to cover specific supplies and documents. GTA has three roles 1>goods transport 2>Warehousing 3> value added service. It is already exempt from goods transport related services.

GTA Vs CARGO HANDLING

- >Service tax appeal number ST/51309/2016 –ST para 6 states that for differentiation between GTA and Cargo Handling, one is required to determine the primary objective of providing the service.
- If primary objective is loading, unloading, packing or unpacking of goods, it is Cargo Handling.
- If primary objective is transport of goods by road, it is GTA service.

GTA SERVICES Vs COURIER SERVICES

- In case of courier goods, they can be transported by any mode like road, railway or air.
- However, for GTA transportation of goods, it is necessary for it to be done by road.
- Accordingly, the docket issued by courier agency does not contain details of goods carriage (in which the goods will be transported), but consignment notes carried by GTA contain the details of the goods carriage.

The confusion comes only when express cargo by road is involved. This is done for marketing reasons to give surety of delivery time to customers, but the work pattern remains as that of a GTA. There is some nuisance value in this regard and must be clarified by the authorities.

Q&ASESSION

Mr Mahendra Arya thanked the panellists for their comprehensive presentations. A lot of issues have been taken head-on, he said. Mr Pradeep Singal had a question regarding multi-modal transportation, saying that the government is preparing a new draft. Presently,

multi-modal is applicable for export and import only and not for domestic transportation. One confusing situation in multi-modal act is that the tax for road transportation is 12%, but if railways are included to make it a multi-modal transaction, the tax becomes 5% that is what is applicable if transported only by rail. However, if air is used, the tax charged for multimodal is as charged for air, which is more expensive. Hence, the primary purpose of the movement is needed to be ascertained. Suppose the goods have to be brought from Kolkata to Delhi 90% by rail and 10% by road, the primary mode used is rail, hence Railways Goods Receipt is the primary document. Therefore, 5% should be charged and not 12% as per multi-modal rules, since the party's intention is not to go multi-modal but only send by rail. The short distance transportation by road is for other reasons of inaccessibility or from station to actual location.

A question came from another member asking if owing to the delay / detention / damages, one can be charged tax @ 18% owing to penalty for breach of contract. The aggrieved party cannot charge 18% for this. They can charge a penalty for loss incurred, but not for levy of tax.

Mr. Singal had another question asking if an unregistered transporter collects tax and deposits it with the authorities is any law broken by such action? Answer from Mr Kapil Sharma was that the payment will not be considered as tax, as the service is exempt (mandatory) in this case. Therefore, a refund can be taken proportionately in this case.

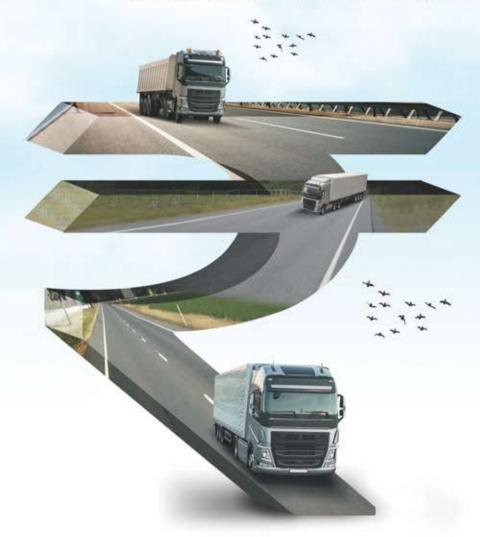
GST is being applied all over the world, as it simplifies matters by and large. India, unfortunately, is an exception. We tend to complicate matters. Even experts talk in interpretations of what they believe is the view the officials would take. This is contrary to the clarity that should be offered by the law. Even senior professionals in Road Transport often fumble when giving their take on many issues. Tax is too serious a matter to be left to the whims of Tax Inspectors.

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Truckers urged for Health Insurance by Honking for 1 Minute



everal truck and transporters' associations jointly announced that they will be protesting for a week to demand insurance cover for all truck drivers. The truck drivers, the associations say, will honk the horns of their vehicles for one minute at 1 pm every day through the week, to symbolically register their protest and to demand that the government provide each truck driver with insurance cover.

The associations argue that truck drivers are 'corona warriors' and face the threat of getting infected in performing their job, which involves transporting essential goods. They have written to minister of road transport and highways Nitin Gadkari under the umbrella 'Driver's Life matters'.

"Sir, COVID is not going to end today or tomorrow. Though a remedy may be found soon, administering to the needy going to be a long-drawn process. So, our truck driver brethren are going to be exposed to this pandemic for a very long period," a portion of the letter reads.

It goes on to argue that truck drivers should also be provided health risk

It goes on to argue that truck drivers should also be provided health risk cover in the light of COVID-19, like healthcare professionals have been provided

cover in the light of COVID-19, like healthcare professionals have been provided. "Sir, you keep maintaining that transport is the backbone of our economy. Yet, this lapse of leaving truck drivers out of the risk cover ambit is a mystery," the letter signed by Girish Mirchandani, convenor of 'Driver's Life Matters', says.

Now truck drivers across the country will honk their horn at 1 pm every day for a week starting July 1, the letter notes, to register their protest.

The All India Transporters' Welfare Association (AITWA) will be supporting the weeklong initiative. Its chairman Pradeep Singhal told The Wire that it had first pointed out to the government the need for insurance cover in March, a few days after the lockdown was imposed.

"But there has been absolutely no progress. We even said that we will share the cost. But nothing has happened for three months," he said. "The government is simply not listening."

Singhal explained that even now, truck drivers are reluctant to return to work due to the fear of getting infected. "Or their families don't want them to join because of the risk of the virus. The drivers also fear what will happen to their families if something goes wrong. That is why it is essential that the drivers be provided insurance coverage for some sort of security," he said.

Singhal also said that the truckers have asked the government to waive off road tax, permit cost and insurance charges for two months. "The vehicles were stranded for that period. So why should truckers have to pay for tax, permits and insurance when the trucks were not used? But again, the government has not done anything to provide relief."

Even now, the AITWA estimates, the truck industry is only working at about 60% of its full capacity. "Only about 60% of industries and factories have opened up. So, we are not at full demand level," Singhal said.

There are about eight million trucks in the country and according to the AITA about three million are still not in use as industrial activity is yet to come back to full capacity.

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MoRTH moves ahead with Orientation and Training Programme of iRAD App

he 2-days Orientation and Training programme on iRAD App was conducted by the Ministry of Road Transport & Highways on 7th & 8th September 2020 for the selected districts of Karnataka, and on 10th & 11th September 2020 for some districts of Uttar Pradesh. Based on the feedback and other suggestions received, the App will be customised for the State.

The basic iRAD app has been developed and will be customized/integrated as per the requirements of concerned States/UTs. Mobile app of iRAD is

available for Android platform, and for other platforms like iOS will be available shortly.

The Ministry of Road Transport & Highways is in the process of implementing 'Integrated Road Accident Database Project (iRAD)' which will be applicable across the country. In the first instance, it has been decided to implement the proposal in six States, viz. Maharashtra, Karnataka, Madhya Pradesh, Rajasthan, Uttar Pradesh and Tamil Nadu. The development and implementation of iRAD has been entrusted to IIT Madras and National Informatics Centre Services Inc. The

App when developed and functional, will enable the stakeholders such as the Police, Transport, Health, etc to use their mobile phones to collect accident data on the spot.

This project is proposed on IT based system for capturing the spot accident data using mobile app configured for this purpose. This data can then be utilized for various purposes like finding the causes of the accidents and remedial measures to improve the road infrastructure, to record the accidents data for the use of police, health services and other concerned departments.

Several new International standards of emission and safety measures in transport vehicles to be implement soon

he Government has embarked upon a transformational programme of implementing international standards of emission and safety measures in the transport vehicles. As such government is moving on the path of a long-term regulatory road map for the automobile industry to grow and increase its contribution to GDP. There are plans to bring Indian automotive industry at par with developed nations in such regulations.

The Indian automotive industry has kept pace with these changes and in recent years has undergone a number of changes in the domain of passenger safety, emission control and connected technology. One such highlight is leapfrogging from BS-IV to BS-VI emission norms and hence achieving parity with Euro emission norms. These changes have also brought this industry at par with Europe, Japan and the US. Further, the much-needed amendments to the Motor Vehicle Act (MVA) have been well received as a positive step by the government.

The Ministry of Road Transport and Highways has already notified a number of regulations for upgrading emission and safety features in Indian automobiles. These include the draft notifications for anti-lock braking systems, airbags, speed alert systems, reverse parking assist, crash standards, etc.

The Ministry is in the process of finalization of implementation of standards for electronic stability control systems (ESC) and brake assist systems for relevant categories by next two years. The notification of ESC for buses has been issued last year. Draft notification has also been issued for electronic stability control systems for buses, which is likely to be brought into force by April 2023. We are contemplating higher level of safety for all categories of vehicles.

The Ministry has identified certain priority areas for international standardisation in this field. These include the tyre pressure monitoring system, if fitted for certain categories of vehicles, which is likely to come into force by October this year. The standards for vehicle dimensions and safety of construction equipment vehicles have been notified. Similarly, notifications have already been issued for side stands, foot rests and external projections of 2-wheelers. These will come into force soon.



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Govt approves Rs 971 crore MungerBhagalpur NH road in Bihar

nion Minister for Road
Transport and Highways
Nitin Gadkari has approved a
proposal to construct 120 km
Munger-Bhagalpur-Tirpety-Kahalgaon
concrete road on national highway 80 in
Bihar. This will be a 2-lane road with paved
shoulders, which will also be 4-lane wide
at certain stretches.

Nitin Gadkari has directed officials to begin work on this Road within next three months. He also ordered release of Rs 20 crore for immediate repair works on this section.

The Minister informed that this is an important commercial connectivity Road in this area with around 25 thousand vehicles per day. The Ministry has decided to construct the new NH in view of difficulties of the people of this region. He said, with the completion of this road, commercial activities of the State will be strengthened. This road will connect the bridge being constructed by the State govt at Agvani Ghat of Sultanganj to Khagaria, which will add further traffic of about 6000 vehicles on this road.

The road from Munger to Bhagalpur, Kahalgaon and Mirza Chauki of Jharkhand is the busiest route of Bihar. It serves as lifeline for stone supply sector which caters to entire Bihar, Nepal, WB, etc. It is also a major route for carrying *fly ash* from NTPC Kahalgaon to Saharsa, Madhepura, Begusarai, Purnima and Kishanganj. It also connects to the famous Vikramshila University of *Bhagalpur*, besides being an important tourist route.

Govt focus on reducing road construction costs without compromising on quality



nion Minister for Road Transport & Highways and MSME Nitin Gadkari has said that the policy of the government is to ensure reduction in road construction costs and improve its quality. Addressing the two-day Virtual Conference and Exhibition for the Bitumen and Road Construction - 'BITU-CON 2020', organized by FICCI, Gadkari said, the government is working on it but more needs to be done.

The Minister urged the industry to increase the use of plastic and rubber wastes in road construction, which also helps the environment. Apart from this, the use of waste products like oil slags from steel plants and flash should also be encouraged. He suggested use of local produce, like jute or coir, and waste products in road construction, which not only increases the life of the road but also gives a better riding experience. He said, the government will come up with a pattern design system for precast.

Elaborating on the use of technology, Gadkari asked the industry to adopt world-class technologies in road construction. He called upon the industry to come up with a plan with a 10-year Defect Liability period for constructing bitumen roads, which currently is for 5 years.

Assuring the industry of full support, Gadkari said, the government is open-minded, transparent, time-bound, result-oriented, and committed to quality. He called up the industry to come and convince the government, as it is ready to give permissions. He emphasized that if the quality od roads is improve, the share of bitumen roads will increase from gram panchayats to district roads, state highways, and national highways.

Gadkari further stated that despite COVID-19, the government has been constructing roads at a fast pace and is speedily awarding the contracts. He said, the construction speed has not diminished even during this difficult period.

Applauding the pace of road construction, Dr Sangita Reddy, President, FICCI said that despite the challenges faced by COVID-19, the Ministry of Road Transport and Highways has surpassed its target for the construction of highways in the country.

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Promotion of Digital and IT based payment of fees through FASTag

inistry of Road
Transport and
Highways has notified
draft notification GSR
541 (E) dated 1st September, 2020 to
seek comments and suggestions from
the stakeholders on making FASTag
mandatory for old vehicles sold before
1st December, 2017. The amended
provision in CMVR, 1989 is proposed
to be put in force wef 1st Jan 2021.

Further, it is proposed to make having a valid FASTag mandatory while getting a new 3rd Party Insurance through an amendment in FORM 51 (certificate of Insurance), wherein the details of FASTag ID shall be captured. This is proposed to be put in force w.e.f. 1 April 2021.

As per Central Motor Vehicles Rules, 1989, FASTag had been made mandatory since 2017 for registration of new four wheeled Vehicles, and is to

be supplied by the Vehicle Manufacturer or their dealers. It had further been mandated that the renewal of fitness certificate will be



done only after the fitment of FASTag for the Transport Vehicles. Further that, for National Permit Vehicles, the fitment of FASTag has been mandated since 1st Oct 2019.

MoRTH surpasses NH construction target for April-August period of this year



Transport and
Highways has
surpassed its target for
construction of
National Highways in the country till
the past weekend. During April to
August this year, 3181 kilometre NH

length was constructed against the target of 2771 kms for this period. This includes 2104 kms by State PWDs, 879 kms by NHAI, and 198 kms by NHIDCL.

Further, 3300 km length of NH works have been awarded in this year till August, which is more than double of the 1367 kms during the same period last year.

This includes 2,104 km constructed by State Public Works Department (PWDs), 879 km by the National Highways Authority of India (NHAI), and 198 km by the National Highways and Infrastructure Development Corporation Ltd (NHIDCL), the statement said.

Sanctions were issued for construction of 2983 kilometres of NHs all over the country during this period. This includes 1265 kms by PWDs, 1183 kms by NHAI, and 535 kms by NHIDCL.

Earlier, NHAI had said it had awarded projects worth Rs 31,000 crore in the first five months of the current fiscal year, despite the challenges posed by the COVID-19 pandemic, reported PTI.

A total of 26 projects for building 744 km length of highways were awarded by it during April-August period of this fiscal.

Govt extends validity of driving licences, national permit, third-party insurance, other vehicle documents till Dec 31



he government has extended the validity of various expiring motor vehicle documents, including driving licenses, till December 31 this year in view of the situation due to the coronavirus pandemic, reported PTI.

The validity of documents that have expired since February 1, 2020 or would expire by December 31, 2020 will remain valid until this year, according to the Ministry of Road Transport and Highways.

On March 30, the ministry had announced the extension of the validity of fitness, permit (all types), driving license, registration or any other concerned document till June 30. Later on June 9, the validity of motor vehicle documents was further extended till September 30 due to the pandemic.

In a statement, the ministry said it has decided to extend the validity of fitness, permits, licenses, registration or other documents under Motor Vehicles Act, 1988 and Central Motor Vehicle Rules, 1989 till of December 31, 2020.

"Taking into consideration the situation still continuing due to 31st Dec 2020, the same may be treated to be valid till 31st of December 2020," the statement said.

The ministry also said that the enforcement authorities have been

"Taking into consideration the situation still continuing due to conditions for prevention of the spread of Covid-19 across the country, it has further advised that the validity of all of the above-referred documents whose extension of validity could not or not likely be granted due to lockdown and which had expired since 1st of Feb, 2020 or would expire by 31st Dec 2020, the same may be treated to be valid till 31st of December 2020," the statement said

conditions for prevention of the spread of Covid-19 across the country, it has further advised that the validity of all of the above-referred documents whose extension of validity could not or not likely be granted due to lockdown and which had expired since 1st of Feb, 2020 or would expire by

advised to treat such documents valid till December 31.

This step of the Ministry of Road Transport and Highways is likely to help out the citizens in availing transport-related services, the statement said.

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Govt confident of halving road accident deaths from 1.5 lakh per annum by 2025 as against the target of 2030

itin Gadkari, Union Minister for Road Transport & Highways and MSME has expressed confidence on halving road accident deaths from about 1.5 lakh per annum by 2025 as against the target of 2030. Speaking at Webinar on Road Safety, he said that we are working on fast track mode to achieve the goal with the cooperation of all Stakeholders especially the State Governments.

Gadkari informed that his Ministry has taken lot of initiatives to reduce road accidents including intelligent transport system in the country. He added that World Bank and ADB are providing Rs 7000 crore each for this purpose to remove black spots from national highways. He informed that we have already identified black spots on national highways. India has already spent Rs 20,000 crore on removing the black spots. Underling the urgency in this regard, Gadkari informed that of the about 1.5 lakh road accident deaths annually, about 53,000 occur on Highways. Gadkari also said that the State of Tamil Nadu has brought down accidental fatalities by 25% by implementing a project with World Bank's assistance.

Recognising the important role of various stake-holders, he said that we need their cooperation particularly Universities, Educational institutions, NGOs, State Governments etc. The Minister informed that the Government has formulated a big role for them to play in reducing accidents. Gadkari called upon Members of



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Parliament who are chairing District Road Committees, to identify the black spots and to pursue their redressal. He highlighted that black spots need to be identified on State and Municipal roads where he stressed that the cooperation of public, state governments, MLAs, MPs etc is of paramount importance.

Gadkari also called for public movement by social awareness and education, improving emergency services, pressing for medical facilities, etc., in the country. He also sought cooperation of automobile industry in marching closer to achieving its Road safety targets. He referred to the MV Act of 2019, which is a comprehensive legislation on all aspects of Transport sector in India.

Delving on the stress caused by the Covid pandemic, he stressed on the need for building intelligent road transport infrastructure in the country on PPP mode. Gadkari informed that he is issuing directions for formulating Policy and Tendering Models for developing Intelligent Transport System at Municipal, Provincial and National level through PPP mode. For this purpose he invited suggestions by all stake-holders so that country puts in place a system which follows global best practices.

X

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

Ashok Leyland brings its Digital Technology for CVs

ommercial vehicle major
Ashok Leyland expanded its
digital solutions range for
CVs with the launch of
Digital Nxt platform, reported ET Auto.

The DigitAL Next solutions consist of three offerings including i-Alert 3.0, AL Cares, and Uptime Solution Centre that provides telematics applications for BS-VI fleet, quick access to vehicle details and real-time analysis of vehicle parameters respectively, the company said in a release. Based on the latest technology platform, Ashok Leyland's DigitAL Nxt Solutions will empower customers to better manage their business and enhance their profitability.

Speaking about the digital solutions, Vipin Sondhi, Managing Director & CEO, Ashok Leyland, said, "We have invested in creating these digital solutions to enhance customer efficiency, performance, and profitability through various means of "anytime, anywhere" support for their vehicles."

He further said that the new digital solutions will ensure that the customer enjoys the highest uptime with the vehicles and these solutions are unparalleled in the industry.

Riding on the exponential smartphone growth, these digital solutions are simple to use, compatible with all smartphones, and work like any other, everyday app. As per the company, the three digital solutions will help customers manage their business with a simple tap, by making it simpler for them to log on to their business from anywhere and manage their operations with ease.

Auto tech firm Veoneer collaborates with Qualcomm for Driver Software Development



eoneer will cooperate with Qualcomm Technologies on developing a software and chip platform for driver-assistance systems, announced the auto technology firm, reported Reuters.

The Swedish maker of vision systems, radar and software for advanced driver-assistance systems (ADAS) said it had signed a non-binding letter of intent with the US firm and expected to finalise a definitive agreement in the second half of this year.

Veoneer's software development strategy, increasingly important with the auto industry in the midst of a rapid transformational shift, has been under scrutiny since it ended its Zenuity software joint venture with Volvo Cars in April.

"This is a significant event for Veoneer which we are very happy to announce,", Carlson told Reuters, adding that he expected the integrated software and system-on-a-chip platform would generate major interest from customers.

Shares in Veoneer were up 17.3% 1353 GMT. They are still down 18% so far this year.

Veoneer, which competes with companies such as Aptiv , Bosch, Continental and Intel's Mobileye, has been hit hard by the coronavirus pandemic as the car industry has seen production halted in many markets by widespread lockdowns.

Veoneer said in a statement it expected the integrated platform developed with Qualcomm to be available through automotive Tier 1 suppliers or directly to original equipment manufacturers (OEM) for 2024 vehicle production.

"This relationship not only strengthens our product portfolio, but also broadens our go-to-market position and opportunities, while giving customers more ways to access world-leading technology," Carlson said in a statement.

The company, which supplies carmakers such as Daimler, and Honda, said last month it expected sales this year to outpace light-vehicle production.

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Mahindra Truck & Bus equips BS 6-compliant CVs with new Telematics Solution

ahindra Truck and Bus (MTB) has equipped its BS 6-c o m p l i a n t c o m m e r c i a l vehicles (CVs) range with new telematics solution Mahindra iMAXX to provide insights on vehicle health and performance.

The new telematics solution is fitted into Mahindra's BS 6 emission norms compliant CV range, including Blazo X range of heavy CVs, Furio range of intermediate CVs and light CVs, and Cruzio range of buses, it said.

Connected vehicle technology has become even more important in the new BS 6 era, given the increase in electronics based vehicle controls.

"The iMAXX Telematics solution is based on next generation telematics technology. It is an intelligent fleet telematics solution which deploys cutting-edge telemetry technology," said Jalaj Gupta, Business Head, Commercial Vehicles, Mahindra & Mahindra Ltd, reported PTI.

With technology like Dual CAN (Controller Area Network), 4G and other leading digital technologies, including Machine Learning and Artificial Intelligence, the solution provides powerful insights on vehicle health and performance, he said.

"This helps in maximising returns for fleet owners," Gupta added.

With the right telematics platform, like iMAXX, which focuses mainly on location tracking based services and basic vehicle electronic data, enhanced fleet operations efficiency leads to higher asset productivity/fleet utilization, lower costs of operations and higher fleet safety, the company said.

The intelligent and revolutionary Mahindra iMAXX is in a different league due to the following features:

Embedded Device Capability – The core capability of the Mahindra iMAXX embedded device is to absorb large scale, high frequency engine and

allied system data securely, and transmit on a real-time basis over 4G airwaves for server processing. To put this in perspective, the amount of data transmitted through the Mahindra iMAXX device from the vehicle is on an average 600% higher than the previous generation telematics systems available in the market.

Digital Twin Platform - Once such a large amount of data comes into Mahindra iMAXX cloud servers, the machine learning algorithms and artificial intelligence models put in place at the Mahindra iMAXX digital twin platform level helps provide accurate, reliable and predictive business and engineering insights. While most telematics solutions fetch and show vehicle data to customers without any further intelligence or analysis built-in, Mahindra iMAXX has the unique and unparalleled capability to add machine intelligence to normal data for enhanced credibility, efficacy and reliability - a First in Indian CV industry.

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Tata Motors revamps BS 6 commercial vehicles with tech, performance upgrades

ata Motors said its entire
BS 6-compliant range of
commercial vehicles is
e q u i p p e d w i t h
technological and performance
upgrades that generate higher revenue
and profits for transporters through
higher fluid efficiency.

Developed with an aim to "redefine" transportation, the product portfolio covers the entire range of the commercial vehicles, from sub-1 tonne to 55 tonne gross vehicle or combination weight, Tata Motors said in a release.

With customised transport solutions to address industry-specific applications, Tata Motors offers the widest array of vehicles in the country for customers to select as per their specific requirement, it said.

"Post BS 6 migration, the Indian automobile industry is adhering to comparable global norms of emission," said Girish Wagh, president (commercial vehicle business unit), Tata Motors, reported PTI.

He added that the industry used the migration to transcend beyond mere emission compliance. "By holistically reimagining, we have created new paradigms of functionality, productivity, comfort, performance and connectivity in our vehicles."

Wagh also said, "We now have a truly global, Indian product range that redefines the future of Indian transportation. For customers, it brings forth the core benefit of lower total cost of ownership and improved earning potential and, in turn, enhanced returns on their investment." Some of the key features in the BS 6-compliant range include higher power output, superior gear shifts, multiple driving modes, improved ergonomics and crash-tested cabins for the safety for the driver, said the company.

Volkswagen CEO supports Bill Gates' proposals for Greener Transportation

Volkswagen AG's chief executive officer encouraged Bill Gates to advise governments on how to lower

carbon emissions from transportation and renewed his criticism of Germany's slow abandonment of coal power, reported Bloomberg.

"You thoroughly understand the CO2 logic of the mobility sector. You know what we have to do and you could and should advise governments how to regulate and what to promote," VW CEO Herbert Diess wrote in a LinkedIn post sharing comments from the Microsoft Corp. co-founder.

"As you say, it's not too complicated -electric vehicles wherever possible," Diess wrote in response to a post Gates published Monday, which posited that climate change could be more devastating to the world than the



Covid-19 pandemic. The VW CEO endorsed all passenger cars and most delivery vans going electric and for long-haul trucks to run on biofuels.

Switching to carbon-free electricity is

critical to fighting climate change effectively, Diess said. "Germany's target date to exit coal power only by

2038 is for a rich, tech-leading country by far not ambitious enough," he said, repeating a recent critique.

VW has embarked on the car industry's biggest push into electric cars in the wake of its 2015 diesel-emissions scandal, investing 33 billion euros (\$39 billion) over five years to develop the world's largest fleet of battery-powered vehicles. By

2025, the company aims to cut the carbon footprint of cars and light-commercial vehicles by 30% compared with 2015. Its goal is to be carbon-neutral by 2050.

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ICRA: India likely to add more than 9,000 km roads by the end of this fiscal



xecution of road projects this fiscal could be in the range of 9,000-9,200 km, almost 10 per cent lower than FY2020, due to Covid-19 related lockdowns and restrictions, according to rating firm Icra.

Last fiscal, nearly 10,237 km of road projects were completed, the rating agency said in a report.

Icra noted that typically the fourth quarter (January-March) is the key working season for road contractors. However, a good part of March 2020 was lost on account of lockdown and restricted movement of goods and personnel in the run up to the lockdown.

The execution between March–July stood 2020 at 4,052 km, which is 18 per cent lower when compared to 4,926 km in the same period last year.

"Execution which was 73 per cent down (on y-o-y basis) in April 2020 due to lockdown picked up pace in subsequent months; in July 2020 it stood at 787 km which is 8 per cent lower when compared to 860 km in July 2019," said the agency, reported PTI.

The execution reached a peak of 33 kilometre (km) per day in June 2020 before falling to 25 km per day in July.

"The unabated rise in Covid-19 infections in the unlock phase, localised re-imposition of lockdowns in several states, and heavy monsoons in many parts of the country had interrupted this recovery in July, 2020," Icra said.

As a result, the execution for FY2021 could be in the range of 9,000-9,200 km as compared to 10,237 km in FY2020, it added.

Icra Group Head, Corporate Ratings Shubham Jain said the first four months of FY2021 saw awards of 2,611 km, significantly higher by 166 per cent, as against 980 km during April-July of FY2020.

He further said that notwithstanding the high cost of re-mobilising the labour, many contractors made special arrangements to facilitate return of labour due to improved cash conversion cycle from the National Highways Authority of India (NHAI) or MORTH projects.

Meanwhile, the Ministry of Road Transport and Highways (MORTH) has initiated a slew of relief measures like shift from milestone-based billing to monthly billing and release of retention money or performance security in proportion to the work already executed, among others, which immensely supported the road contractors.

"These initiatives have helped in reducing the cash conversion cycle while also getting the performance guarantees and associated margin monies released for the executed portion of the projects," Icra said.

X



India's fuel Demand headed for Five-year Low

ndia's oil-product demand is set to slump to a five-year low this financial year, with a bleak outlook for diesel consumption as the nation's truck operators idle vehicles and consider cutting the size of their fleets.

About half of India's trucks are parked up without work and the nation's biggest operator is shunning new purchases and may downsize after demand crashed due to the pandemic. The workhorses of industry that haul goods all over the country are the biggest consumers of diesel, the most used transport fuel in India and a useful proxy for its economic health.

The drag on diesel along with the plunge in jet fuel demand is set to weigh on India's rebound from the coronavirus. Overall oil-product consumption including transport fuels in the financial year through March 2021 will be around 90% of last year, according to oil refinery executives. That would be the lowest level since 2016.

Demand rebounded to about 70% to

80% of pre-virus levels after an initial nationwide lockdown was eased in June. It's expected to climb to around 90% in the three months through March 2021, according to Hindustan Petroleum Corp. Refineries Director Vinod S Shenoy.

India's truckers are facing multiples headwinds that are crimping diesel consumption and overall oil demand. Localised lockdowns after a flare-up in infections is slowing economic activity, while tax hikes on the industrial fuel over the past few years have eroded the transport companies' profits.

"High diesel costs and forced lockdowns have indeed devastated the transport sector and the economy," said a truckers' welfare association executive, reported Bloomberg, adding, "There is a remote chance of its revival in the current financial year."

Gasoline will be the fuel that comes closest to making a complete recovery as people stick to driving their own cars to avoid crowded buses and trains, according to the refinery executives who asked not to be named because they're not authorised to speak to the media.

The slowdown this year has decimated purchases of new trucks and buses, with sales by Tata Motors Ltd. through April to June at a 10th of what it sold in the same period last year. Sales by Ashok Leyland Ltd. and Mahindra & Mahindra Ltd. slumped more than 90% in the four months through July.

VRL Logistics Ltd. won't be purchasing new vehicles and may scrap about 700 of its fleet of 5,000 trucks to rein in costs, Chief Financial Officer Sunil Nalavadi said earlier this month. The nation's biggest trucker is current operating at about 75% capacity. More than a third of its customers are small- and mediumsized firms, which have been hit hardest by the economic slump.

"We expect that 2020 will be a lost year for earnings growth," VRL Chairman Vijay Sankeshwar said in the company's annual report.

Toll collections reach 85% of pre-Covid-19 level in July: ICRA



oll collections on highways are on the road to recovery, reaching 85 per cent of the pre-Covid-19 levels in July and if the trend continues the reduction in collections could be below 10 per cent in 2020-21, said rating agency ICRA, reported PTI.

It said there were encouraging trends in traffic in July and about 85 per cent of ICRA rated toll road projects have debt service reserve greater than or equal to one quarter of debt obligation and are resilient enough to absorb the Covid-19 induced revenue shock.

"Overall, the traffic in 4M FY2021 has rebounded quite well, which is encouraging. This is also corroborated by the e-way bills generated. This pace of recovery, if sustained, the overall reduction in toll collections for national highway projects could be less than 10% in FY2021," ICRA said in a statement.

Post the resumption of tolling on national highways from April 20, the movement of commercial vehicles picked up at significant pace over the last three months and reached near 90 per cent of the pre-Covid-19 levels.

However, the movement in passenger vehicles is yet to recover fully, it said.

The unabated rise in coronavirus infections in the unlock phase, localised reimposition of lockdowns in several states, and heavy monsoons in many parts of the country had interrupted this recovery in the first fortnight of July, the rating agency said adding that nevertheless, toll collections reached 87 per cent of the pre-Covid-19 levels in the second fortnight of the month.

"Majority of the national highway stretches being arterial routes have 70-75 per cent of toll collections from commercial vehicles; passenger vehicles account for less than a quarter of toll collections. While 90 per cent of commercial vehicles are back on roads, the passenger vehicle movement is less than 60 per cent of pre-Covid-19 levels," Rajeshwar

Burla, Vice President, Corporate Ratings, ICRA said.

The rating agency said the sample considered for the analysis is spread across 11 states with Tamil Nadu, Rajasthan, Maharashtra and Telangana accounting for 63 per cent of the total sample.

The localised lockdowns imposed in Tamil Nadu and Maharashtra adversely affected the toll collections for the stretches located in these states in July (reported 65-75 per cent of pre-Covid-19 levels).

Excluding these stretches, the other entities in the sample reported around 90 per cent of pre-Covid-19 collections in July.

"Around 85 per cent of ICRA rated toll road projects (excluding default category credits) have debt service reserve (liquidity buffer) greater than or equal to one quarter of debt obligation (includes principal and interest) and are resilient enough to absorb the Covid-19 induced revenue shock," Burla added.

- X



Volvo Trucks launches tractor-trailer combination for speedy cargo movement

olvo Trucks announced the introduction of its tractor-trailer combination, specially curated for express cargo movement in India in partnership with logistics player Delhivery.

Volvo and Delhivery had tested together to deploy Volvo FM 4x2 tractor trailer long haul truck for express operations, allowing speedy delivery and cost efficiencies of services.

"Turn-around and efficiency is the focus in these trucks. The Volvo FM420 4x2 solution has a comfortable cabin along with a superior clutch free driveline, that enables effortlessly driving for about 20 hours with a set of drivers," said VE Commercial Vehicles MD & CEO Vinod Aggarwal, reported PTI.

He further said telematics, an integral part of these trucks, ensures that exhaustive data is captured, analysed and correction happens throughout the journey. "The reduced delivery time helps customers to fulfil their business goal of delivery to their customers in the shortest possible time, substantially reducing order cancellations," Agarwal said.

While the company has been a leader in the mining segment trucks, it is now planning to expand presence in other

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presence, he added

segments and express cargo movement is one such area where it would like to have a strong presence, he added. "Our partnership with Volvo and the first deployment of tractor-trailers in express trucking is a significant step towards 'Getting Future Ready'," Delhivery Chief Executive Officer & Co-Founder, Sahil Barua said.

Delhivery is building trucking terminals at key locations in Delhi, Mumbai and Bangalore while expanding and upgrading its own fleet and bringing in more partner fleets, Barua added.

Volvo Trucks International Senior Vice President Per-Erik Lindstrom said the introduction of Volvo FM420 4x2 solution in India is the right time as the country has caught up with the global standards of transport efficiency.

"Countries like China and a few other south-east Asian countries, which were similar to India, a few years ago, changed from rigid trucks to high performance and higher capacity tractor-trailer concept. We at Volvo Trucks will continue to lead innovations in products and services thereby raising the bar further," he added.

CRISIL: Commercial vehicle makers to suffer ₹6,000 cr net loss this fiscal



ommercial vehicle manufacturers are expected to incur a massive net loss to the tune of ₹6,000 crore in the current financial year, with the volume likely to touch its lowest point in a decade after two consecutive years of high de-growth, Ratings agency Crisil said on Thursday.

In the April-June period of financial year 2021, as per data, the total CV (commercial vehicle) sale in the country stood at 31,636, a decline of 85 per cent year-on-year as the country remained in the coronavirus-induced lockdown for most part of the June quarter and, most of the trade and business activities coming to a temporary halt.

A 30 per cent decline in sales volume

on an already weak base would lead to a nearly six-fold increase in a net loss

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to ₹6,000 crore for commercial vehicle (CV) makers this fiscal, Crisil Ratings said in the release.

"Two consecutive years of high degrowth are likely to result in CV volume reaching its lowest point in 10 years. With utilisation down to a third, high fixed costs would dent the profitability of CV makers, " said Manish Gupta, Senior Director, Crisil Ratings.

Last time, in 2009-10, the total commercial vehicle sale in the country had clocked 5,33,000 units.

Noting that commercial vehicles are a critical logistical link to the economy, it said a quick recovery in sales volume is critical as a slower rebound can elongate the pain for manufacturers.

According to Crisil, the CV makers were already hit by new overloading norms and a slowing economy when



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the Covid-19 pandemic arrived, and sales volume had fallen 29 per cent in the fiscal year ended March 2020.

In the first quarter of this fiscal, volume plunged another 85 per cent because of the pandemicdriven lockdown, it said.

"The resultant sharp slowdown in industrial activity has hard-braked sales of medium and heavy commercial vehicles (MHCVs), which account for two-thirds of the industry revenue. Sales of light commercial

vehicles (LCVs) may fare better with support from the rural economy and private consumption," Crisil stated.

Noting that the situation could constrain credit metrics in the current fiscal, the ratings agency said that the credit profiles of manufacturers will be supported by strong balance sheets and comfortable cash buffers

Moreover, manufacturers may partly absorb BS 6 upgrade costs in their quest to stimulate demand. That could drive down segment operating margins to near-zero from an already low 6 per cent in fiscal 2020, and increase losses, said Gupta.

Cash flows may stretch further as manufacturers will tend to support key stakeholders to reduce stress across the value chain and help them rebound next fiscal — such as by providing dealers leeway on payment terms and making timely payments to autocomponent suppliers, Crisil said.

However, that would temporarily increase the working capital requirements and raise the industry's



"The resultant sharp slowdown in industrial activity has hard-braked sales of medium and heavy commercial vehicles (MHCVs), which account for twothirds of the industry revenue. Sales of light commercial vehicles (LCVs) may fare better with support from the rural economy and private consumption," Crisil stated

debt by almost a third to ₹40,000 crore this fiscal, it said.

Consequently, credit metrics of the

sector would be constrained, but credit profiles will be supported by strong balance s h e e t s a n d expectation of a bounce-back next fiscal, it added.

"The pandemic struck when the industry's gearing was 0.5 times – a shade lower than the year before the previous downturn in 2014. Despite the rise, we expect the gearing to be comfortable at 0.7 times by the end of

the current fiscal.

"Besides, manufacturers also have comfortable cash liquidity of nearly two times debt servicing needs," said Naveen Vaidyanathan, Associate Director, Crisil Ratings,

According to Crisil while rising debt and weak profitability may constrain interest cover to nearly 1.5 times this fiscal from an average 7.1 times in the past five years, the number should recover next year with sales volume.

The recovery is predicated on an expected pick-up in both industrial activity and private consumption, said the release adding commercial vehicles are a critical logistical link to the economy and hence sales volume is likely to bounce back next fiscal to reach almost fiscal 2020 level.

That would substantially pull up the profitability of manufacturers, reverse the working capital stretch and restore credit metrics, it said.

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Recommendations for truck drivers during COVID-19





Clean regularly all frequently touched surfaces inside and outside your cabin (steering wheel, radio, levers, door handles, etc.) using disinfectant. Clean all tools and equipment (portable scanners. etc.) you use, especially those shared with other users.



Ventilate the driver's cabin regularly at stopping points.



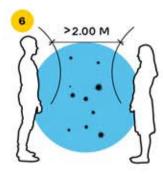
Disinfect hands with hand sanitiser or wash them with liquid soap and water for at least 30 seconds every time you enter or return to your vehicle.



Wear gloves when at loading and unloading docks, gas stations, customers' sites and terminals.



Stay in the driver's cabin whenever possible while at customer sites, unless otherwise required.



Maintain a distance of 2 metres from others in case of leaving your cabin, and avoid entering closed rooms where other people are present. Takeout meals are recommended rather than eating at rest stops.



Sign transport documents with your own pen and do not share it with anybody else. Disinfect or wash hands and pen once done.



Avoid shaking hands. The virus spreads through coughing and sneezing (via airborne droplets), as well as through direct contact.



If you or your family members show potential symptoms of COVID-19 such as a dry cough or fever, immediately inform your manager.



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93 8282 4141

Women in Logistics

Mausumi Datta graduated in Economics and soon after, took a plunge into Cargo and Logistics, by joining East West Airlines. It took her a few years to decide that she needed a more challenging environment and when an opportunity came to join the Shipping Industry, she jumped at the chance and continued her career with Pennon Shipping. Her hobbies are exercising, music, etc.

Questionnaire

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

I have spent a total of over 26 years in Cargo, 3 years in Cargo Airlines (Air Freight) and over 23 years in Cargo Shipping (Ocean Freight).

I like this Industry as we get to learn a great deal and this process goes on a daily basis, as there seems to be no end to what this industry can teach.

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

It was the first job offer after graduation and that too from an airline, which looked pretty glamorous to my inexperienced eyes at that time.

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

Fortunately, I have been working with very supportive and cooperative male superiors and colleagues and hence, have not faced any discrimination, neither in my initial years, nor when I grew in stature with time and experience.

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

DGR and Marketing are my special



Ms. Mausumi Datta GM – Liner Services, Pennon Shipping

areas, which helped me make my mark.

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

There are so many facets to the Logistics Industry and one is constantly on one's toes. There is never a dull moment, as one is often looking for ways to provide efficiency and value addition solutions to customers.

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

I am very confident about future growth, as there is only a thin line between the performance differential between the genders. Contrary to traditional beliefs, the man in a family could be a much better chef, than the lady of the house. For other factors, the vice-versa could be true. The future looks very bright, from my point of view.

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

If one is conscious about time management, striking a balance between home and office is not difficult. One has to learn to prioritize plus support from the family and the organization are critical factors to build up a constructive balance between the various pressures.

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

My advice to them would be to become tough physically and mentally, by exercising, meditation, etc., which will help them to think straight and clearly. They must understand that organizations function on collective wisdom and effort and one must come prepared to contribute 100% to it.

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

- X







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Kashmiri Gate	÷	1564, Main Church Road, Kashmiri Gate, Delhi - 110006	9310659975	23867271	
Kamla Market	8	236, Asaf Ali Road side, Kamla Market, New Delhi - 110002	9350186924	23237429	
Okhla		F-32/6, Okhla Industrial Estate, Phase-II, New Delhi - 110020	9312103405	26384881	
Okhla Indl Estate	:	Shop No.7, Okhla Industrial Estate, Opp. Luxor Pen Company, Near Modo Flour Mill, New Delhi - 110020	9313540025	9990085312	
Noida	:	F-62, Sector - 8, Near Dainik Jagran Press, Noida -201301	7838900483	0120-2422180	2422771
Faridabad	:	18/1, Mathura Road, Near Ajrounda Chowk, Faridabad - 121001	9350553301	9717773757	0129-2283542
Gurgaon	:	Shiv Ashram Palam Gurgaon Road, Dundahera Gurgaon - 122016 (Haryana)	8930198012	7995000449	
Gandhinagar	÷	1123/55, Multani Mohalla, Gandhi Nagar, Delhi - 110031	8010082244		
Phoolbagh		WZ-40/7, Phool Bagh, Rohtak Road, New Delhi - 110035	7838900136	28312286,	28312063
Nangloi	ŧ	580/2/2, Goga Marg, Firni Road, Mundka, Delhi - 110041	9312064194	7995000433	
Naraina	:	CB/382/11, Indira Market, Ring Road, Naraina, New Delhi - 110028	7995000434	9310657970	
Vishwash Nagar	**	10/127, 18, Quarter Road, Near Radha Krishan Mandir, Viswasnagar, Shahdara, Delhi - 110032	9312099713	7995000479	
U.P.Border	÷	Rawalpindi Garden, C/2/11, Opp. New Telephone Exchange, P.O.Chikamberpur, U.P.Border - 201 006 (UP)	7995000457		9313544020
Karolbagh	:	949/3, Naiwala, Karol Bagh, New Delhi - 110005	9313834836	7995000429	
Chajjupur		12/29, Main Chajjupur Gate, Babarpur Road, Shahadara, Delhi -110032	9350187302	22832404	
Sadar Bazar	1	Shop No. 58, New Kutab Road, Sadar Bazar, Delhi - 110006	9350186138	7995000436	
Sanjay Gandhi	5	BG-316, Sanjay Gandhi TPT Nagar, Near Delhi Dharam Kanta, Delhi - 110042		27832833	45170449
Kundli	1	Shop No.11, Lakhmi Pyau, Kundii Border (Kamla Market) Sonepat (HR) 131028	7995000438	7428388316	9541905794
Rama Road	:	61, Rama Road, Near Bisleri, New Delhi - 110015	9310658047	7995000427	25410794
Manesar	**	Shop No.4, Pepsi Dhaba, Near Apna Ghar, Delhi Jaipur Highway, Village Shikhapur, More, Manesar - 122001	7838900139	7995000453	7995000448
G.T.Karnal		B-96, G.T.Karnal Road, Behind Telephone Exchange, G.T.Karnal Road, Delhi - 110033	9310657964	7995000433	
Narela		Shop No.22, Chamanlal Market Main, Narela, Alipur Road, Bhorgarh, Delhi - 110040	7995000432	7995000428	
Bawana	÷	"Plot Khasra No.154/1/3, Opp.Indene Petrol Pump, Outer Firni Road, Pooth Khurd, Bawana Industrial Area, Delhi – 110 039 "	9310655231	7995000425	

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आत्मनिर्भर भारत योजना के अंतर्गत राजमार्ग मंत्रालय ने दस हजार करोड़ रुपये से ज्यादा जारी किये एक अन्य भुगतान के लिए 2,500 करोड़ रुपये संसाधित किए जा रहे हैं



किए गए कार्यों के लिए मासिक

भुगतान किया जा सके और महीने

ईपीसी/एचएएम अनुबंध के दौरान

अनुबंध के विनिर्देश के अनुसार

स्वीकार किया जा सके। इस राहत

के लिए 774 परियोजनाओं के

अंतर्गत कुल 863 आवेदनों

के लिए 6,526 करोड़ रुपये

जारी किए गए हैं, जबकि

2,241 करोड़ रुपये से

चल रही है

महत्वाकांक्षी आत्मनिर्भर भारत योजना में परिकल्पित सरलीकृत भुगतान प्रक्रिया के अंतर्गत कोविड-19 महामारी के दौरान सडक परिवहन एवं राजमार्ग मंत्रालय द्वारा 10,339 करोड़ रुपये की राशि जारी की गई

है। 2,475 करोड़ रुपये की एक अन्य राशि संसाधित की जा रही है और इसके जल्द ही जारी किए जाने की संभावना है।

सरकार ने कारोबार में सुगमता सुनिश्चित करने के लिए अनेक कदम उठाए हैं, बल्कि देश में गुणवत्तापूर्ण सड़क बुनियादी संरचना के निर्माण में हितधारकों का विश्वास बढ़ाने के लिए भी कई उपाए किए गए हैं। सड़क परिवहन एवं राजमार्ग मंत्रालय ने आत्मनिर्भर भारत योजना के अंतर्गत भुगतान प्रक्रिया को सरल बनाया है और ठेकेदारों को भूगतान माइल्स्टोन उपलब्धि के आधार पर नहीं बल्कि प्रत्येक महीने किया जा रहा है। यह देश में राष्ट्रीय राजमार्ग परियोजनाओं को समय से पुरा करने की दिशा में बहुत लाभदायक साबित हुआ है।

ज्यादा की प्रक्रिया मंत्रालय ने कोविड-19 की स्थिति को ध्यान में रखते हुए अपने ठेकेदारों और रियायतग्राहियों के लिए कई राहत पैकेजों का विस्तार किया है। रिटेंशन मनी (जो निर्माण अवधि तक प्रदर्शन सुरक्षा का एक हिस्सा है) अनुबंध विनिर्देश के अनुसार पहले से निष्पादित कार्य के

अनुपात में जारी की जा रही है, और ठेकेदार द्वारा प्रदान किए गए बिलों से छह महीने की अवधि तक के लिए रिटेंशन मनी नहीं काटी जा रही है।

अनुसूची एच में एचएएम/बीओटी अनुबंधों के लिए, प्रदर्शन गारंटी अनुपात के छुट प्रदान की जाती है आधार पर जारी की जाती है। इस राहत के लिए 1,155 परियोजनाओं के अंतर्गत कुल 1,253 आवेदनों के लिए, जिससे कि ठेकेदारों द्वारा

> 3,527 करोड़ रुपये जारी किए गए हैं, जबकि 189 करोड़ रुपये से ज्यादा की प्रक्रिया चल रही है।

अनुसूची एच में छूट प्रदान की जाती है जिससे कि ठेकेदारों द्वारा किए गए कार्यों के लिए मासिक भुगतान किया जा सके और महीने ईपीसी/एचएएम अनुबंध के दौरान अनुबंध के विनिर्देश के अनुसार

स्वीकार किया जा सके। इस राहत के लिए 774 परियोजनाओं के अंतर्गत कुल 863 आवेदनों के लिए 6,526 करोड़ रुपये जारी किए गए हैं, जबकि 2,241

करोड़ रुपये से ज्यादा की प्रक्रिया चल रही है।

एस्क्रो अकाउंट के माध्यम से स्वीकृत किए गए उप-ठेकेदार को सीधा भुगतान किया जाता है। इस राहत के लिए 19 परियोजनाओं के अंतर्गत कुल 21 आवेदनों के लिए 241 करोड़ रुपये जारी किए गए हैं, जबिक 27 करोड़ रुपये से अधिक की

प्रक्रिया चल रही है।

ठेकेदार/रियायतग्राही को साइट की स्थिति के आधार पर अनुबंध के अंतर्गत उनके दायित्व को पूरा करने के लिए छह महीने तक के लिए समय का विस्तार दिया जा रहा है। इस राहत के लिए 196 परियोजनाओं के अंतर्गत कुल 207 आवेदनों के लिए 34 करोड़ रुपये जारी किए गए हैं, जबिक 15 करोड़ रुपये की प्रक्रिया चल रही है।

मार्च, 2020 से सितंबर, 2020 के दौरान नए अनुबंध में प्रदर्शन सुरक्षा/बैंक गारंटी जमा करने में देरी के लिए जुर्माना से छूट प्रदान की गई है। इस राहत के लिए 17 परियोजनाओं के अंतर्गत कुल 17 आवेदनों के लिए 9 करोड़ रुपये जारी किए गए हैं।

साइट की स्थिति के आधार पर सलाहकारों को यानी आईई/एई को 3 से 6 महीने के लिए समय का विस्तार देने की अनुमित है। इस फोर्स मजेरे इवेंट के दौरान ऐसे माना जा सकता है जैसे कि वे ड्यूटी पर हों। इस राहत के लिए 31 परियोजनाओं के अंतर्गत कुल 31 आवेदनों के लिए 2 करोड़ रुपये जारी किए गए हैं, जबिक 1 करोड़ रुपये की प्रक्रिया चल रही है।

बीओटी/टीओटी रियायतग्राही: कोविड-19 से पहले बीओटी अनुबंधों की

रियायत अवधि को 3 से 6 महीने की अवधि तक विस्तारित किया जा रहा है। इसके अलावा, उपयोगकर्ता शुल्क संग्रह में हानि के लिए, रियायत अवधि को अनुबंध के अनुसार एक अवधि के लिए बढ़ाया जाता है जब तक कि दैनिक संग्रह औसत दैनिक शुल्क के 90% से नीचे नहीं चला जाता है। 2 करोड़ रुपये की इस राहत के लिए आवेदन की प्रक्रिया चल रही है।

सभी राष्ट्रीय राजमार्ग टोलिंग अनुबंधों के लिए, शुल्क (प्रेषण) संग्रह में हुए नुकसान की भरपाई अनुबंध के अनुसार की जाती है। इस राहत के लिए एक आवेदन विचाराधीन है।

मंत्रालय द्वारा मध्यस्थता के माध्यम से ठेकेदारों के मुद्दों का समाधान करने का भी काम किया गया है। इसके लिए स्वतंत्र विशेषज्ञों (सीसीईएस) से मिलकर सुलह समितियां बनाई गई हैं। सभी ठेकेदारों को उनके दावों का शीघ्र निपटारा करने के लिए सुलह के लिए बुलाया जा रहा है जिससे उनके भुगतान को तुरंत जारी किए जा सके। इस वर्ष के दौरान 14,248 करोड़ रुपये के दावों से जुड़े हुए 47 मामलों का निपटारा किया गया है। अन्य 59 मामलों पर विचार-विमर्श जारी है।

बेहतरीन सेवा के लिए सड़कों की रैंकिंग करने की तैयारी में एनएचएआई

सड़कों को बेहतरीन बनाने के अपने प्रयासों के तहत सड़क परिवहन एवं राजमार्ग मंत्रालय के अधीनस्थ भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) ने देश भर में राजमार्गों की दक्षता का आकलन करने के साथ-साथ उनकी रैंकिंग करने का भी निर्णय लिया है। राष्ट्रीय राजमार्गों के आकलन ऑडिट एवं रैंकिंग का उद्देश्य जहां भी जरूरत हो, वहां आवश्यक सुधार सुनिश्चित करना है, ताकि उनकी गुणवत्ता बेहतर हो सके तथा राजमार्गों पर आवाजाही करने वाले यात्रियों को मनभावन सफर का आनंद मिल सके।

आकलन के मानदंड विभिन्न अंतरराष्ट्रीय प्रथाओं या तौर-तरीकों और अध्ययनों पर आधारित हैं जिसका उद्देश्य भारतीय संदर्भ में राजमार्गों की दक्षता के मानकों को तय करना है। आकलन के लिए मानदंड को मुख्यत: तीन अहम भागों में वर्गीकृत किया गया है: राजमार्ग की दक्षता (45%), राजमार्ग पर सुरक्षा (35%) और उपयोगकर्ता को मिलने वाली सेवाएं (20%)। इस आकलन के निष्कर्षों के आधार पर प्राधिकरण व्यापक विश्लेषण करेगा और सेवाओं की समग्र गुणवत्ता बढ़ाने के लिए विभिन्न आवश्यक कदमों को उठाने के बारे में निर्णय लेगा।

इसके अलावा, आकलन करते समय कई और महत्वपूर्ण मानदंडों पर भी विचार किया जाएगा जिनमें परिचालन की गति, कई दिशाओं से वाहनों की पहुंच पर नियंत्रण, टोल प्लाजा पर लगने वाला समय, सड़क संकेतक, सड़क चिन्ह, दुर्घटना की दर, किसी घटना से निपटने में लगने वाला समय, क्रैश बैरियर, रोशनी, उन्नत यातायात प्रबंधन प्रणाली (एटीएमएस) की उपलब्धता, संरचनाओं की कार्यक्षमता, श्रेणीबद्ध पृथक चौराहों की व्यवस्था, स्वच्छता, वृक्षारोपण, सड़क के किनारे मिलने वाली सुविधाएं और ग्राहक संतुष्टि शामिल हैं।

प्रत्येक मानदंड या पैमाने पर प्रत्येक कॉरिडोर द्वारा हासिल किए जाने वाला स्कोर दरअसल परिचालन के उच्च मानकों, बेहतर सुरक्षा एवं उपयोगकर्ताओं को अच्छे अनुभव कराने के लिए आवश्यक जानकारियां सुलभ कराएगा और इसके साथ ही उन सुधारात्मक कदमों को भी सुझाएगा जिन पर अमल करके मौजूदा राजमार्गों को बेहतर बनाना संभव ही पाएगा। इससे एनएचएआई की अन्य परियोजनाओं के लिए भी डिजाइन, मानकों, प्रथाओं, दिशा-निर्देशों और अनुबंध समझौतों में खामियों को पहचानने एवं उन्हें पाटने में मदद मिलेगी।

कॉरिडोर यानी गिलयारों की रैंकिंग त्वरित रूप से परिवर्तनशील होगी और रियायत प्राप्तकर्ता/ठेकेदार/ऑपरेटर को उस कॉरिडोर पर उपलब्ध सेवाओं में सुधार करके अपनी रैंकिंग को बेहतर करने का अवसर मिलेगा। समस्त गिलयारों की समग्र रैंकिंग के अलावा बीओटी, एचएएम और ईपीसी परियोजनाओं के लिए भी अलग-अलग रैंकिंग की जाएगी। रैंकिंग की इस प्रक्रिया से परिचालन में दक्षता के साथ-साथ सड़कों का बेहतरीन रखरखाव भी सुनिश्चित होगा।

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श्री गडकरी ने एसआईएएम के 60वें वार्षिक अधिवेशन को संबोधित किया; कहा ऑटो सेक्टर के पास रोजगार सृजन करने की बहुत बड़ी जिम्मेदारी है



केंद्रीय सड़क परिवहन एवं राजमार्ग मंत्री, श्री नितिन गडकरी ने कहा है कि ऑटोमोबाइल उद्योग देश के सकल घरेलू उत्पाद के निर्माण में सबसे बड़े योगदानकर्ताओं में से एक है और यह एक ऐसा क्षेत्र है जिसमें रोजगार की संख्या सबसे ज्यादा है। विडियो कॉन्फ्रेंसिंग के माध्यम से आज सोसाइटी ऑफ इंडियन ऑटोमोबाइल मैन्युफैक्चरर्स (एसआईएएम) के 60वें वार्षिक अधिवेशन को संबोधित करते हुए, उन्होंने कहा कि वर्तमान समय में इस उद्योग के कंधों पर बहुत सारी जिम्मेदिरयां है। श्री गडकरी ने समाज और अर्थव्यवस्था के हितों को ध्यान में रखते हुए उद्योग जगत की चिंताओं को दूर करने का भी आश्वासन दिया।

मंत्री ने निकट भविष्य में सड़क सुरक्षा लक्ष्यों की प्राप्ति पर भी भरोसा भी व्यक्त किया। उन्होंने कहा कि ऑटोमोबल उद्योग ने इस दिशा में बहुत प्रगति की है। उन्होंने कहा कि वाहन निर्माताओं ने वाहन सुरक्षा के लिए महत्वपूर्ण विनियमों को लागू किया है जैसे क्रेश नॉर्म्स, एबीएस, एयरबँग, सीट बेल्ट रिमाइंडर, रिवर्स पार्किंग असिस्ट, वीटीएस आदि। इन विनियमों ने भारतीय ऑटो उद्योग को वैश्वक ऑटो उद्योग के बराबर लाकर खड़ा कर दिया है। उन्होंने कहा कि यह भारतीय ऑटोमोबाइल उद्योग के असाधारण समन्वय और प्रतिबद्धता के कारण संभव हो सका है। श्री गडकरी ने ऑटोमिबिल उद्योग द्वारा बीएस-6 मानकों की ओर छलांग लगाने की सराहना की।

श्री गडकरी ने कहा कि वर्तमान समय में प्रतिदिन सड़क निर्माण की औसत

दर 30 किलोमीटर प्रतिदिन है, जिसमें राजमार्गों के लिए प्रतिदिन सड़क निर्माण की 40 किलोमीटर की उच्चतम दर है। उन्होंने कहा कि भारत में एक्सप्रेस-वे और राजमार्गों के निर्माण में जबरदस्त बढ़ोत्तरी होने के कारण यह अब दुनिया का दूसरा सबसे बड़ा सड़क नेटवर्क वाला देश बन गया है। उन्होंने इस बात पर बल देते हुए कहा कि केवल वाहनों को सुरक्षित बनाने से दुर्घटनाएं और मौतों में बहुत ज्यादा कमी नहीं आएगी, उन्होंने कहा कि इसे सड़क का सही डिजाइन और प्रवर्तन के साथ पूरक बनाया जाना चाहिए। जिसमें सुस्विजत होना और भविष्य के लिए तैयार होना भी शामिल है। उन्होंने कहा कि गतिशीलता का भविष्य, बुनियादी संरचना के साथ एकीकरण की मांग करता है। जिसके अनुसार, सभी राजमार्गों/एक्सप्रेस-वे का निर्माण सीमांकित सड़कों और लेन चिह्नों के साथ किया जा रहा है, जो उन्नत चालक सहायता तकनीकों के कार्यान्वयन के लिए उपयुक्त हैं।

मंत्री ने कहा कि यह सदी डिजिटल और कनेक्टेड सुविधाओं के उदय के माध्यम से परिभाषित होता है जो कि जीवन का अभिन्न अंग बन गया है। डिजिटलीकरण के प्रभाव को स्वीकार करते हुए, मोटर वाहन संशोधन अधिनियम, 2019 में यातायात सुरक्षा और नियम को लागू करने के लिए डिजिटल प्रौद्योगिकियों के उपयोग को बढ़ावा दिया है। उद्योग के सहयोग से, फास्टैंग के साथ इलेक्ट्रॉनिक टोल संग्रह सफलतापूर्वक लागू किया गया है। वाहन पोर्टल से जुड़ने के साथ ही, फास्टैंग टोल क्रॉसिंग को निर्वाध और सुचारू बना देगा।

उन्होंने कहा बुनियादी संरचना में वृद्धि और विकास को न केवल कनेक्टेड वाहनों के दृष्टिकोण से देखा जा रहा है, बिल्क इलेक्ट्रिक और वैक्लिपक ईंधन वाहनों के रूप में भी देखा जा रहा है। उन्होंने वैकिल्पक ईंधनों के बढ़ते उपयोग पर बल देते हुए कहा कि देश भर में इथेनॉल ईंधन की उपलब्धता को लगातार सुनिश्चित करने पर ध्यान केंद्रित किया जा रहा है। जैसे-जैसे इन वाहनों की मांग बढ़ती जाएगी, चार्जिंग स्टेशनों और ईंधन स्टेशनों जैसी सहायक बुनियादी संरचानाओं की मांग बढ़ेगी और इसे पूरा करना होगा। उन्होंने कहा कि हम विभिन्न ईंधन विकल्पों और सहायक बुनियादी संरचनाओं का क्रमबद्ध भूमिका को परिभाषित करते हुए, एक एकीकृत ईंधन रोडमैप लाने का प्रयास करेंगे।



राजस्थान : अब ट्रकों से वसूली नहीं कर सकेगी पुलिस

जयपुर(राजस्थान)।

हाइवे पर सरपट दौड़ते ट्रकों को हाथ देकर कागजात मांगना या अवैंध वसूली करना अब पुलिसकर्मियों को भारी पड़ सकता है, क्योंकि पुलिस मुख्यालय ने विशेष परिस्थितियों के अलावा ट्रकों के कागजातों की जांच पर रोक लगा दी है। पुलिस सूत्रों ने बताया कि पुलिस मुख्यालय के अधिकारियों को लंबे समय से शिकायतें मिल रही थीं कि हाइवे पर लंबी दूरी तक चलने वाले ट्रकों को पुलिसकर्मी रोक लेते हैं और कागजातों की चैंकिंग करते हैं।

पुलिस की इस कार्रवाई से ट्रकों को गंतव्य तक पहुंचने में देरी लगती है, जिससे फर्मों व कंपनियों को आर्थिक नुकसान होता है। कार्रवाई में पुलिसकर्मियों पर भी अवैध वसुली करने के आरोप लगते हैं।

इन शिकायतों के बाद हाल ही पुलिस मुख्यालय ने सभी पुलिस अधीक्षकों को निर्देश जारी किए हैं, जिसमें इन शिकायतों के बारे में बताया गया है और कहा गया है कि इस तरह की कार्रवाई से पुलिस की छवि खराब हो रही है। मुख्यालय के निर्देश हैं कि हाइवे पर सामान्य रूप से कार्रवाई के तहत या नाकों पर पुलिसकर्मी ट्रकों को बिना कारण नहीं रोकेंगे और ना ट्रकों को रोककर उनके कागजात चैक करेंगे।

निर्देश के बावजूद भी अगर पुलिसकर्मी बिना कारण के ट्रकों को रोक कर जांच-पड़ताल करता हैं तो उसके खिलाफ कार्रवाई की जाएगी। यह भी निर्देश है कि पुलिसकर्मी विशेष परिस्थितयों, अधिकारियों के निर्देश, किसी वारदात के बाद, नाकाबंदी के समय, ओवरलोड, मानव जीवन को खतरा पैदा करता पाए जाने, सवारियां भरकर चलने,

नशे में ट्रक चलाने, गित सीमा तेज चलने पर ट्रकों को रोका जा सकेगा और उनके खिलाफ कार्रवाई की जाएगी। पुलिस मुख्यालय के इन आदेशों को लेकर नाकों पर ट्रकों की जांच करने वाले पुलिसकर्मियों में सनसनी फैली हुई है।



"ट्रकों की नियम विरुद्ध जांच नहीं की जाएगी। अगर ट्रक ओवरलोड, सवारियां भरी हैं या फिर गति सीमा में नहीं है तो कार्रवाई की जाएगी। बिना कारणों के ट्रकों को नहीं रोका जाएगा।"

—बीआर ग्वाला आईजी, रेंज जयपुर द्वितीय।

हाईवे पर ट्रकों से लूटपाट करने वाला गिरोह पकड़ा

यूपी के हमीरपुर जिले में हाइवे में ट्रकों से लूट करने वाले अंतर्जनपदीय गिरोह का

पुलिस ने पर्दाफाश किया

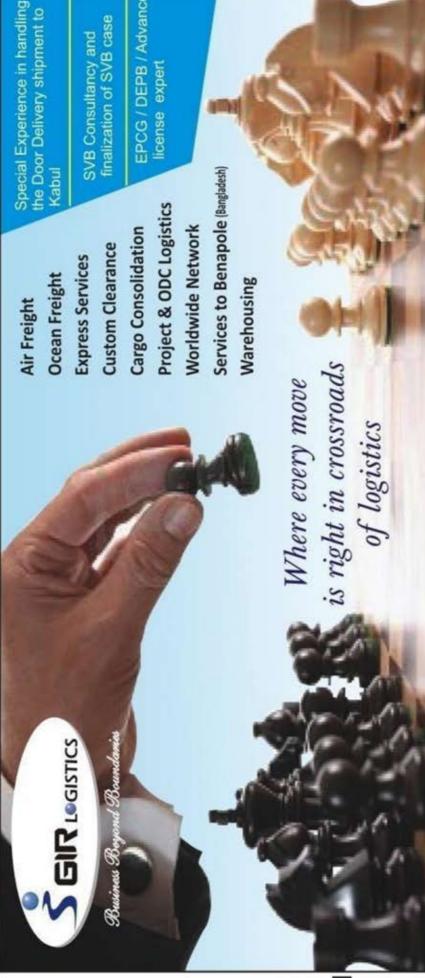
हमीरपुर (उत्तरप्रदेश), 5 अगस्त।

पुलिस ने हाईवे पर ट्रकों से लूटपाट करने वाले गिरोह का पर्दाफाश किया है। ये गिरोह ट्रक ड्राइवरो और खलासियों को मारपीट करके उनसे असलहे के दम पर लूटपाट करता था।

फिलहाल पुलिस ने गिरोह के 7 सदस्यों को गिरफ्तार कर जेल भेज दिया है।

मामला मौदाहा थाना क्षेत्र के नारायच गांव में ट्रक से लूट के बाद सामने आया। पुलिस ने लूट का खुलासा करते हुऐ बताया कि ये गिरोह कई दिनों से ये घटनाओं को अंजाम दे रहा था। जिसमें लगभग 20 से ज्यादा लूट की वारदातें की है। बीते 28जून को इस गिरोह के 4 सदस्यों ने एक ड्राइवर से असलहे और चाकू के दमपर 23 हजार रुपये और मोबाइल लूट लिया। लूट के बाद ड्राइवर और खलासी को बांध कर दाल दिया था। जिसके बाद पुलिस लगातार इन आरोपियों की तलाश कर रही

थी। आज सफलता पाते हुये पुलिस ने सभी आरोपियों को गिरफ्तार करते हुऐ जेल भेज दिया है। ये गिरोह हमीरपुर, जालौन और कानपुर सिहत आस पास के जिलो में रात होते ही चार पिहया गाड़ी में सवार होकर लूट के लिये निकल जाते थे। बीते 28जून को हमीरपुर में हुई लूट के पहले गिरफ्तार आरोपियों ने जालौन जिले में भी लूट की वारदात को अंजाम दिया था जिसके बाद वंहा भी पुलिस के दिनों से इस गिरोह की तलाश कर रही थी। हमीरपुर पुलिस को सफलता मिलने के बाद आस पास के जिलो ने भी राहत की सास ली है। पुलिस ने इन 7 आरोपियों के पास से एक स्कार्पियो गाड़ी, अवैध असलहा और चाकू के साथ लूटे गये रुपये बरामद किये है। फिलहाल पुलिस ने सभी आरोपियों को गिरफ्तार कर जेल भेज दिया है।



EPCG / DEPB / Advance

GIRMOVERS ROAD TRANSPORTATION

Corporate Office

GIR JUMBO ODC & PROJECTS

GIR EXDEL DOMESTIC CARGO



HIRD PARTY LOGISTICS GIR 3PL

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Regional Office

Delhi Office













TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)

	Aimen	39	Th. 3.6	Freight (alasta m	T. L.
S.	Airport		The Mor		For The Pe		
no.		June	June	%	2020-21	2019-20	%
		2020	2019	Change	, ,		Change
_	21 International	-					
1	Chennai	16559	30085	-45.0	33064	93316	-64.6
2	Kolkata	9096	10403	-12.6	13136	33164	-60.4
3	Ahmedabad	3202	9728	-67.1	4337	27675	-84
4	Goa	136	467	-70.9	155	1267	-87.8
5	Guwahati	1075	1734	-38.2	1438	5389	-73
6	Lucknow	674	1118	-39.7	836	3730	-77.0
7	Jaipur	560	1289	-56.6	577	3885	-85.
8	Trivandrum	1417	2138	-33.7	2858	6718	-57.:
9	Bhubaneswar	355	761	-53.4	434	2266	-80.8
10	Calicut	1000	2504	-60.1	2000	7291	-72.0
11	Varanasi	83	237	-65.0	83	769	-89.2
12	Coimbatore	311	1083	-71.3	393	3105	-87
13	Srinagar	0	1440	05.0	46	3068	-98.5
14	Amritsar	45	300	-85.0	56	917	-93.9
15	Mangalore	201	188	6.9	322	679	-52.0
16	Portblair	319	488	-34.6	689	1568	-56.1
17	Trichy	200	576	-65.3	317	1919	-83.5
18	Imphal	68	569	-88.0	228	1811	-87.4
19	Vijayawada	229	220	4.1	301	657	-54.2
20	Tirupati	0	0	-	0	0	
21 Tota	Kushinagar	35530	65328	-45.6	61270	199194	-69.2
-				*43.0	01270	122134	-09.2
-	7 JV Internationa						
22	Delhi (DIAL)	48611	77830	-37.5	84841	242446	-65.0
23	Mumbai (MIAL)	38904	69789	-44.3	82795	218271	-62.
24	Bangalore (BIAL)	23647	31103	-24.0	46355	94260	-50.8
25	Hyderabad (GHIAL)	7796	12019	-35.1	16034	36850	-56.5
26	Cochin(CIAL)	3709	6997	-47.0	8570	19788	-56.
27	Nagpur (MIPL)	53	692	-92.3	53	1952	-97.3
28	Kannur (KIAL)	0	0	774.0	0	1932	-21
-				20.2		-	21
Tota		122720	198430	-38.2	238648	613567	-61.
-	1 ST Govt./Pvt.	INTLAI	ports				
29	Shirdi	0	0	-	0	0	
Tota		0	0		0	0	
(D)	10 Custom Airpo	orts			17.	371	
30	Pune	1025	3316	-69.1	1203	8719	-86.2
31		a Mary		-17.5	982	3020	
31	Patna	889	1077		90/		-67
	Patna Bagdogra	889 337	6 6 7 7				
32	Bagdogra	337	729	-53.8	433	1998	-78.3
32 33	Bagdogra Indore	337 260	729 958	-53.8 -72.9	433 295	1998 2828	-78.3 -89.0
32 33 34	Bagdogra Indore Visakhapatnam	337 260 291	729 958 554	-53.8 -72.9 -47.5	433 295 608	1998 2828 1652	-78.3 -89.6 -63.2
32 33 34 35	Bagdogra Indore Visakhapatnam Chandigarh	337 260 291 418	729 958 554 952	-53.8 -72.9 -47.5 -56.1	433 295 608 430	1998 2828 1652 2794	-78.3 -89.6 -63.2 -84.6
32 33 34 35 36	Bagdogra Indore Visakhapatnam Chandigarh Surat	337 260 291 418 355	729 958 554 952 331	-53.8 -72.9 -47.5 -56.1 7.3	433 295 608 430 968	1998 2828 1652 2794 1221	-78.3 -89.6 -63.2 -84.6 -20.7
32 33 34 35 36 37	Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai	337 260 291 418 355 44	729 958 554 952 331 193	-53.8 -72.9 -47.5 -56.1 7.3 -77.2	433 295 608 430 968 77	1998 2828 1652 2794 1221 670	-67.: -78.: -89.0 -63.: -84.0 -20.: -88.5
32 33 34 35 36 37 38	Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad	337 260 291 418 355 44 3	729 958 554 952 331 193 47	-53.8 -72.9 -47.5 -56.1 7.3	433 295 608 430 968 77 4	1998 2828 1652 2794 1221 670 211	-78.3 -89.6 -63.2 -84.6 -20.7
32 33 34 35 36 37 38 39	Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya	337 260 291 418 355 44 3	729 958 554 952 331 193 47 0	-53.8 -72.9 -47.5 -56.1 7.3 -77.2 -93.6	433 295 608 430 968 77 4	1998 2828 1652 2794 1221 670 211	-78.; -89.6 -63.; -84.6 -20.; -88.5 -98.1
32 33 34 35 36 37 38 39 Tota	Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya	337 260 291 418 355 44 3 0 3622	729 958 554 952 331 193 47	-53.8 -72.9 -47.5 -56.1 7.3 -77.2	433 295 608 430 968 77 4	1998 2828 1652 2794 1221 670 211	-78.; -89.6 -63.; -84.6 -20.; -88.5 -98.1
32 33 34 35 36 37 38 39 Tota (E)	Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya	337 260 291 418 355 44 3 0 3622 ports	729 958 554 952 331 193 47 0 8157	-53.8 -72.9 -47.5 -56.1 7.3 -77.2 -93.6	433 295 608 430 968 77 4 0 5000	1998 2828 1652 2794 1221 670 211 0 23113	-78.4 -89.6 -63.2 -84.6 -20.7 -88.2 -98.1
32 33 34 35 36 37 38 39 Tota (E)	Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya at 58 Domestic Air	337 260 291 418 355 44 3 0 3622 ports	729 958 554 952 331 193 47 0 8157	-53.8 -72.9 -47.5 -56.1 7.3 -77.2 -93.6 - -55.6	433 295 608 430 968 77 4 0 5000	1998 2828 1652 2794 1221 670 211 0 23113	-78. -89.6 -63. -84.6 -20. -88. -98.
32 33 34 35 36 37 38 39 Tota (E) 40	Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya al 58 Domestic Air Ranchi Raipur	337 260 291 418 355 44 3 0 3622 ports 271 285	729 958 554 952 331 193 47 0 8157	-53.8 -72.9 -47.5 -56.1 7.3 -77.2 -93.6 - -55.6	433 295 608 430 968 77 4 0 5000	1998 2828 1652 2794 1221 670 211 0 23113	-78.: -89.6 -63.: -84.6 -20.: -88.: -98.: -78.4 -82.: -77.
32 33 34 35 36 37 38 39 Tota (E) 40 41 42	Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya al 58 Domestic Air Ranchi Raipur Agartala	337 260 291 418 355 44 3 0 3622 ports 271 285 129	729 958 554 952 331 193 47 0 8157	-53.8 -72.9 -47.5 -56.1 7.3 -77.2 -93.6 - -55.6	433 295 608 430 968 77 4 0 5000 290 330 129	1998 2828 1652 2794 1221 670 211 0 23113 1621 1440 1223	-78.2 -89.6 -63.2 -84.6 -20.7 -88.2 -78.4 -82. -77. -89.9
32 33 34 35 36 37 38 39 Fotz (E) 40 41 42 43	Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya 1 58 Domestic Air Ranchi Raipur Agartala Jammu	337 260 291 418 355 44 3 0 3622 ports 271 285 129 45	729 958 554 952 331 193 47 0 8157 346 478 421 129	-53.8 -72.9 -47.5 -56.1 7.3 -77.2 -93.6 - -55.6 -21.7 -40.4 -69.4 -65.1	433 295 608 430 968 77 4 0 5000 290 330 129 47	1998 2828 1652 2794 1221 670 211 0 23113 1621 1440 1223 379	-78.: -89.6 -63.: -84.6 -20.' -88.: -98.: -78.: -82.: -77.: -89.: -87.6
32 33 34 35 36 37 38 39 Tota (E) 40 41 42 43 44	Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya I 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal	337 260 291 418 355 44 3 0 3622 ports 271 285 129 45	729 958 554 952 331 193 47 0 8157 346 478 421 129	-53.8 -72.9 -47.5 -56.1 7.3 -77.2 -93.6 - -55.6 -21.7 -40.4 -69.4 -65.1 -48.9	433 295 608 430 968 77 4 0 5000 290 330 129 47 76	1998 2828 1652 2794 1221 670 211 0 23113 1621 1440 1223 379 330	-78.: -89.6 -63.: -84.6 -20.: -88.: -98.: -78.: -82.: -77.: -89.: -87.6 -77.0
32 33 34 35 36 37 38 39 Tota (E) 40 41 42 43 44 45	Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya 1 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun	337 260 291 418 355 44 3 0 3622 ports 271 285 129 45 71	729 958 554 952 331 193 47 0 8157 346 478 421 129 139	-53.8 -72.9 -47.5 -56.1 7.3 -77.2 -93.6 - -55.6 -21.7 -40.4 -69.4 -65.1	433 295 608 430 968 77 4 0 5000 290 330 129 47 76	1998 2828 1652 2794 1221 670 211 0 23113 1621 1440 1223 379 330 33	-78.: -89.6 -63.: -84.6 -20.: -88.: -98.: -78.: -82.: -77.: -89.: -87.6 -77.0
32 33 34 35 36 37 38 39 Tota (E) 40 41 42 43 44 45 46	Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya Il 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur	337 260 291 418 355 44 3 0 3622 ports 271 285 129 45 71 7	729 958 554 952 331 193 47 0 8157 346 478 421 129 139 11	-53.8 -72.9 -47.5 -56.1 7.3 -77.2 -93.6 -55.6 -21.7 -40.4 -69.4 -65.1 -48.9 -36.4	433 295 608 430 968 77 4 0 5000 290 330 129 47 76 8	1998 2828 1652 2794 1221 670 211 0 23113 1621 1440 1223 379 330 33	-78 -89.6 -63 -84.6 -20 -88 -98. -78.4 -82. -77.6 -87.6 -77.6
32 33 34 35 36 37 38 39 Tota (E) 40 41 42 43 44 45 46 47	Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya al 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara	337 260 291 418 355 44 3 0 3622 ports 271 285 129 45 71 7	729 958 554 952 331 193 47 0 8157 346 478 421 129 139 11 1 1 249	-53.8 -72.9 -47.5 -56.1 7.3 -77.2 -93.6 -55.6 -21.7 -40.4 -69.4 -65.1 -48.9 -36.4 -79.1	433 295 608 430 968 77 4 0 5000 290 330 129 47 76 8 0 57	1998 2828 1652 2794 1221 670 211 0 23113 1621 1440 1223 379 330 33 1 921	-78.: -89.6 -63.: -84.6 -20.: -88.: -78.: -78.: -82.: -77.: -89.: -77.6 -77.6 -75.8
32 33 34 35 36 37 38 39 Tota (E) 40 41 42 43 44 45 46 47 48	Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya al 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh	337 260 291 418 355 44 3 0 3622 ports 271 285 129 45 71 7 0 52 64	729 958 554 952 331 193 47 0 8157 346 478 421 129 139 11 1 1 249	-53.8 -72.9 -47.5 -56.1 7.3 -77.2 -93.6 -55.6 -21.7 -40.4 -69.4 -65.1 -48.9 -36.4	433 295 608 430 968 77 4 0 5000 290 330 129 47 76 8 0 57	1998 2828 1652 2794 1221 670 211 0 23113 1621 1440 1223 379 330 33 1 921 621	-78.: -89.6 -63.: -84.6 -20.: -88.: -78.: -78.: -82.: -77.: -89.: -77.6 -77.6 -75.8
32 33 34 35 36 37 38 39 Tota (E) 40 41 42 43 44 45 46 47 48 49	Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya al 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur	337 260 291 418 355 44 3 0 3622 ports 271 285 129 45 71 7 0 52 64	729 958 554 952 331 193 47 0 8157 346 478 421 129 139 11 1 1 249 147	-53.8 -72.9 -47.5 -56.1 7.3 -77.2 -93.6 -55.6 -21.7 -40.4 -69.4 -65.1 -48.9 -36.4 -79.1	433 295 608 430 968 77 4 0 5000 290 330 129 47 76 8 0 57 69 0	1998 2828 1652 2794 1221 670 211 0 23113 1621 1440 1223 379 330 33 1 921 621	-78.2 -89.6 -63.2 -84.6 -20.7 -88.5 -98.1 -78.4 -82.1 -77.0 -87.6 -77.6 -77.8
32 33 34 35 36 37 38 39 Tota (E) 40 41 42 43 44 45 46 47 48 49 50	Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya al 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur Jodhpur	337 260 291 418 355 44 3 0 3622 ports 271 285 129 45 71 7 0 52 64 0	729 958 554 952 331 193 47 0 8157 346 478 421 129 139 11 1 249 147 0 0	-53.8 -72.9 -47.5 -56.1 7.3 -77.2 -93.6 -55.6 -21.7 -40.4 -69.4 -65.1 -48.9 -36.4 -79.1 -56.5	433 295 608 430 968 77 4 0 5000 290 330 129 47 76 8 0 57 69 0	1998 2828 1652 2794 1221 670 211 0 23113 1621 1440 1223 379 330 33 1 921 621 0	-78.2 -89.6 -63.2 -84.6 -20.7 -88.5 -98.1 -78.4 -82.1 -77.1 -89.5 -77.6 -75.8 -93.8 -98.9
32 33 34 35 36 37 38 39 Tota (E) 40 41 42 43 44 45 46 47 48 49 50 51	Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya al 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur Jodhpur Dibrugarh	337 260 291 418 355 44 3 0 3622 ports 271 285 129 45 71 7 0 52 64	729 958 554 952 331 193 47 0 8157 346 478 421 129 139 11 1 249 147 0 0	-53.8 -72.9 -47.5 -56.1 7.3 -77.2 -93.6 -55.6 -21.7 -40.4 -69.4 -65.1 -48.9 -36.4 -79.1	433 295 608 430 968 77 4 0 5000 290 330 129 47 76 8 0 57 69 0 0 38	1998 2828 1652 2794 1221 670 211 0 23113 1621 1440 1223 379 330 33 1 921 621 0	-78.2 -89.6 -63.2 -84.6 -20.7 -88.5 -98.1 -78.4 -82.1 -77.1 -89.5 -77.6 -75.8 -93.8 -98.9
32 33 34 35 36 37 38 39 Tota (E) 40 41 42 43 44 45 46 47 48 49 50 51 52	Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya al 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur Jodhpur Dibrugarh Hubli	337 260 291 418 355 44 3 0 3622 ports 271 285 129 45 71 7 0 52 64 0 0 32	729 958 554 952 331 193 47 0 8157 346 478 421 129 139 11 1 249 147 0 0	-53.8 -72.9 -47.5 -56.1 7.3 -77.2 -93.6 -55.6 -21.7 -40.4 -69.4 -65.1 -48.9 -36.4 -79.1 -56.5	433 295 608 430 968 77 4 0 5000 290 330 129 47 76 8 0 57 69 0 0 38	1998 2828 1652 2794 1221 670 211 0 23113 1621 1440 1223 379 330 33 1 921 621 0 1 238 30	-78.2 -89.6 -63.2 -84.6 -20.7 -88.5 -98.1 -78.4 -82.1 -77.1 -89.5 -77.6 -75.8 -93.8 -98.9
32 33 34 35 36 37 38 39 Tota	Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya al 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur Jodhpur Dibrugarh	337 260 291 418 355 44 3 0 3622 ports 271 285 129 45 71 7 0 52 64 0	729 958 554 952 331 193 47 0 8157 346 478 421 129 139 11 1 249 147 0 0	-53.8 -72.9 -47.5 -56.1 7.3 -77.2 -93.6 -55.6 -21.7 -40.4 -69.4 -65.1 -48.9 -36.4 -79.1 -56.5	433 295 608 430 968 77 4 0 5000 290 330 129 47 76 8 0 57 69 0 0 38	1998 2828 1652 2794 1221 670 211 0 23113 1621 1440 1223 379 330 33 1 921 621 0	-78 -89.6 -63.2 -84.6 -20.7 -88.5

S. no.	Airport	June	The Mor	%	For The Po 2020-21	eriod April 2019-20	%
2000		2020	2019	Change			Change
-	58 Domestic Air						
55	Prayagraj	0	0		0	0	- 2
56	Jabalpur	0	0	-	0	0	
57	Belgaum	0	0	-	0	0	-
58	Tuticorin	.0	6		0	18	
59	Kanpur(chakeri)	0	14		0	31	
60	Rajkot Jharsuguda	0	1	-	0	3	
62	Dimapur	16	17	-5.9	18	81	-77.8
63	Jaisalmer	0	0	-5.9	0	0	-113
64	Juhu	7	31	-77.4	12	89	-86.3
65	Guggal(kangra)	Ó	0	-11.4	0	0	-00
66	Mysore	0	0	-	0	0	
67	Jorhat	0	0	-	0	0	
68	Gwalior	0	0	-	0	0	
69	Kolhapur	0	0		0	0	
70	Kishangarh	0	0	- 2	0	0	
71	Cuddapah	0	0	- 2	0	0	
72	Kandla	0	0	-	0	0	
73	Porbandar	0	0		0	0	
74	Jamnagar	0	0	- 2	0	0	
75	Pondicherry	0	0	-	0	0	
76	Adampur		-				
	(Jalandhar)	0	0	2	0	0	
77	Bikaner	-0	0	- 6	0	0	
78	Bhavnagar	-0	0		- 0	0	
79	Agatti	0	3	-	0	9	
80	Khajuraho	0	. 0		0	0	
81	Salem	0	0		0	0	
82	Bhuj	0	0	-	0	0	
83	Barapani	50	700		7000		
	(shillong)	0	0		0	0	
84	Pathankot	0	0		0	0	
85	Diu	0	0		0	0	
86	Bhuntar	.0	0		0	0	
87	Bhatinda	0	0		- 0	0	
88	Lakhimpur	- 5	- 9		122	- 5	
-	(lilabari)	0	0		0	0	
89	Agra	0	0	- 5	0	0	
90	Ludhiana	0	0		0	0	
91	Jalgaon	0	0		0	0	
92	Pathankot	- 0	0		0	0	
93	Kalaburgi	0	0	-	0	0	
94	Shimla	0	0	-	0	0	
95	Hindon	0	0		0	0	
96	Pakyong	-0	0		0	0	
97	Тегриг	0	0		- 0	0	
E) 5	8 Domestic Airports	1033	2155	-52.1	1128	7299	-84.
F)	11 St.Govt. / Pvt	Airports					
98	Lengpui(aizwal)	18	29	-37.9	33	96	-65.
9	Durgapur	0	0		0	0	
	Nanded	0	0	-	0	0	
	Nasik(Hal ozar)	0	0	-	0	7	
	Vijayanagar	0	0	-	0	0	
	Pithoragarh	0	0	- 2	0	0	
	Mundra	0	0	-	0	0	
	Jagdalpur	0	0		0	0	
06	Hisar	0	0		0	0	
07	Pasighat	0	.0	-	0	0	
08	Bangalore(Hal)	.0	0		0	0	
	St.Govt. / Pvt Airports	18	29	-37.9	33	103	-68.
	Other Airports	0	0	-	0	0	
	nd Total						
jra	B+C+D+E+F+G)	162923	274099	-40.6	306079	843276	-63

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

(*) TENTATIVE

(IN '000 TONNES)

1204	TRAFFIC	DO I	Other	Iron Oro	Hort	Fortilizore	Coal	-	Containere	nore	Othor	TOTAL	A V 7/0
	PERIOD	(Crude, Prod, LPG/ LNG)	Liquids	Incl. Pellets	FIN.	FIN. RAW	Thermal & Steam	Coking & Others	Tonnage TEUs	TEUS	400		AGAINST 2019-20
KOLKATA		- 53	20							2000			
Kolkata Dock System	TRF APRIL-JULY' 2020	263	235	15	197	7 3		720	3354	225	1180	5964	-35.21
1 0 1 0	TRF APRIL-JULY' 2020	2699	1340	1595	2	78	468	2797	818	42	2327	12186	
Haldia Dock Complex	TRF APRIL-JULY' 2019	2706	1706	1047	2	96	802	8169	1079	09	2335	15753	-22.64
TOTAL: SMP, KOLKATA	-	2754	1422	1595	147	78	468	3402	3251	190	2933	16050	100000
	TRF APRIL-JULY' 2019	2969	1941	1062	261	96	802	8698	4433	285	3515	21717	-26.09
PARADIP	TRF APRIL-JULY' 2020	9543	499	9313	174	1471	1687	3074	83	4	2589	34637	
	TRF APRIL-JULY' 2019	12989	267	6633	164	1152	10246	4203	63	3	2074	38091	-9.07
VISAKHAPATNAM	TRF APRIL-JULY 2020	5488	603	5313	654	284	1652	1496	2641	157	2903	21034	
	TRF APRIL-JULY' 2019	5930	722	4897	721	146	2628	3095	2969	173	2596	23704	-11.26
KAMARAJAR(ENNORE)	TRF APRIL-JULY' 2020	1372	17			1	4244	93	874	45	400	7000	11 17 17 17 17 17 17 17 17 17 17 17 17 1
	TRF APRIL-JULY' 2019	1622	52	2	52		8989	352	1002	52	876	10876	-35.64
CHENNAI	TRF APRIL-JULY 2020	2692	336	3	52	47			6243	323	1717	11087	
	TRF APRIL-JULY' 2019	4456	474	,	•	32	9		6926	909	1701	16432	-32.53
V.O.CHIDAMBARANAR	TRF APRIL-JULY' 2020	156	335		313	103	2441	1903	4549	222	775	10575	
	TRF APRIL-JULY' 2019	194	459		26	238	2308	1643	5535	273	1263	11716	-9.74
COCHIN	TRF APRIL-JULY' 2020	4811	185		1	99	-1		2303	167	398	7763	
Tanada Serias	TRF APRIL-JULY' 2019	8016	190	0.5	22				2853	203	468	11549	-32.78
NEW MANGALORE	TRF APRIL-JULY' 2020	7055	099	1611	162	47	852	219	628	42	326	11560	
	TRF APRIL-JULY' 2019	6341	521	1743	124	42	1975	378	730	50	264	12118	-4.60
MORMUGAO	TRF APRIL-JULY' 2020	84	33	2014	11		292	2750	93	7	1481	6758	
	TRF APRIL-JULY' 2019	208	16	699	15		619	2672	143	П	1194	5611	20.44
MUMBAI	TRF APRIL-JULY 2020	10763	450	1767	159	37	989	467	37	4	1492	15858	
	TRF APRIL-JULY' 2019	11831	638	2212	112	17	1593	999	109	10	2593	19771	-19.79
J.N.P.T.	TRF APRIL-JULY' 2020	1200	627	10	100	0)		*)	15019	1192	100	16946	
	TRF APRIL-JULY' 2019	1324	951		1	1	*		20815	1738	345	23435	-27.69
DEENDAYAL	TRF APRIL-JULY' 2020	17740	2813	77	1360	46	4673	113	2087	140	5203	34112	
	TRF APRIL-JULY' 2019	21514	3299	238	1513	26	8209	306	2441	157	5575	40990	-16.78
ALL PORTS	TRF APRIL-JULY' 2020	63658	7980	21690	3032	2179	23199	13517	37808	2493	20317	193380	
	TRF APRIL-JULY' 2019	77394	9905	17454	3060	1749	33117	19953	50862	3461	22516	236010	-18.06
% Variation from previous year	Vear	-17.75	-19.43	7477	0.00	24 50	-20 05	-32 26	73567	77 07	0 77	10 06	

Source: LP.A.

OUR FRIEND FROM ACROSS THE STRAITS



Mr. Anura Paranavithana Commercial Manager- Cargoplan

Mr. Anura Paranavithana, Commercial Manager, Cargoplan International India Pvt. Ltd. (CPI), which is a wholly owned subsidiary of the Sri Lankan major logistics player, Freight Links International, (FLI). FLI is one of the largest Logistics Service Providers in that country, with ICT based Supply Chain Solutions and an ISO 9000 certification. Anura, who came to India in 2009, has a rich experience of 20 years in the Logistics Industry.

Ouestionnaire

(1) How long have you been in operation?

Cargoplan has been operating in India since 2005, (15 years), though the parent company, Freight Links International of Sri Lanka came into existence in the 1980s.

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

We started out as Freight Forwarders.

Over the years, we have developed into Logistics Service Providers and designers of Supply Chain Management Solutions. We also offer Trade Consultation Services as one of our major areas of expertise. We provide Tea Logistics services to well over 200 countries globally, as our specialty, based on the expertise built up by our parent company. Our fashion logistics unit provides customized solutions to the garment industry, comprising importers, exporters and retailers. We are fully equipped in improvising tailor made solutions for our clients. In addition to the international transport of garments on hangers, the unit offers customs clearance, warehousing and pick and pack services.

At CPI, we offer you much more than conventional freight forwarding services. We do so with the backing of a strong and established network of own offices as well as a global network of competent logistics partners, offering value added services. Warehousing is another outsourcing service we offer our clients.

There are six branches in India [Kolkata, Delhi, Mumbai, Chennai, Thoothukudi and Kochi] with over 70 employees in all.

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

Where is your organization positioned in the relevant technology?

Technology is very helpful in the growth of the Logistics Industry, as it

improves productivity by speeding up processing time and reducing the transaction costs.

Our organisation is upto date in installing the latest technological requirements to enable us to provide Customer Satisfaction to our clients.

(4) Who are your present clients?

Many Exporters & Importers needing Freight Forwarding and allied services form our set of valued clients.

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

Apart from the standard freight forwarding services, we specialize in handling of GOH (Garments on Hangers) cargo, Heavy duty cargo, OOG (Out of Gauge – that which does not fit into standard size containers, Pharmaceuticals (with special requirements of controlled temperatures, etc.) and more.

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

Logistics is the life-blood of the economy. As long as there is trade in the world, (Imports, Exports, Domestic), Logistics Industry's role will be important. After the Covid-19 pandemic is behind us, business is bound to pick-up once again. In fact, ecommerce did quite well even during the last few difficult months, as even though personal contact was not in favour, essential supplies and other needs were still critical for life to go on.

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

West Zone

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

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