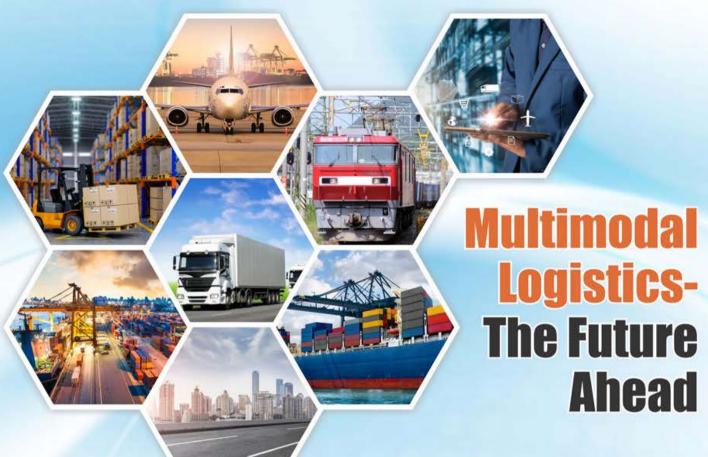
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Monthly Magazine of All India Transporters Welfare Association

## Parivahan Pragati

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



When will the COVID-19 pandemic end?

Page 18

Several New International Standards Of Emission And Safety Measures In Transport Vehicles To Be Implement Soon

Page 22

Union Road Ministry Notifies Amendments In Central Motor Vehicle Rules Facilitating Implementation Of Electronic Enforcement, Maintenance Of Vehicular Documents Through IT Portal

Page 30

Study: Electronics Could Stop 40% Of Big Truck Rear Crashes

Page 34

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### contents

04 Editorial

▶ Businesses Will Be More Viable With Multimodal Logistics

06 Outlook

▶ Multi-modal Transportation, the Game Changer!

Multi-modal Transportation Is The Future

10 Cover Story

▶ Multi-modal Logistics – The Future Ahead

18 Summarised Mckinsey

▶ When will the COVID-19 pandemic end?

22 Issue

 Several New International Standards Of Emission And Safety Measures In Transport Vehicles To Be Implement Soon

 Government Vows To Halve Road Accident Deaths From 1.5 Lakh Per Annum By 2025

Settling Elnvoicing Issues

### 28 Government Policies & Initiatives

 MoRTH Surpasses NH Construction Target For April-August Period

 Promotion Of Digital and IT-based Payment Of Fees Through FASTag

 Govt Approves Rs 971 Crore Munger-Bhagalpur NH Road In Bihar

 Govt Focus On Reducing Road Construction Costs Without Compromising On Quality

▶ Gwalior-Morena Flyover Dedicated To Nation

 Union Road Ministry Notifies Amendments In Central Motor Vehicle Rules Facilitating Implementation Of Electronic Enforcement, Maintenance Of Vehicular Documents Through IT Portal

Maharashtra: 50% Tax Waiver For Commercial Vehicles

 Andhra Pradesh Levies Re 1 Road Development Cess On Petrol, Diesel

34 Technology

 Study: Electronics Could Stop 40% Of Big Truck Rear Crashes

▶ Volta Unveils Electric Truck

 Nikola, CNH To Launch Electric Truck Prototypes By 2021 End

EDITOR-IN-CHIEF: S. N. Arya

EDITOR: Ashok Gupta

PRINTED & PUBLISHED BY: Ashok Gupta

SENIOR VICE PRESIDENT (MEDIA): Vinod Kaul

OWNED BY: All India Transporters Welfare Association

PRINTED BY: Shashi Printing Solution, D-128, Sector 10, Noida (UP), India.

PUBLISHED AT: M-5, Ashoka Centre, 4E/15, Jhandewalan Extn. New Delhi -110055, India.

Tel: - 011-49842807, Tele Fax-011-23626915, Website: www.aitwa.org, Email: aitwaho@gmail.com
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#### 38 Industry

▶ ICRA: Fragmented Recovery Of Indian Economy Is Underway

▶ IRDAI to Standardise Insurance Covers

 IndoSpace Acquires 135 Acre In Gurugram To Develop Logistic Park

Nikola Purchased Truck Designs From Third Party

#### 41 Update on Multi-modal Logistics

 Assam To Get Country's First Multi-Modal Logistics Park

 Manufacturing focus: Cabinet nod sought for 2 industrial areas, multi-modal logistics hub

42 GST Issue

**44** Women In Logistics

**46 Parliament Session** 

48 Government Policies & Initiatives / Newspaper Cutting

प्रधानमंत्री ने बिहार में 14,000 करोड़ रुपए की लागत वाली
 9 राजमार्ग परियोजनाओं की आधारशिला रखी

 एनएचएआई ने पिछले तीन वर्षों की इस अवधि की तुलना में वित्त वर्ष 20-21में सबसे अधिक लंबाई वाली सड़क परियोजनायें प्रदान कीं

 एनएचआईडीसीएल ने विश्व की सबसे लंबी हाई-एल्टीट्यूड शिंकुन ला सुरंग पर शीघ्रता से डीपीआर कार्य प्रारंभ किया

52 Statistics - Air Freight

53 Statistics - Ocean Freight

54 Corporate Profile

▶ Tiger Tiger Burning Bright

### Businesses Will Be More Viable With Multimodal Logistics

lobalization and digitalization has changed the way we look at things. Business is one. Undoubtedly, their influences on the logistics industry have helped the industry emerge as a crucial sector to boost international trade. Today, the logistics and freight industry is rapidly evolving and regarded as one of the main pillars of the Indian economy which ensures quick, efficient and economical transport of goods across India. Further, the new, innovative and advanced technologies have enhanced the efficiency level. Additionally, combined operating models in the sector have urged many commercial sectors to rely on it.

Multimodal logistics makes the transport movement even easier and effective. It is the process where cargos are moved from origin to destination by several modes of transport where each one of these modes has a different transport carrier responsible. This is, however, carried under a single contract or bill of lading and only a single carrier is used during a single journey. This means the same carrier is responsible for moving the shipment in all legs, in all modes. In simple terms, Multimodal is using various modes of transport but with one transport bill of lading.

Observing the benefits of multimodal formula, the government of India has decided to open Multi-Modal Logistics Parks (MMLPs) to improve the country's logistics sector. Once implemented, it is expected that the overall freight costs will drop down, vehicular pollution and congestion will also get reduced, and warehousing costs will slide down.

The process has already begun and the Ministry of Road Transport and Highways (MoRTH) has identified the locations for MMLPs. The team which is developing multi-modal logistics parks across the country is focusing on Logistics Efficiency Enhancement Program (LEEP). As we know India is burdened with high logistics costs, which account for about 13% of the value of goods sold in the economy compared with 8% in other major economies. The average cost to export/import one container in India is about 72% higher than in China.

No doubt, through LEEP, the MoRTH and the National Highways Authority of India (NHAI) will aim at enhancing freight transport in India by reducing costs and time, and improving the tracking and traceability of consignments through infrastructural, procedural, and information technology interventions.

The government is planning an MMLP in a minimum area of 100 acres which will offer all most all the freight-handling facilities. Right from various modes of transport access to mechanized warehouses, specialized storage solutions such as cold storage to automated material handling and inter-modal transfer container terminals, and bulk and break-bulk cargo terminals. The MMLP facilities do not end here it goes on, as the plan is also there to provide value-added services such as customs clearance with bonded storage yards, quarantine zones, testing facilities, and warehousing management services. Provisions will also be made for latestage manufacturing activities such as kitting and final assembly, grading, sorting, labelling and packaging activities, re-working, and returns



Ashok Gupta

management.

Coming back to the multimodal logistics method, one can witness several advantages. The first being, no extra pressure on you! Companies that handle multimodal shipping will be able to handle delays in one leg of the shipment in relation to the other legs, without your involvement. This method provides a one-stop-shop service, so every single aspect is handled by one provider, giving you that ease and peace of mind.

Here are a few more advantages that multimodal transportation keeps a company apart.

- shipment tracking efficiency able to monitor with one transport carrier from door to door delivery;
- access to remote parts of the world with responsibility and liability of the movement with one transport carrier;
- · efficiency in the delivery time; and
- minimization of logistics coordination expenses of a shipper

With around 2,300 billion ton-kilometres in the fiscal year 2015 from 1,200 billion ton-kilometres in the fiscal year 2008, the freight movement in India has nearly doubled. Further, it is expected to grow at 8%–10% annually over the next 10 years, it is believed that multimodal transportation will add more teeth to the expectations. And, when logistics cost will come down, working will become effortless and cargoes will be delivered on time, this business will become viable and more people will get driven for it.

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### Multi-modal Transportation, the Game Changer!



Mahendra Arya National President, AITWA

here is no denying the fact that change is the only constant in life. It is the only thing we can be sure will happen sooner or later. And, one such change occurred when Narendra Modi became the prime minister of India back in 2014. Since then, there has been no looking back for the citizens of India. They have been experiencing progressive policies, bringing about a positive change. From the 2016 demonetization to the 2017 Goods and Services Tax (GST) rollout, the Modi-led Indian government has been giving its heart and soul to serve the nation.

Unlike its predecessors, the Modi-led clan did not follow the tradition of neglecting the transport and logistics sector, which is one of the major contributors to any economy and India is no different. They started to allocate more and more in the annual budgets for road infrastructure development. In the beginning only, they learned that the logistics infrastructure forms the backbone of logistics industry in

particular and industry in general. And, this helped the Government of India in overcoming challenges and delivering results in time.

Besides allocating mammoth like budget for road infrastructure development and promoting e-way bill system, the government soon realized the need to focus on delivering end-to-end multi-modal transportation solutions in India. The government shared its plan to build 34 mega multi-modal logistics parks with an investment of Rs. 2 lakh crore across the country. This called for

The government shared its plan to build 34 mega multimodal logistics parks with an investment of Rs. 2 lakh crore across the country. This called for immediate attention to the development of cold chain and warehousing facilities pan India

immediate attention to the development of cold chain and warehousing facilities pan India.

Also, this made 'logistics infrastructure development' the most debated topic of the country. Because inadequate logistics infrastructure can

risk the growth of an economy by creating bottlenecks. And, not to forget, infrastructure management plays a significant role when it comes to offering cutting edge competitiveness.

Indisputably, logistics and infrastructure sectors are two of the major key drivers for the Indian economy. And, this further called for shifting focus to the multi-modal transport hubs. Notably, the then modal mix for cargo transportation was skewed towards roads with under utilisation of low-cost modes, including railways, inland waterways and coastal shipping. That is why, the transport and logistics industry in India urgently needed large integrated logistics parks, transportation hubs and value added services, among others

Further, the change in Indian Government's attitude led to India jumping 19 places in World Bank's Logistics Performance Index (LPI) 2016, to the 35th rank amongst 160 countries. Considering this, the government decided to put transport and logistics development on the fast track. And, granting infrastructure status to the logistics sector was a big move in this direction. Aimed at attracting more funding at competitive rates, offering multiple instruments to raise the money, and accessing longer tenor funds from insurance companies and pension funds, the government's decision transformed India's logistics infrastructure.

Considering the need for better logistics infrastructure in India, a 2016 study by ASSOCHAM stated that the logistics costs in India are one of the highest, at around 14 percent of GDP, while the same in developed countries with better infrastructure is around 6-8 percent of the GDP. It also established that a country can save \$50 billion if logistics costs reduce from 14 per cent to 9 per cent of GDP. It is to be noted

that the higher logistics cost makes products costlier and exports uncompetitive. Taking a note of this,

the government is working towards formulating an integrated, multi-modal logistics and transport policy.

While discussing about multimodal transport solutions, it is
important to take up the actual
requirements for implementing
the related concepts. First and
foremost, sound transport
management cannot be missed.
There is a need to resolve many
issues, including volume of
goods and routing time,
beforehand. Then, it is possible
to determine which
consignments would benefit
from a modal split with regard

to economy. Though the pressure to address multimodal logistic options is growing, the solutions must be intelligent. It makes sense only then. That is why the need to collaborate with specialised partners must not be ignored.

Working towards development, the Modi-led government laid emphasis on the infrastructure growth with plans to develop highways, railways and rural roads, and revive unused airstrips and airports. The government also announced the revival of the Sagarmala project for port modernisation and port automation, development of multimodal logistics parks, smart cities project and dedicated freight corridors, such as the Delhi Mumbai Industrial Corridor. Undoubtedly, the successful and timely completion of these proposed projects can help ensure costeffectiveness and operational efficiencies in the transport and logistics sector.

Further, a lot needs to be when it comes to the last-mile connectivity. Notably, the blockages in hinterland connectivity result in higher lead times in cargo movement and lower turnaround time in the supply chain.



Notably, the blockages in hinterland connectivity result in higher lead times in cargo movement and lower turnaround time in the supply chain. Working in this direction, thousands of kilometres of roads have already been constructed under the Pradhan Mantri Gram Sadak Yojana, a nationwide plan to provide good allweather road connectivity to unconnected villages in India

Working in this direction, thousands of kilometres of roads have already been constructed under the Pradhan

> Mantri Gram Sadak Yojana, a nationwide plan to provide good all-weather road connectivity to unconnected villages in India.

> Besides, the introduction of GST reduced complexities in multi-modal transactions for the logistics sector. Moreover, if the resolution to other pending issues on land acquisition, environmental clearances and development of digitalisation, among others, is offered at the earliest, then it would boost the pace of transport and logistics infrastructure development in India.

In the Economic Survey 2017-18, it was highlighted that 'the Indian logistics market is expected to reach about USD 215 billion in 2020, growing at a CAGR of 10.5 per cent'. While many good things are making ends meet for the logistics sector, its fragmented nature is posing a huge challenge. Along with infrastructure development, increased information technology penetration is required to help tackle operational inefficiencies. And, upon achieving this, it will be a great space to be.

Paying heed to the aged expert advice of infrastructure development across all modes of transportation (roadways, railways, airways and waterways), implementation of GST along with relaxed foreign direct investment (FDI) regulations, and increased technology adoption, the Government of India seems to be on the right track to change the logistics landscape. While government is doing its bit, the transport fraternity must join this movement of change and reforms to get a developed world for all.

### Multi-modal Transportation Is The Future

Ashok Goyal, Sr. Vice President, AITWA



Another fundamental to the development of a country is the transport and logistics sector. India has witnessed a significant transformation in the infrastructural developments of transportation since the 1990s. While the demand for transport grew at an annual rate of 10% in the 1990s, it has grown along with the accelerating Indian GDP in the last decade. This growth increased the demand for practically all transport services.

The credit for such a growth rate goes to the logistics industry itself, as it interplayed with technology, infrastructure, skilled manpower and new types of service providers which define whether the logistics sector will be able to aid its customers, minimize their costs and provide quality services. In general, the high growth in the Indian economy has resulted in a significant rise in the volume of freight traffic movement. This large volume of traffic has opened up new growth

opportunities in all facets of logistics including transportation, warehousing, freight forwarding, express cargo delivery, container services, shipping services etc.

It is expected by MoRTH that, if the sector keeps moving like this speed) it will expand at roughly 1.2 times the rate of India's gross domestic product growth through 2032, by which time it is projected to generate \$360 billion in value-added, up from \$115 billion in 2017.

In 2016, India managed to improve its performance in the Logistics Performance Index (LPI), a ranking published by the World Bank to measure the logistics performance of countries. India's LPI ranking rose to 35th in 2016, up from 46th in 2012.

With multi-modal transportation coming to the picture, the industry will probably grow even at a much faster pace. By the way, multi-modal is the chain that interconnects different links or modes of transport - air, sea, and land into one complete process that ensures an efficient and cost-effective door-todoor movement of goods under the responsibility of a single transport operator, known as a Multimodal Transport Operator (MTO), on one transport document. Multi-modal logistics serves to interconnect different modes of transport - road, rail, air, water - and therefore improve efficiency and speed of goods movement.

In multi-modal logistics, transport through road network also plays a vital role as it helps other modes of freight



transport-railways, air and sea to deliver goods at the required destination. The logistics industry would have done far better had there not been the following issues.

- The trucking industry in India is highly unorganized and fragmented
- It is estimated that 20% of the industry is organized
- In terms of ownership, 74% are small fleet operators with a fleet of 1-5 trucks each
- Only 10% is a large player with over 20 trucks each
- Poor quality of roads and network connectivity
- No stringent requirement or regulations for starting a trucking business
- A largenumber of small and unorganised players, with no industry consolidation and intense competition

The idea of multi-modal logistics is conceived to cut transit times, decongest congested modes and reduce logistics cost. It is believed that multi-modal logistics has the potential to reduce transit time by 40-50%. Besides, it can be remarkable in enhancing efficiencies of the supply chain.

The thought to develop Multi-modal Logistics Parks (MMLPs) is an out-of-the-box idea. It's a worthy step taken by the government in the direction of another leap. Planned to design 35 parks across the country with each project spread in 200 acres with all the logistics facilities, this is indeed a step towards the future. There is no doubt that multi-modal transportation is the future of the logistics sector.

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## Multi-modal Logistics – The Future Ahead



"Logistics parks will act as freight aggregation and distribution hubs and will enable long-haul freight movement between hubs on larger sized trucks, rail and waterways. It will reduce freight transportation costs," Transport and Highways Minister Nitin Gadkari told ET, clearing the stand of Modi-led government on the future of transport and logistics in India.

The development of multi-modal logistics parks at strategic locations to enable efficient inter-modal freight movement and formalised interface amongst logistics service providers, service users and regulators is expected to bring about significant efficiencies in India's logistics sector. This is expected to provide a much-needed impetus towards driving

logistics cost to less than 10 per cent of country's GDP.

Notably, multi-modal transport is the combination of different means of transport in order to facilitate the movement of cargo, making it faster and more efficient. When it comes to this mode of transportation, there is more than one kind of vehicle necessary to take the goods to their final destination, by the use of trucks, trains, ships, airplanes or some other mean of transport for the delivery.

The advantage of multi-modal transport lies in the most efficient combination of multiple means of transport, whilst optimizing deadlines, cutting back on inventory costs, therefore keeping the costs of the goods and services under control. Not just this, the combination of these also

results in high environmental sustainability, since multi-modal transport reduces the environmental footprint of transportation. The other benefits of multi-modal transport include centralization of responsibility in one transport operator, economies of scale in transport negotiations, better use of available infrastructure and more efficient means of transport, and reduction of indirect costs.

To achieve this, the government has embarked on an ambitious journey to develop a network of MMLPs across the country. It approved a plan to build 34 mega multi-modal logistics parks at an investment of Rs 2 lakh crore. The complexities involved in its implementation, criticality of the infrastructure and need for smooth

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operations involving multiple stakeholders necessitate strong focus from the government on its development and operations.

Talking about the recent developments in this direction, the commerce and industry ministry would seek approval of the Union Cabinet for a multimodal logistics hub at Greater Noida

Talking about the recent developments in this direction, the commerce and industry ministry would seek approval of the Union Cabinet for a multi-modal logistics hub at Greater Noida in Uttar Pradesh and two industrial areas in Andhra Pradesh and Karnataka, according to DPIIT

in Uttar Pradesh and two industrial areas in Andhra Pradesh and Karnataka, according to DPIIT. These are part of various industrial corridor projects being developed by the government under the National Industrial Corridor programme, which is aimed at development of futuristic industrial cities in India.

As many as 11 such projects are being taken up and that include Delhi Mumbai Industrial Corridor (DMIC), Amritsar Kolkata Industrial Corridor (AKIC), Chennai Bengaluru Industrial Corridor (CBIC), Bengaluru Mumbai Industrial Corridor (BMIC), and Hyderabad

Bengaluru Industrial Corridor (HBIC).

According to the note of the Department for Promotion of Industry and Internal Trade (DPIIT), these projects are at different stages of implementation.

Under phase-1, few projects are approved and that include Dholera Special Investment Region under approved by NICDIT (National Industrial Corridor Development and Implementation Trust (NICDIT) and approval from CCEA is being sought," it added, reported PTI.

Similarly, Tumakuru Industrial Area (1,736 acres) in Karnataka under CBIC has been approved by NICDIT and approval from CCEA is being sought.



DMIC in Gujarat, Shendra Bidkin Industrial Area under DMIC in Maharashtra, and Integrated Industrial Township Greater Noida in Uttar Pradesh (747.5 acres) under DMIC in Uttar Pradesh.

Integrated Multi-Modal Logistics Hub at Nangal Chaudhary in Haryana under the DMIC has been approved by the CCEA (cabinet committee on economic affairs) and implementation is likely to be initiated shortly, it said.

Under phase 2, projects are in the advanced stage of planning and implementation would be initiated by 2021.

"Krishnapatnam Industrial Area (2,500 acres) in Andhra Pradesh is

For Multi-Modal Logistics Hub and Multi-Modal Transport Hub (1,208 acres) at Greater Noida in UP under DMIC, NICDIT has accorded its approval and CCEA approval is being sought, it added.

It also said that as part of the DMIC, for Dighi Port Industrial Area (7,413 acres), activities pertaining to detailed master planning and preliminary engineering have been completed.

"State government(s) have been urged to transfer land to the project SPVs for commencement of project development activities or identify land for conducting the feasibility studies as the case may be".

Further, the union government is

"Success is walking from failure to failure with no loss of enthusiasm." -Winston Churchill



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planning to build several multi-modal connectivity hubs at important economic centres of the country such as Mumbai, Chennai, Hyderabad, Surat and Nagpur, but the land remains a key challenge, sources told CNBC-TV18.

Under the multi-modal connectivity plan, the government aims to set up massive logistics parks with at least three to four modes of connectivity, sources said, adding that the idea is to acquire an appropriate land at a distance of 20-30 km from the main city and run these in an automated and seamless manner.

The model will work on a publicprivate partnership whereby the land is acquired by the government and private players will be invited to build their warehousing units.

On August 18, Prime Minister Narendra Modi chaired a meeting to review the preparations for the national master plan for providing multi-modal connectivity to various economic zones.

"This is an important endeavor, that will boost productivity, infrastructure, economic progress and opportunities for our youngsters," PM Modi had added.

The union government has already identified land parcels at important economic centres and has started negotiations with different state governments on the same but the process is likely to be challenging, sources said.

Land parcels have been identified near Navi Mumbai, Bengaluru, Hyderabad, Nagpur, Surat, Jogighopa among others. For Delhi, a multimodal connectivity hub is already in the works at Dadri in Uttar Pradesh.

"Production and consumption are citycentric so we need to be available there. We need to be located around... that's how these points are selected," a senior official said. "The idea is to provide all modes of transportation and good parcel of land and ask the private operator to go ahead and build whatever is required," another source said.

So far, negotiations have shown progress for Bengaluru, Chennai, Nagpur, Surat but the first such multimodal connectivity hub is likely to be at Jogighopa in Assam.

"Jogighopa is under construction. In addition to rail and road connectivity, a detailed project report to connect it with an inland waterway via the

"Jogighopa is under construction. In addition to rail and road connectivity, a detailed project report to connect it with an inland waterway via the Brahmaputra is under preparation. It is also likely to be connected to Guwahati airport," the source added

Brahmaputra is under preparation. It is also likely to be connected to Guwahati airport," the source added.

According to a report published on OrissaDiary.com, the union government is expected to soon rollout a national multi-modal transportation plan that will aim to bring in the ease of business in the logistics sector, a key enabler in making Indian industry competitive.

High logistic costs have often been cited as one of the key roadblocks to a competitive industry. As India positions itself for an Aatmanirbhar Bharat, a conducive logistic echo system is an imperative to bring in new

investments.

Speaking at a summit on multimodal transportation Gen V K Singh, Minister of State of Roads and Highways said that there is need to have total connectivity between various modes in less cost and in a given time. He stressed on the importance of connecting the manufacturing hub and the exporting hub, along with making transportation in between them cheaper to increase the competitiveness of the Industry. In addition, there is a need to give impetus to technology. There is a huge opportunity for India to do process reengineering or streamlining of processes, and logistics is one area where a lot of processes can be digitised which can enhance efficiency.

"There is a need to adopt the most appropriate modes of transport depending upon the respective logistic need," Pawan Kumar Agarwal, Special Secretary Logistics, Ministry of Commerce & Industry, said at a recently convened webinar on multimodal logistics by the Confederation of Indian Industry. "All modes of transport have their own sets of issues, and we need to understand the entire landscape first as a whole, as there are multiple issues surrounding the Multimodal sector," he added.

The National MMT plan will focus on the MMT infrastructure. There is a need for unified documentation and a move from largely paper based documentation to electronic documentation across all modes of transport. Most importantly there is a need for standardization in terms of common use of standard terms and language, which will facilitate MMT transportation uniformly across all the modes.

He emphasized that there are 7 key objectives and initiatives which the government is currently focusing on with an aim to streamline the



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processes in Logistics. The first being integration of the MMT Infrastructure.

Second objective would be to ensure the optimal usage of the interconnected multimodal logistics infrastructure. The other focus areas will be the standardization in terms of the processes, physical assets, terminology, documentation used in different terminals and ports. Another major initiative will be Digitalization in the MMT sector.

The government is already looking at creating a Unique Identity Number for

all the logistic service providers similar to the existing PAN document for the purpose of better monitoring and real time data analysis that will enhance better information systems and also address the grievance redressal system. The other two objectives that he highlighted were the formalization with accreditation and democratization in the logistics sector which would enable to move towards a robust Multimodal logistics and supply chain and a truly world class logistics system.

According to N. Sivasailam, Former Special Secretary – Logistics, Ministry of Commerce & Industry, the law for multi-modality and logistics is important. There needs to be more stress to reduce the cost at the borders, the exports and the multimodality at the Economic corridors. This will facilitate the Special Economic Zones. Further, the government is working towards increasing the market share of cheaper modes of freight carriage like railways, inland and costal waterways.

This would avoid excess capacity build-up in one segment along with the



The government is already looking at creating a Unique Identity Number for all the logistic service providers similar to the existing PAN document for the purpose of better monitoring and real time data analysis that will enhance better information systems and also address the grievance redressal system

frequent creation of bottlenecks in others, which is the case in the current

> scenario. Not just this, emphasis should be laid on devising policies that enable the Indian shipping firms to offer attractive freight rates and reliable. For this, the country's overall tonnage capacity needs to be increased manifold along with reducing the operational costs for shipping firms operating from India. And to achieve this, standardizing and reducing operational taxes and relaxing manning norms for

Indian vessels is a must.

Besides, the transport and logistics industry needs to focus its resources on the better training and working conditions of its workers. Certainly, this would lead to an increase in the motivation level of the ground level employees and consequently improve the work quality with reduced operational risk. Indeed, there is a need for a focused plan for skill development in the wider Indian logistics landscape. Proper training sessions or workshops should be conducted to upskill the staff. They should be encouraged to embrace new technologies that organize things for better of all the parties involved in the business.

However, to cut everything short, multi-modal transportation is the way ahead for future which will not only be advantageous for logistics but also boost the morale of businesses associated in logistics. Expectation is that this would make businesses more viable and easy.

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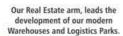
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(in 2017-18)

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Vehicles/day Managed on Road



12000

Cargo Ships



Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



1400+

Transport Corporation of India Limited

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











#### McKinsey & Company Healthcare Systems & Services Practice

# When will the COVID-19 pandemic end?

Normalcy by spring, and herd immunity by fall? We assess the prospects for an end in 2021.

This article of September 2020 was a collaborative effort by Sarun Charumilind, Matt Craven, Jessica Lamb Adam Sabow, and Matt Wilson.

ore than eight months and 900,000 deaths into the COVID-19 pandemic, people around the world are longing for an end. In our view, there are two important definitions of "end," each with a separate timeline:

 An epidemiological end point when herd immunity is achieved. One end point will occur when the proportion of society immune to COVID-19 is sufficient to prevent widespread, ongoing transmission. Many countries are hoping that a vaccine will do the bulk of the work needed to achieve herd immunity. When this end point is reached, the public-health-emergency interventions deployed in 2020 will no longer be needed. While regular revaccinations may be needed, perhaps similar to annual flu shots, the threat of widespread transmission will be gone.

— A transition to a form of normalcy. A second (and likely, earlier) end point will occur when almost all aspects of social and economic life can resume without fear of ongoing mortality (when a mortality rate is no longer higher than a country's historical average) or long-term health consequences related to COVID-19. The process will be enabled by tools such as vaccination of the highest-risk populations; rapid, accurate testing; improved therapeutics; and continued strengthening of public-health responses. The next normal won't look exactly like the old-it might be different in surprising ways, with unexpected contours, and getting there will be gradual-but the transition will enable many familiar scenes, such as air travel, bustling shops, humming factories, full restaurants, and gyms operating at capacity, to resume.

The two ends are related, of course, but not linearly. At the latest, the transition to normal will come when herd immunity is reached. But in regions with strong public-health responses, normalcy can likely come significantly before the epidemiological end of the pandemic. The timeline to achieve the ends will vary by location. In this article, we'll explain the criteria that will be key

reached. Every day matters. Beyond the impatience that most feel to resume normal life, the longer it takes to remove the constraints on our economies, the greater will be the economic damage.

#### The epidemiological end point

Most countries have deferred the hope of achieving herd immunity until the arrival of a vaccine. When herd immunity is reached, ongoing publichealth interventions for COVID-19 can stop without fear of resurgence. The timing of the end point will vary by country and will be affected by a number of factors:

- the arrival, efficacy, and adoption of COVID-19 vaccines—the biggest drivers in the timeline to herd immunity
- the level of natural immunity in a population from exposure to COVID-19; in our estimate, between 90 million and 300 million people globally may have natural immunity
- potential cross-immunity from exposure to other coronaviruses
- potential partial immunity

factors in determining when each is

conferred by other immunizations, such as the Bacille Calmette- Guérin (BCG) vaccine for tuberculosis.

— regional differences in the ways that people mix, which will produce different thresholds for herd immunity.

Consider the first and most crucial variables: the arrival of vaccines, their efficacy, and their adoption. We see four plausible scenarios for vaccine efficacy and adoption. Different combinations of those two factors will drive varying levels of conferred immunity, implying the extent of natural immunity that will be required to reach herd immunity under each scenario. Combinations of efficacy and adoption beyond those shown are possible. The other variables will also have much to say about the timeline to reach herd immunity.

#### Key factors affecting the timeline to herd immunity

Apart from vaccines, several other factors will shape the path to achieving COVID-19 herd immunity in a given population. Natural immunity to SARS-CoV-2 Globally, of the approximately 30 million people known to have COVID-19, more than 900,000 have died. The rest have recovered and have some degree of natural immunity to SARS-CoV-2 (the novel coronavirus), the virus that causes the disease. While there has been at least a few documented cases of reinfection, most experts expect that the majority of those exposed to the virus are immune for some period of time. It's likely that many more infections haven't been detected. Estimated case-detection rates range from 3:1 to 10:1. That would mean that between around 90 million and 300 million people around the world have

some immunity to SARS-CoV-2.

Infection rates vary widely. In some places, such as Mumbai and New York City, subpopulation antibodypositivity rates range up to 50 percent. But those are likely to be outliers: in most countries, less than 10 percent (and often less than 5 percent) of populations test positive for antibodies. If T-cell cross-reactivity provides meaningful immunity, it would offer significant progress toward herd immunity. The prevalence of cross-reactive immunity may vary substantially by region.

Studies have shown that countries that require BCG vaccinations for tuberculosis correlate with lower rates of COVID-19 infections and related deaths, normalizing for certain key factors (such as epidemic stage, development, rurality, population density, and age structure). Causation hasn't been proven. The threshold for achieving herd immunity for COVID-19 is the percentage of a population that needs to develop immunity to disease to prevent sustained future transmission. Once the threshold is reached, the whole population is protected.

Based on our reading of the current state of the variables and their likely progress in the coming months, we estimate that the most likely time for the US to achieve herd immunity is the third or fourth quarter of 2021. As we wrote in July 2020, one or more vaccines may receive US Food and Drug Administration Emergency Use Authorization before the end of 2020 (or early in 2021) and the granting of a Biologics License Application (also known as approval) during the first quarter of 2021. Vaccine distribution to a sufficient portion of a population

to induce herd immunity could take place in as few as six months. That will call for rapid availability of hundreds of millions of doses, functioning vaccine supply chains, and peoples' willingness to be vaccinated during the first half of 2021. We believe that those are all reasonable expectations, based on public statements from vaccine manufacturers and the results of surveys on consumer sentiment about vaccines.

Herd immunity could be reached as soon as the second quarter of 2021 if vaccines are highly effective and launched smoothly or if significant cross-immunity is discovered in a population. On the other hand, the epidemiological end of the pandemic might not be reached until 2022 or later if the early vaccine candidates have efficacy or safety issues- or if their distribution and adoption are slow. At worst, we see a long-tail possibility that the US could be still battling COVID-19 into 2023 and beyond if a constellation of factors (such as low efficacy of vaccines and a short duration of natural immunity) align against us.

The pace at which governments relax public-health measures will be critical. Some of those measures (such as full lockdowns and restrictions on certain industries) have significant social and economic consequences, and others (such as testing and tracing), while expensive, don't. Many governments are employing packages of measures that aim to minimize the number of COVID-19 cases and excess mortality while maximizing social and economic degrees of freedom.

#### The transition to normal

The second end point of the pandemic

may be reached earlier than the first. We estimate that the mostly likely time for this to occur is the first or second quarter of 2021 in the US and other advanced economies. The key factor is diminished mortality.

Society has grown used to tracking the number of COVID-19 infections (the case count). But case counts matter primarily because people are dying from the disease and because those who survive it may suffer long-term health consequences after infection. The latter is an area of scientific uncertainty, but there is concern that some recovered patients will face long-term effects. Most countries have made significant progress in reducing the numbers of deaths and hospitalizations associated with COVID-19. Some are close to eliminating excess mortality. Those results have generally been achieved through a combination of moderately effective interventions rather than a single "big bang".

A transition to the next normal, in whatever form that takes, will come gradually when people have confidence that they can do what they used to do without endangering themselves or others. Gaining that confidence will require a continuation of the progress made to reduce mortality and complications, as well as further scientific study regarding long-term health consequences for recovered patients. When confidence is restored, people will again fill bars, restaurants, theatres, and sports venues to full capacity; fly overseas (except for the highest-risk populations); and receive routine medical care at levels similar to those seen prior to the pandemic.

The timing of such a transition will depend on the progress toward herd immunity, as previously detailed (since more people with immunity means fewer deaths and long-term health consequences), and on the effectiveness of a country's publichealth response. Transitions will be gradual. They have already begun in some locations and could be well advanced in most countries by the first or second quarter of 2021. Given the interconnectedness of the global economy, country timelines to normalcy are not fully independent of one another.

To achieve that, we will need to see significant progress on the epidemiological end point, including an effective vaccine receiving Emergency Use Authorization approval during the fourth quarter of 2020 or the first quarter of 2021, followed by a smooth rollout and adoption by high-risk populations. Favourable findings on natural and cross-immunity would help accelerate timelines. Five additional criteria will also contribute to the transition to a form of normalcy—the more of these that are achieved, the faster the milestone is likely to be reached:

- continued improvement by governments in the application of public-health interventions (such as test and trace) that don't significantly limit economic and social activities
- compliance with public-health measures until we achieve herd immunity
- accurate, widely available, rapid testing that effectively enables specific activities
- continued advancements in therapeutics (including pre- and post-

exposure prophylactics) for and clinical management of COVID-19, leading to lower infection-fatality ratios— substantial progress has already been made through a combination of effective drugs, such as dexamethasone and remdesivir, and changes in clinical management

— public confidence that there aren't significant long-term health consequences for those who recover from COVID-19

Both the epidemiological and normalcy ends to the COVID-19 pandemic are important. The transition to the next normal will mark an important social and economic milestone, and herd immunity will be a more definitive end to the pandemic. In the US, while the transition to normal might be accomplished sooner, the epidemiological end point looks most likely to be reached in the second half of 2021. Other advanced economies are probably on similar timetables.

This important article has been summarised in 3 pages owing to space constraint. If you want to read the full 7 pages, send a request for it to be emailed to you.

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



# 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

use of H-CNG (18% mix of hydrogen) in CNG engines. The Ministry has been notifying various alternate fuels under Clean Fuels for transportation. The Bureau of Indian Standards (BIS) has also developed specifications (IS 17314:2019) of Hydrogen enriched



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.

Further, in a major step toward adopting alternative clean fuel for transportation, the Ministry of Road Transport and Highways has allowed Compressed Natural Gas (H-CNG) for automotive purposes, as a fuel. Certain CNG-engine were tested to understand the emission reduction using H-CNG as compared to 'neat' CNG.

A notification for amendments to the Central Motor Vehicles Rules 1989, for inclusion of H-CNG as an automotive fuel has been published vide GSR 585 (E) dated 25th Sept 2020 by the Ministry. The draft rules in this respect were made available to the public on the 22nd July last. No objections and suggestions were received from the public in this respect.





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### Government Vows To Halve Road Accident Deaths From 1.5 Lakh Per Annum By 2025

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 the we need their cooperation particularly Universities, Educational institutions, NGOs, State Governments etc. The Minister informed that theGovernment has formulated a big role for them to play in reducing accidents.

Gadkari called upon Members of 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

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

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.

Further, a 2-day 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.

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#### **Settling EInvoicing Issues**

#### Dear friends,

All India Transporters' Welfare Association (AITWA) has always put its best foot forward to resolve various issues that our patrons and members face. In our journey of 20 years, being the mouthpiece of our members has been our hallmark. This time the challenge was, we were informed by one of our members that they are facing a few problems after the introduction of EInvoicing. So, we wrote and followed continuously with the "EInvoice Support Team, National Informatics Center, Ministry of Information Technology, Government of India.

In the letter we mentioned that our member, M/s PCC Logistics Limited, has been providing GTA services under RCM to their customers. And that they have surrendered their GSTIN which was migrated from Service Tax, as registration for GTA was exempted. However, they are still facing many challenges post eInvoicing introduction. It has gone to that level that their customers have started complaining/approached them for not being able to generate e-way bill after they have applied for einvoicing (perhaps because the system must be verifying the Transporter's ID and finding it to be cancelled.)

Here were the core issues, as informed to EInvoice Support Team:

- e-way bill is generated through e-invoicing procedure only Part A
- · the Part B is updated through consolidated eway bill process
- the date of EWB is getting changed
- validity is showing only 1 day instead of actual applicable based on distance

In reply to our letter and continuous follow ups the department resolved the issue.

Member's Reaction:

Dear Abhishek Ji & Singla Ji

We want to really thank you for the efforts put in by you both in sorting out the error in the E invoicing

Portal related to Non generation of E way Bill for transporters in RCM.

A lot of vigorous follow up was done by you both & we got the result in few days only which has helped us in continuing lifting of loads from our Customer as without generation of E Way bills, we were not able to move vehicles.

We are very happy that we have such dedicated & action oriented senior people at the helm of affairs of AITWA & also that We are a member of such an organization.

Kudos to AITWA & the entire team.

Regards,

Ajay Bindal

Managing Director

M/s Bindal Logistics Pvt Ltd

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#### MoRTH Surpasses NH Construction Target For April-August Period

inistry of Road Transport and Highways has surpassed its target for construction of National Highways in the country. 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 2167 kms of NH by PWDs, 793 kms by NHAI, and 341 kms by NHIDCL.

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.

## 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.

# 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.

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### **Govt Focus On Reducing Road Construction Costs Without Compromising On Quality**

Union 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 openminded, 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 of 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.

#### **Gwalior-Morena Flyover Dedicated To Nation**

he 1.420 km flyover on NH-3 at Morena Town in Madhya Pradesh worth Rs 108 crore was dedicated to Nation by Union Minister for Agriculture & Farmers Welfare, Rural Development & Panchayati Raj and Food Processing Industries Narendra Singh Tomar. Chief Minister Shivraj Singh Chauhan presided over the function, attended by Union Ministers Thavarchand Gehlot, Faggan Singh Kulaste, MoS-RTH Gen (Retd) V K Singh, local MPs, MLAs, senior officers from the centre and the State.

The flyover connecting Dholpur in Rajasthan and Gwalior in MP has been completed within the scheduled 18 months' period on EPC Mode. Total length of the 4-lane flyover structure is 780 metres, with 300 metre retaining wall approach towards Dholpur and 340 metre retaining wall approach towards Gwalior. The flyover has service road on both sides. The flyover will also decongest Morena city of crowded traffic which in turn save time and avoid fuel wastage.

Speaking on the occasion, Union Minister for Agriculture Narendra Singh Tomar complemented the Union Minister for RTH Nitin Gadkari for quickly sanctioning this project and getting it completed within the scheduled time frame. He also thanked Gen (Retd) V K Singh for actively pursuing this project. He said, this stretch of road will go a long way in

easing the traffic in this region.

Chief Minister Shivraj Singh Chauhan said, history has changed today with the construction of this flyover. He said, Morena got whatever it asked from the Centre. He outlined a number of development projects undertaken in the district. He called upon the people in Morena to not only witness the story of development, but to participate in it wholeheartedly.

MoS-RTH Gen (Retd) V K Singh said, the government is concentrating on development facilitating convenience of the people. The present stretch is important as it is a major connectivity road in the region. He informed that this flyover will also help in mitigating accidents on this earlier black spot.

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#### Union Road Ministry Notifies Amendments In Central Motor Vehicle Rules Facilitating Implementation Of Electronic Enforcement, Maintenance Of Vehicular Documents Through IT Portal

nion Ministry of Road Transport & Highways (MoRTH) has recently issued notifications regarding various amendments in Central Motor Vehicle Rules 1989 requiring implementation of enforcement, Maintenance of Vehicular Documents and E-Challans through portal w.e.f 1.10.2020 for better monitoring and enforcement of MV Rules

Use of IT services and electronic monitoring will result in better enforcement of Traffic Rules in the country and will lead to removing harassment of drivers and would facilitate the citizen.

This was required after Motor Vehicles (Amendment) Act 2019 was passed and was published on 9th August, 2019.

Accordingly, the rules for amendment to the Central Motor Vehicles Rules 1989 for certain provisions of the Motor Vehicles (Amendment) Act 2019 were published through GSR 584 (E) dated 25 September 2020. The amendment inter-alia provides for the definition for Challan, Portal inserted as requirement for providing the services through IT and further the enforcement of electronic monitoring and enforcement.

Details of driving licences disqualified or revoked by the licensing authority shall be recorded chronologically in the portal and such record shall be reflected on a regular basis on the portal has been provided for. Thus the record shall be maintained electronically and further the driver behavior would be monitored.

Provisions have been made for the procedure for Production and Obtaining Certificates in physical as well as electronic form, the validity, issuance of such documents and further the date and time stamping of inspection and identity of the Officer to be recorded. It has been provided that if the details of the documents are

Provisions have been made for the procedure for Production and Obtaining Certificates in physical as well as electronic form, the validity, issuance of such documents and further the date and time stamping of inspection and identity of the Officer to be recorded

found validated through the electronic means by the enforcement officer then physical forms of such documents shall not be demanded for inspection, including in cases where there is an offence made out necessitating seizure of any such documents.

Further upon demanding or inspecting any documents, the date and time stamp of inspection and identity of the police officer in uniform or any other officer authorized by the State Government, shall be recorded on the Portal. This would help in unnecessary re-checking or inspection of vehicles and further would remove harassment to the drivers.

It has been provided that the use of handheld communications devices while driving shall solely be used for route navigation in such a manner that shall not disturb the concentration of the driver while driving.

Further through notification GSR 586 (E) dated 25 September 2020 certain amendments in the Motor Vehicles (Driving) Regulations 2017 have been made to align to the Amendment in the Act and the CMVR 1989 like use of handheld device, inspection of documents in electronic form etc.

The S.O. (E) 3311 dated 25; Sep 2020 notification provides for enforcing certain provision of the Motor Vehicles (Amendment) Act 2019 w.e.f. 1st Oct 2020 for which the aforesaid rules are being published.

The S.O. (E) 3310 dated 25 September 2020 provides for the conditions for the State Government to consider for specifying a multiplier to the amount of the penalties

The S.O. (E) dated 25 Sept 2020 provides for the order that the penalties for violation of The Motor Vehicles (Driving) Regulations, 2017 shall be in accordance with Section 177A to the extent that the penalties for such violations are not specifically provided for otherwise under the Act.

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### Maharashtra: 50% Tax Waiver For Commercial Vehicles

h e M a h a r a s h t r a government issued a government resolution (GR) granting 50 per cent waiver from vehicle tax for the financial year 2020-21, reported PTI. However, an industry representative as well as an RTO officer said there was no clarity about how the waiver will apply.

The GR, which follows a cabinet decision last month, said the concession will benefit goods vehicles, tourist vehicles, private service vehicles, excavators, commercial camper vehicles and school buses/vehicles.

For availing of the benefit, the vehicle owner should have paid previous year's tax before March 31, 2020, and the waiver will be applicable for the period between April 1, 2020 and March 31, 2021, the GR said.

On August 26, the state cabinet had decided to waive 50 per cent tax on public transport and goods vehicles for giving relief to the transport sector which has been hit hard due to the coronavirus-induced lockdown.

It will cause a loss of Rs 700 crore to the state exchequer, the government had said.

Prasanna Patwardhan, president of the Bus and Car Operators Confederation of India, said a regular taxpayer who has declared the vehicle as not being in use will get a full benefit of the scheme.

"Those who have not kept their vehicles under non-use will get benefit

only till September-end. But let's see how RTO (Regional Transport Office) interprets it," he said.

A senior RTO official said on the condition of anonymity that the GR lacks clarity. The condition for tax exemption will lead to confusion, he said.

"What if the owner declares the vehicle as in non-use during this period," he said.

Malik Patel, leader of the Mumbai Bus Owners Association, said the government is expecting commercial vehicle operators to pay tax when there is almost no business.

"Banks have already started loan recovery and insurance companies are not ready to help," Patel said.

#### Andhra Pradesh Levies Re 1 Road Development Cess On Petrol, Diesel

he Andhra Pradesh government promulgated an ordinance providing for levy of a Road Development Cess of Re leach per litre on petrol and high-speed diesel that would net around Rs 500 crore annually, reported PTI. The ordinance cleared by Governor Biswabhusan Harichandan amended the AP Value Added Tax Act, 2005.

The state Cabinet, at its meeting on September 3, had approved the decision to impose the Road Development Cess. Considering the necessity of allocating dedicated funds for the development of roads in the state, the government decided to levy the Road Development Cess, in addition to the existing levies on petrol and diesel, in the public interest.

Proceeds of the cess will be around Rs 500 crore per annum, Special Chief

Secretary (Revenue) Rajat Bhargava said

The cess amount would be transferred to the Andhra Pradesh Road Development Corporation for exclusive use in developing road infrastructure, he said.

This is the second time in two months that the YS Jagan Mohan Reddy government has increased the tax on automobile fuel.

On July 20, the government revised the tax structure on petrol and diesel, thereby increasing their price by Rs 1.24 and Rs 0.93 per litre respectively, to mop up additional revenue of about Rs 600 crore per annum. The new cess will be entirely used for carrying out road works, including the muchneeded repairs through the APRDC. Of the total to be realised, we plan to give at least Rs 100 crore to the urban

local bodies which otherwise do not have access to such money, a top official told.

But there is a major catch that could thwart the government's plans.

The RDC is now penniless, without any budgetary support from the state government.

It had borrowed Rs 3,000 crore in February 2019 but all that was used by the previous Chandrababu Naidu regime towards a freebie scheme "Pasupu-Kumkuma".

Beginning November this year, the RDC has to start paying interest on the loan as the moratorium period ends. Besides, a portion of the principal also needs to be repaid. Principal and interest together will be around Rs 50 crore a month, the top official said, implying that at least Rs 600 crore is required per annum.

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### Study: Electronics Could Stop 40% Of Big Truck Rear Crashes

afety features such as automatic emergency braking and forward collision warnings could prevent more than 40 percent of crashes in which semis rearend other vehicles, a new study has found, reported PTI. The Insurance Institute for Highway Safety, a research group supported by auto insurers, also found that when the rear crashes happened, the systems cut the speeds by over 50 percent, reducing damage and injuries.

The institute called on the federal government to require the systems on new large trucks and said many truck fleet operators are already adding emergency braking on their own.

"Rear-end crashes with trucks and other vehicles happen a lot, often with horrible consequences," said Eric Teoh, the institute's director of statistical services who did the study.

"This is an important countermeasure to that."

Trucks with collision warning systems reduced rear crashes by 44 percent, while automatic emergency braking cut rear crashes by 41 percent, the study found.

To reach his conclusions, Teoh examined crash data per vehicle mile travelled at 62 trucking companies that use tractor-trailers or other trucks weighing at least 33,000 pounds (15,000 kilograms).

The study found about 2,000 crashes that happened over more than 2 billion miles (3.2 billion kilometers) traveled from 2017 through 2019.

The study compared trucks from the same companies that were equipped with collision warning alone, automatic emergency braking, and no crash prevention features at all, the IIHS said.

The IIHS also found that trucks equipped with a collision warning system had 22 percent fewer crashes than those without either technology. For automatic emergency braking, the figure was 12 percent.

"This is important information for trucking companies and drivers who

"This is important information for trucking companies and drivers who are weighing the costs and benefits of these options on their next vehicles," Teoh said

are weighing the costs and benefits of these options on their next vehicles," Teoh said.

The institute says US crashes involving large trucks rose by nearly one-third since hitting a record low in 2009.

A total of 4,136 people died in such crashes in 2018, with 119 of the deaths in rear-end crashes.

Messages were left seeking comment from the two federal agencies that regulate heavy trucks, the Federal Motor Carrier Safety Administration and the National Highway Traffic Safety Administration.

The Owner Operator Independent Drivers Association, which represents independent truckers, said it can't accept the study's conclusions because it did not include real-world factors such as driver training and experience or a carrier's safety record.

AAA and other groups that have studied automatic emergency braking and other driver assist features have found that they don't work properly all of the time.

But Teoh said his study still found that they prevent or mitigate the severity of crashes, and their performance is improving.

The systems use cameras, radar or other sensors to check the roadway. Some just warn the driver of hazards, while more sophisticated emergency braking systems will actually brake the truck.

In the US, there are no requirements for either system, but automatic emergency braking with forward collision warning has been required by the European Union on all new large trucks since late 2013, the institute said.

The systems could prevent horrific crashes that happen when trucks don't stop for slower or stopped traffic in freeway construction zones, Teoh said.

A crash with those circumstances happened in July 2019 in Indianapolis, killing a woman and her 18-month-old twin daughters.

Prosecutors alleged that a semi driver was travelling 65 mph (105 kilometers per hour) when his rig hit a line of traffic in a construction zone.

Authorities charged the driver with reckless homicide and said he didn't start braking until the rig slammed into the first of several vehicles. Five other vehicles were hit and seven more people were injured.

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#### **Volta Unveils Electric Truck**

wedish startup Volta
Trucks unveiled its Volta
Zero, a 16-tonne electric
truck, with plans to start
production in 2022 in the United
Kingdom, reported Reuters.

Following the success of companies such as Tesla in popularising electric cars, electric trucks have also been getting a lot of attention from existing players such as Volvo and Daimler and startups like Rivian and Nikola.

Trials will start next year with parcel delivery companies such as DPDgroup in the UK and other firms in Europe and Volta aims to put 500 vehicles on the road by 2022, CEO Rob Fowler told Reuters.

"We are also well progressed with another seven or eight customers," he said.

The company said the first Volta vehicle was manufactured by Prodrive in Warwick, England, and it is in discussion with a small number of suppliers for contract manufacturing of its trucks.

It declined to give details about its current funding. Fowler said that the company is interested in raising funds to fuel the capital-intensive business.

#### Nikola, CNH To Launch Electric Truck Prototypes By 2021 End

ikola Corp and vehicle equipment maker CNH Industrial said they are working to build prototypes of the EV maker's Tre semi-truck, days after a scathing report from short-seller Hindenburg alleged Nikola of 'fraud'.

CNH said it aims to start testing the semi-trucks later this year and hopes to launch the vehicles commercially by the fourth quarter of 2021, reported Reuters.

Meanwhile, the U.S. Securities and Exchange Commission (SEC) is probing Nikola to assess the merits of Hindenburg's allegations that the EV maker misled investors about its business prospects, Bloomberg News reported.

Nikola, which had accused Hindenburg of manipulating the stock to benefit short-sellers, said its counsel had contacted and briefed the SEC on its concerns regarding the short-seller's report.

The SEC did not immediately respond to Reuters request for comment.

Shares of the electric-truck maker were down about 9% at \$32.52 in extended trade.

Hindenburg had shorted the stock last week and said it had gathered enough evidence to show Nikola founder Trevor Milton made false statements capabilities.

Recently, automaker General Motors



about possessing proprietary technology to form partnerships with large automakers.

Hindenburg had also alleged that a seemingly functional truck, Nikola One, was "simply filmed rolling down a big hill" in 2017.

Nikola said it never stated the truck was driving "under its own propulsion" and investors at that time were aware of its technical Co took an 11% stake in Nikola and said the two companies will join forces to build electric pickup trucks and fuel cell commercial trucks to take on Tesla Inc.

GM's deal with Nikola gives it scale and validates its technology, GM Chief Executive Officer Mary Barra told investors at an RBC conference on Monday, deferring any questions on the latter to the EV maker.

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## ICRA: Fragmented Recovery Of Indian Economy Is Underway

atings agency ICRA said that the high frequency lead indicators for August suggest a fragmented recovery of the Indian economy is underway, reported ET.

"The year-on-year performance of 11 of the 16 available indicators staged a pickup in August relative to July," said Aditi Nayar, principal economist, ICRA, in a report on the Indian economy.

As per the report, the output of Coal India Limited, motorcycles, and rail freight traffic posted a turnaround to an expansion in August after having displayed a contraction in the previous month while the pace of contraction in the production of scooters and passenger vehicles, domestic airlines' passenger traffic, port cargo traffic, GST e-way bills, and the consumption of ATF and petrol, narrowed at a varying rate in August.

However, the on-year performance of diesel consumption, thermal and hydroelectricity generation, non-oil merchandise exports and bank deposits, worsened in August from July, which, as per the report reiterates that there may be "intermittent setbacks before the economy fully recovers from the impact of the ongoing crisis".

"Moreover, the available trends suggest that the contraction in the Index of Industrial Production could ease to 6-8% in the just-concluded month from 10.4% in July 2020," the agency said in the report.

India's gross domestic product shrank 23.9% in the first quarter of FY21, against 5.2% growth in Q1 of FY20 due to various factors, including Covid-19, the government said on Wednesday.

The report showed strong demand with the output of motorcycles recording a 20-month high growth of 5.9% in August supported by the low base and sustained rural demand

While electricity demand improved by 1.2% on year in the first half of September 2020.

"Overall, with a contraction in electricity generation from August-December 2019, this sector may out-perform much of the rest of the economy in the next few months, led by favourable base effects," ICRA said.

In contrast, the contraction in non-oil merchandise exports worsened in August from July with demand constrained by rising Covid-19 infections in various trading partners, it said.

## IRDAI to Standardise Insurance Covers

he Insurance Regulatory and Development Authority of India (IRDAI) has said that the insurance industry needs to operate in a counter-cyclical manner and grow as its services are most needed now.

The regulator has announced a slew of standardised products for term life, dwellings and small businesses, in addition to health, so that first-time buyers can pick products without having to pore over documents or make comparisons.

IRDAI chairman S C Khuntia also promised to extend products specific for Covid-19 beyond March 2021 and said that the regulator would consider allowing companies to be involved in loan-restructuring schemes as they were already allowed to be part of inter-creditor agreements.

"Insurance industry, which saw 19% de-growth in April 2020, has grown by 2.4% at the end of August. Despite the temporary negative impact, we expect that the industry will move towards its long-term average growth of 12% for life, 18% for general, and 25-40% in health insurance," said Khuntia, reported TNN. He was speaking at the insurance and pension summit organised by the CII.

According to Khuntia, non-life insurance penetration in India at less than 1% of GDP was a fourth of the world average and had a lot of ground to cover. "Only 79% of four-wheelers and 36% of two-wheelers have mandatory third-party insurance. Of the total dwelling units in the country, only 0.9% are covered and 62% of healthcare expenditure is paid out of pocket," said the regulator.

To increase the penetration of insurance, the regulator would soon launch standardised covers in different categories in addition to the Aarogya Sanjeevani. Khuntia said that 32 lakh COVID policies have been sold for a premium of Rs 482 crore. He added that the industry has paid out Covid-related health claims of over Rs 1,500 crore.

IRDAI had pushed insurers to launch specific products for COVID. Most of these products were short-term and designed to terminate at the end of the financial year, by which time the pandemic was expected to come under control. Khuntia said that these policies could now be renewed even if the term ends.

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# IndoSpace Acquires 135 Acre In Gurugram To Develop Logistic Park

arehouse and logistics park developer IndoSpace, the real estate arm of

Everstone Group, is in talks to acquire a 135 acre land parcel in Gurgaon for Rs 280 crore, two people aware of the development said, reported ET.

The land parcel, along national highway 8, belongs to Gurgaon-based developer Uppal Group and several other partners who own stake in it.

"The land parcel is located right in the middle of the upcoming Delhi-Mumbai expressway. Ideally, the land is suitable not just for warehousing but also for integrated industrial township to promote walk to work," said Anckur Srivasttava, chairman of GenReal Property Advisers, a real estate advisory firm.

Everstone Group, which has 35

logistics and industrial parks, is looking to expand its presence in north India.

Email queries Uppal Group remained unanswered till as of press time. IndoSpace said that they are yet to purchase this land.

Indospace has also partnered with Haryana, Maharashtra, Karnataka and Tamil Nadu to develop industrial and warehousing parks.

"Gurgaon is slowly becoming the preferred choice of warehouse operators because of the connectivity, not only to NCR but to states like Rajasthan also. We have seen some major transactions this year and more are in the pipeline," said AK Sud, chairman of Mayar Group, which owns a land bank in the region and has sold 76.84 acres to ESR, a venture of private equity firm Warburg Pincus and global investors.

Sohna, too, has good geographical advantage and is poised to become the largest distribution hub in the region.

Recently, the Haryana government allotted 180 acres of land near Gurgaon for Rs 550 crore to Amperex Technology Ltd (ATL), a manufacturer of rechargeable lithium ion polymer (LIP) batteries.

The state is in the process of monetising more land for building warehousing and industrial hubs.

According to a Knight Frank India report, warehousing demand has seen strong growth over the last few years, recording 44% increase in CAGR since 2017.

The currently committed land for warehouses across the country is estimated at 21,163 acres, which has the potential of adding 63% more supply to the already existing 307 million sq ft of warehousing stock.

### Nikola Purchased Truck Designs From Third Party

ikola Corporation's founder Trevor Milton purchased the original design for the company's flagship truck from a Croatia-based designer, reported Financial Times, citing people with knowledge of the matter.

Nikola One, the company's flagship hydrogen-powered truck, is at the centre of a design patent infringements lawsuit that Nikola filed against Tesla Inc in 2018. Nikola claimed, Tesla's Semi, its first electric heavy duty truck, is "substantially" similar to Nikola's design.

According to the Financial Times report, Milton purchased the designs of the vehicle for several thousand dollars from Rimac Automobili's designer Adriano Mudri in 2015.

"The Nikola One truck was designed and patented by Nikola," Salt Lake City, Utah-based Nikola said in a statement, adding, "It is commonplace to license third party designs during vehicle development, and although early in the process Nikola purchased a license to Adriano Mudri's designs, he was not part of the design team and his designs are materially different from the design invented by Nikola for the Nikola One."

The Financial Times report comes after Tesla denied the design patent infringement charges in a filing last week, and said that Adriano Mudri was the designer of the hydrogen-powered concept truck, dubbed "Road Runner", and Milton was aware of the concept before filing design patent application.

Tesla and Rimac Automobili were not immediately available to a Reuters request for comment.

In a scathing report earlier this month, short-seller Hindenburg Research said it had enough evidence to show Nikola and its founder Trevor Milton had made false claims about the company's proprietary technology to form partnerships with automakers. Following the allegations, Milton stepped down.

Nikola, a competitor of Elon Musk's Tesla, in the trucks space, said it was discussing the claims with the U.S. Securities and Exchange Commission. Nikola has publicly rejected the accusations and threatened to take legal action against Hindenburg.

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"Try not to become a person of success, but rather try to become a person of value." -Albert Einstein

# Assam To Get Country's First Multi-Modal Logistics Park

ssam will get the country's first multimodal logistics park with facilities such as warehouse, railway siding, cold storage, custom clearance house, yard facility, workshops, petrol pumps, truck parking, administrative building, boarding lodging, eating joints and water treatment plant, reported TOI.

The logistics park will have road, rail, waterway and air connectivity. Union

road transport and highways minister Nitin Gadkari recently laid the foundation stone for this facility at Jogighopa in Assam, which is being developed with an investment of Rs 694 crore.

Gadkari said the project would generate around 20 lakh direct and indirect jobs. The multi-modal logistics parks, would be built in two phases and would be completed by 2023.

The road transport and highways

ministry has planned to develop 35 MMLPs with the aim to improve the transport of freight and provide integrated storage and warehousing support.

All these will bring down the logistics cost. Gadkari said his ministry had allocated Rs 80,000 crore to develop roads and improve infrastructure, connectivity in Assam. He said Rs 5,000 crore has been earmarked for Dhubri-Phulbari bridge and construction will start in 3-4 months.

# Manufacturing focus: Cabinet nod sought for 2 industrial areas, multi-modal logistics hub

he Department for Promotion of Industry and Internal Trade has sought cabinet nod for two industrial areas and one multi-modal logistics and transport hub, work on which is proposed to begin by next year.

The department has sought the approval of the Cabinet Committee on Economic Affairs (CCEA) for the 2,500-acre Krishnapatnam industrial area in Andhra Pradesh, 1,736-acre Tumkur industrial area in Karnataka and a 1,208-acre multi modal logistics and transport hub in Greater Noida.

"The projects are in an advanced stage of planning and have to be initiated by 2021. The process for approvals has started," an official, who did not wish to be identified, told PTI.

Both Krishnapatnam and Tumkur

industrial areas are part of the Chennai-Bengaluru Industrial Corridor while the multi-modal logistics and transport hub in Greater Noida is part of the Delhi-Mumbai Industrial Corridor.

The plan is part of India's efforts to develop self-sufficient clusters of manufacturing competence by setting up mega parks and industrial clusters in labour intensive sectors with common facilities to reduce costs and improve quality with an aim to address the lack of infrastructure and logistics.

The department has already secured the CCEA's nod for an 886-acre integrated multi-modal logistics hub at Nangal Chaudhary in Haryana.

These projects are among the 11 industrial corridors that India is developing under the National Industrial Corridor programme to

create futuristic industrial cities or smart cities that will be promoted as manufacturing and investment destinations. Comprising 30 projects, the corridors are expected to come up in four phases till 2024-25. The industrial corridors also include the Delhi-Nagpur Industrial Corridor (DNIC), discussions on whose project development activities will begin soon.

Separately, the government is set to appoint a third-party evaluator for these industrial corridor projects and for centrally sponsored schemes under industrial corridors sectors. The evaluation will focus on how these corridors create greenfield industrial cities and projects, and increase employment potential and industrial output along with India's export potential.

X



#### **All India Transporters Welfare Association**

(Registered under Societies Registration Act XXI of 1860) Official Journal "Parivahan Pragati"

#### NATIONAL COUNCIL

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M/s CJ DARCL Logistics Limited, Sh. Pawan Kumar Jain

Sh. Sunii Kumar Jain

orth Eastern Carrying Corporation Ltd. Sh. M.K Goval

M/s Associated Road Carriers Ltd.

AITWA/9043/2020

October 14th, 2020

To,

General Rtd. (Dr.) V.K. Singh,

Hon'ble Minister for State (RT&H) Ministry of Road Transport & Highways,

Govt. of India.

Transport Bhawan

1, Parliament Street, New Delhi-110001.

Respected Sir,

Subject: - Request to reduce the GST rate on trucks, tyres & spare parts from 28% to 12% tax slab.

All India Transporters Welfare Association (AITWA) is an apex body of goods transporters. It is a non-profit organization dedicated to the cause of transport fraternity in India. It has played a key role in representing India's, Transport Industry before the Government of India, State Governments. It is one of the largest transport associations covering 65% of the organized transport sector in the country.

While we congratulate you for your endeavour to make India Self- dependent with the economy of 5 - Trillion Dollars' till 2024, and in the last few months to introduce new policies to make changes to improvise the condition of the economy, we find little or no relief for our trade which is grappling with several issues.

We would like to highlight one of the major issues which needs your kind attention & immediate intervention which helps to improve the Economy of India and to save more than 1 Crores Truckers who are the main stakeholder of transport Sector.

As trucks, tyres & spare parts are under 28% Tax rate slab, which slab is classified as sin or luxury goods. The Trucks are the backbone of the country's Logistics and bread & butter of the truck owner-driver, not a luxury or Sin. Moreover, most of our industry does not take Input Tax Credit as per RCM norms. In fact, as per the GST Act when a trucker sale his truck, he is supposed to pay GST which results in double taxation on the same asset. We thus request that the GST rate on trucks, tyres & spare parts should be rationalized to 12% as like essential items. Further, it will help in bringing the logistic cost down and a boost to the automobile sector also.

Sir, we urge you to give this issue a due importance & initiate suitable action to provide relief to the transport sector and help in lowering the logistic cost down.

We are looking forward to your kind consideration and support on this matter.

For All India Transporters Welfare Association

Mahendra Arya

National President-AITWA

Marsen

Cell: +91-9324277701

M-5, Ashoka Centre, 4E/15, Jhandewalan Extn., New Delhi - 110055 Tel .: 011-49842807 • Telefax: 011-23626915 • Mobile: 9810267815 E-mail: aitwaho@gmail.com, info@aitwa.org Website: www.aitwa.org

42



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## Women in Logistics



Maheswari Sudhakar Overseas Director -Unique Freight Lines

Maheswari Sudhakar has 24 years of experience in the Logistics Industry, which includes two years in both, traffic and cargo divisions of Air India and Singapore Airlines. From Airline segment, she moved to Freight Forwarding, joining Emery Worldwide as a Customer Care Executive. She possesses 21 years of multi-disciplinary experience in the Senior and Middle Management positions spanning various Verticals: of Sales, Trade Lane Developments, Heading P & L Centre, Overseas Business Development, Agent Networking and Key Account Management with Multi-Nationals and Indian Companies. Presently, she is in Unique Freight Lines Pvt. Ltd, a 15 years old Indian Freight Forwarding Company as the Overseas Director cum Partner of the Organization, since 2005. Mahi, as she is popularly known, is a Graduate in Bachelor of Electronic Science from Madras University and holds a Hons. Diploma in International Air Ticketing and Cargo. She is a member of WISTA India and heads the Chennai Chapter, which aims to Empower Women in the industry of Shipping. She is passionate about shipping, teaching and travelling.

#### Questionnaire

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

My association with Logistics industry started in 1996, during my first job with Air India as a Traffic Assistant. Subsequently, I served as a ground hostess for Singapore Airlines. Later, I shifted from Traffic to Cargo. Since then, the fervor for shipping & logistics has never abated. In fact, it has only increased, even after so many years of handling various profiles in the industry. It has been a wonderful journey since the beginning and I have had many cherished moments and learnings throughout.

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

I am basically an Electronics Engineer. However, I had a lot of passion for travelling and this developed zeal within me to look over for jobs which had more opportunities to travel as well as challenging and thus I chose to shift my career to the Airline Industry, from where I was introduced to Cargo Industry. I have never thought any industry was gender dominated, rather it should be treated as talent and passion dominated, which I realized during my tenure with Air India.

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

They have always supported and encouraged my work, which gave me all these opportunities. People reporting to me have never reacted adversely, just owing to me being a woman. I strongly believe that the way you carry yourself will earn you respect and no one can stop your growth if you have a strong passion for your career.

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

I am a DGR Qualified person as well, as I specialize in both Import and Export of Air and Sea Freight, especially Cross Trading.

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

It is as vast as the Sky and as deep as the Ocean. Logistics industry has no

saturation point for business. It gives us an Ocean of opportunities to enlarge scope for improving oneself, it broadens ones horizons and enlarges ones business. Every day has a new challenge, new issue and a new solution, which keeps one vigilant throughout. It also had given me opportunities to travel a lot around the world. I have never felt jaded, but still keep searching what next to be done here.

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

Logistics Industry has opportunities throughout the year, more for women in the industry, since companies, nowadays, do not have any gender bias, as their priority is to recruit the best choice of employee rather than thinking about whether it is a he or a she.

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

Organizing skills play a major role in balancing not only office and home, but also over the years, we have been practicing to allocate time for social responsibilities too. Either one of them can take priority all the time, but does not remain constant throughout the year. It can change according to arising situations. It is very important to make your family, staff and boss understand that your priorities are not time bound but responsibility bound.

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

We welcome more women into the Shipping Industry nowadays and they have great future if they create a passion for it. Abundance of opportunities are found and scope for career development are available at every stage of profile handled. They definitely need to possess strong product knowledge and learning, throughout, is necessary. Communication, patience for listening and good coordination skills are really important to start a career with the cargo industry. Women, by nature, have these qualities which provide them an edge to choose shipping as their career.

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

- X -







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Ph.: 27845400, 27841603, Fax: 040-27848869

#### DELHI BOOKING OFFICE

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

#### **DELHI REGIONAL OFFICE**

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# GOVERNMENT OF INDIA MINISTRY OF ROAD TRANSPORT AND HIGHWAYS RAJYA SABHA UNSTARRED QUESTION NO-140 ANSWERED ON-14/09/2020

#### HIKE IN TOLL RATES

#### 140. SHRI KANAKAMEDALA RAVINDRA KUMAR:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether Government is proposing to increase the rate of Toll at the Toll Plazas across the country including the State of Andhra Pradesh;
- (b) if so, the details thereof;
- (c) whether Government has taken note of the fact that it is taking this step when the entire nation and its public is facing financial hardship due COVID-19 pandemic induced lockdown; and
- (d) if so, the details thereof?

#### ANSWER

#### THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

#### (SHRI NITIN JAIRAM GADKARI)

- (a) & (b) No, Sir. User fee is levied and collected on National Highways as per the provisions of the applicable National Highways Fee Rules and the provisions of respective Concession Agreement. Annual revision of rate of fee is being done as per the provisions of the National Highways Fee (Determination of Rates and Collection) Rules, 2008 with effect from April 1 each year for all projects covered under these rules.
- (c) & (d) Does not arise.

\*\*\*\*



#### भारत सरकार सड़क परिवहन और राजमार्ग मंत्रालय **लोक सभा**

#### **लिखित प्रश्न सं. 842** जिसका उत्तर 17.09.2020 को दिया जाना है

सड़क दुर्घटना पीड़ितों को निःशुल्क चिकित्सा उपचार

842. श्री गजानन कीर्तिकरः

क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे किः

- (क) पिछले तीन वर्षों और चालू वर्ष के दौरान महाराष्ट्र राज्य में राष्ट्रीय राजमार्ग (एनएच) पर कितनी सड़क दुर्घटनाएं हुई हैं;
- (ख) क्या एनएच पर सड़क दुर्घटनाओं के पीड़ितों को सरकार द्वारा मुफ्त चिकित्सा प्रदान की जाती है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) उक्त अविध के दौरान इस तरह के उपचार के लिए अनुमानतः कितनी निधि की आवश्यकता थीऔर इस उद्देश्य के लिए कितनी निधि जारी की गई है;
- (घ) क्या सरकार अबीमाकृत वाहनों से टकराने वाले सड़क दुर्घटना पीड़ितों तथा हिट और रन मामलों के पीड़ितों को मुफ्त चिकित्सा परिचर्या प्रदान करने के लिए पर्याप्त धनराशि प्रदान करने के लिए एनएच पर पथ कर बढ़ाने की योजना बना रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (ङ) सरकार द्वारा एनएच पर दुर्घटनाओं को रोकने के लिए अन्य क्या कदम उठाए गए हैं?

#### उत्तर

#### सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी)

(क) पिछले तीन वर्षों और चालू वर्ष अर्थात 2016 से 2019 के दौरान महाराष्ट्र राज्य में राष्ट्रीय राजमार्गों (रारा) पर सड़क दुर्घटनाओं की कुल संख्या इस प्रकार हैं:

वर्ष	रारा पर सड़क दुर्घटनाओं की कुल संख्या
2016	10,364
2017	9237
2018	9355
2019	8360

- (ख) और (ग) पिछले तीन वर्षों के दौरान ऐसी कोई योजना वर्तमान में निष्पादित नहीं की जा रही है या चालू थी।
- (घ) मोटर वाहन (संशोधन) अधिनियम, 2019 आधिकारिक राजपत्र में 09 अगस्त, 2019 को प्रकाशित किया गया था। कुछ प्रावधानों को का. आ. 3110 (अ) दिनांकित 28.08.2019 और का. आ. 3147 (अ) दिनांकित 30.08.2019 के माध्यम से 01 सितंबर, 2019 से कार्यान्वित किया गया है। मोटर वाहन (संशोधन) अधिनियम, 2019 की धारा 51 सिहत बाकी प्रावधानों को लागू करने के लिए, नियमों को तैयार किया जा रहा है और उचित समय पर प्रकाशित किया जाएगा। मोटर वाहन (संशोधन) अधिनियम, 2019 की धारा 51 में धारा 162 को अंतर्विष्ट करने का प्रावधान है, जो केंद्र सरकार को गोल्डन ऑवर के दौरान सड़क दुर्घटना के नकदी रहित उपचार के लिए एक योजना बनाने का प्रावधान करता है और इस तरह की योजना में इस तरह के उपचार के लिए निधि के सृजन के प्रावधान किए जा सकते हैं। अबीमित या हिट एंड रन वाहनों के कारण होने वाली सड़क दुर्घटना के पीड़ितों के उपचार के घटक के वित्त पोषण के लिए, राष्ट्रीय राजमार्गों के उपयोग के लिए अतिरिक्त शुल्क सहित विभिन्न विकल्पों की जांच की जा रही है।
- (ङ) मंत्रालय ने शिक्षा, इंजीनियरिंग (सड़क और वाहन दोनों), प्रवर्तन और आपातकालीन देखभाल के आधार पर सड़क सुरक्षा के मुद्दे को हल करने के लिए एक बहु-आयामी रणनीति तैयार की है।

## प्रधानमंत्री ने बिहार में 14,000 करोड़ रूपए की लागत वाली 9 राजमार्ग परियोजनाओं की आधारशिला रखी



प्रधानमंत्री ने बिहार में 9 राजमार्ग परियोजनाओं का शिलान्यास किया। उन्होंने बिहार के प्रत्येक गाँव को तेज रफ्तार वाले इंटरनेट से जोड़ने के लिए 'हर गाँव ऑप्टिकल फाइबर केबल 'योजना का भी शिलान्यास किया। मुख्यमंत्री ने इस वर्चुअल कार्यक्रम की अध्यक्षता की, जिसमें केंद्रीय मंत्रियों रिव शंकर प्रसाद और गिरिराज सिंह, राज्यपाल फागू सिंह, उप मुख्यमंत्री सुशील कुमार मोदी, केंद्रीय राज्य मंत्रियों आर. के सिंह, जनरल वीके सिंह (सेवा निवृत्त), अश्विनी कुमार चौबे, संजय धोत्रे सिंहत राज्य सरकार के मंत्रियों, अनेक सांसदों, विधायकों तथा केंद्र और राज्य के विरष्ठ अधिकारियों ने हिस्सा लिया।

इस अवसर पर अपने सम्बोधन में प्रधानमंत्री ने कहा कि बिहार में आर्थिक गितिविधियों और बुनियादी ढांचा विकास को तेज करने के लिए आज विशेष दिन है। उन्होंने कहा कि इतिहास गवाह है कि वही देश प्रगित कर पाये हैं जिन्होंने बुनियादी ढांचे को विकसित करने पर बड़ा निवेश किया है। आज पहले की तुलना में दोगुनी रफ्तार से राजमार्गों का निर्माण किया जा रहा है। उन्होंने कहा कि इस बुनियादी ढांचा विकास का सबसे बड़ा लाभार्थी राज्य है। आज जिन परियोजनों की शुरुआत हो रही है उससे राज्य के सभी बड़े

शहर जुड़ेंगे। मोदी ने कहा कि बिहार में सड़कों के निर्माण की योजना बनाते समय निदयों पर पुल निर्माण को भी महत्व दिया गया है। इसके पिरणाम स्वरूप बिहार में 17 पुलों का निर्माण चल रहा है। उन्होंने कहा कि देश में बहुस्तरीय परिवहन व्यवस्था विकसित करने पर ध्यान दिया जा रहा है। उन्होंने कहा कि सरकार ने अगले 4-5 वर्षों में बुनियादी ढांचा विकास पर 110 लाख करोड़ रुपये खर्च करने की घोषणा की है। इसमें से 19 लाख करोड़ रुपए राजमार्गों के विकास के लिए आवंटित किए गए हैं।

प्रधानमंत्री ने कहा कि सड़क और संपर्क को बेहतर करने के लिए बुनियादी ढांचा को विस्तार दिए जाने की इन परियोजनाओं का लाभ बिहार को भी मिल रहा है। वर्ष 2015 में प्रधानमंत्री द्वारा घोषित किए गए पैकेज के तहत 3000 किलोमीटर राजमार्ग का निर्माण प्रस्तावित है। इसके अलावा भारतमाला परियोजना के अंतर्गत 6.5 किलोमीटर लंबे राजमार्ग का निर्माण कार्य जारी है। इस समय बिहार में राष्ट्रीय राजमार्ग का काम तेजी से किया जा रहा है। पूर्वी बिहार को पश्चिमी बिहार से जोड़ने के लिए चार लेन की 5 परियोजनों और उत्तर भारत को दक्षिण भारत से जोड़ने के लिए 6 परियोजनों पर कम चल रहा है।

सराहना की। उन्होंने बिहार में पुलों और राजमार्ग से जुड़ी परियोजनों पर तेजी से काम करने के लिए केंद्र की सराहना की। उन्होंने बक्सर-वाराणसी सीधे संपर्क मार्ग की आवश्यकता पर ध्यान दिये जाने का आग्रह किया। मुख्यमंत्री ने सुलभ परिवहन के लिए राष्ट्रीय राजमार्गों की चौड़ाई में एकरूपता की आवश्यकता का उल्लेख किया। नीतीश कुमार ने कहा कि सरकार राज्य के प्रति व्यक्ति आया बढ़ाने के लिए सभी आवश्यक उपाय कर रही है। सड़कों के रख रखाव के महत्व को रेखांकित करते हुए उन्होंने कहा कि सड़कों और पुलों को भी लोक शिकायत प्रणाली के तहत लाया गया है। उन्होंने कहा कि पर्यावरण संरक्षण के उद्देश्य से राष्ट्रीय राजमार्गों के दोनों ओर बड़े पैमाने पर पौधरोपण किया जाएगा। कानून एवं न्याय तथा संचार एवं सूचना प्रौद्योगिकी मंत्री रविशंकर प्रसाद ने कहा कि बिहार के लिए यह ऐतिहासिक दिन है क्योंकि एक साथ भौतिक और डिजिटल संपर्क को बेहतर करने के लिए दो परियोजनाओं का उदघाटन हो रहा है। प्रसाद ने कहा कि इंटरनेट सेवाओं के लिए केंद्रीय दूरसंचार विभाग होना था जिनमें से 13 परियोजनाएं पूर्ण हो की हर गाँव डिजिटल ऑप्टिकल फाइबर केबल योजना का क्रियान्वयन विभाग के कॉमन सर्विस सेंटर (सीएससी) द्वारा किया जाएगा। यह ग्रामीण क्षेत्रों में ई-सेवाएँ उपलब्ध कराने में अहम भूमिका अदा करेगा।

मुख्यमंत्री नीतीश कुमार ने कहा कि प्रधानमंत्री के पैकेज के अतिरिक्त केंद्र

सरकार, राज्य सरकार की बुनियादी ढांचा विकास परियोजनाओं को भी

मदद कर रहा है। उन्होंने बिहार के विकास के लिए प्रधानमंत्री के प्रयासों की

केंद्रीय सड़क परिवहन और राजमार्ग राज्य मंत्री जनरल राजमार्ग के चौड़ीकरण की वीके सिंह (सेवा निवृत्त) ने कहा कि इन परियोजनाओं के प्रक्रिया सम्पन्न हो तहत 350 किलोमीटर लंबे सड़क मार्ग का निर्माण शामिल है, जाएगी जिसकी लागत लगभग 14258 करोड़ रुपये है। उन्होंने कहा कि इन सड़कों के बन जाने से राज्य के भीतर और आसपास के लिए बेहतर संपर्क, सुविधा और आर्थिक विकास का रास्ता साफ होगा। उन्होंने कहा कि इससे पड़ोसी राज्यों झारखंड, उत्तर प्रदेश और पश्चिम बंगाल से आने और इन राज्यों में जाने वाले लोगों तथा समान ढुलाई की सुविधा में व्यापक बदलाव आएगा। उन्होंने कहा कि बेहतर सड़कों से समय और ईंधन की बचत होती है और प्रदूषण में कमी आती है। इन परियोजनाओं से सड़कों पर भीड़ कम होगी और कस्बों को शहरों तक आवागमन में बेहतर अनुभव होंगे।

उप मुख्यमंत्री सुशील कुमार मोदी ने कहा कि यह परियोजनाएं 4 वर्ष पूर्व प्रधानमंत्री द्वारा घोषित की गई 1,25,000 करोड़ रुपये के पैकेज का हिस्सा हैं। उन्होंने कहा कि गंगा नदी पर पुलों की संख्या अब बढ़कर 17 हो जाएगी। उप मुख्यमंत्री ने कहा कि लोगों का जीवन सुलभ बनाने के लिए बुनियादी ढांचे को विकसित करने पर राज्य सरकार भी कार्य कर रही है। उन्होंने कहा कि केंद्र और राज्य सरकार के बीच समन्वय के संबंध में बिहार सबसे अच्छा उदाहरण है।

प्रधानमंत्री ने बिहार के बुनियादी ढांचागत विकास के लिए वर्ष 2015 में विशेष पैकेज की घोषणा की थी। इसके अंतर्गत 54,700 करोड़ रुपए की लागत से 75 परियोजनाओं पर काम होना था जिनमें से 13 परियोजनाएं पूर्ण हो चुकी हैं, 38 परियोजनाओं पर काम चल रहा है जबकि अन्य आवंटन या नीलामी की प्रक्रिया में हैं। इन परियोजनाओं के पूर्ण होने पर बिहार में सभी नदियों पर पुल होंगे और राज्य के बड़े राष्ट्रीय राजमार्ग के चौड़ीकरण की प्रक्रिया सम्पन्न हो जाएगी। प्रधानमंत्री के इस पैकेज के अंतर्गत गंगा नदी पर पुलों की संख्या 17 हो जाएगी जिनकी कुल क्षमता 62 लेन की होगी। इस तरह से एक औसत अनुमान के अनुसार राज्य में नदियों पर प्रति 25

किलोमीटर पर एक पुल होगा।

राजमार्ग से जुड़ी परियोजनाओं के अंतर्गत बख्तियारपुर-रजौली खंड पर राष्ट्रीय राजमार्ग 31 के 47.23 किलोमीटर लंबे खंड को चार लेन किया जाएगा, जिस पर 1149.55 करोड़ रुपए की लागत आएगी (पीकेजी-2), इसी खंड पर 50.89 किलोमीटर सड़क को चार लेन किए जाने पर 2650.76 करोड़ रुपए की लागत आने की संभावना है (पीकेजी-3), राष्ट्रीय राजमार्ग-30 के आरा-परारिया खंड पर 55 किलोमीटर के चार लेन के जाने की परियोजना पर ईपीसी मोड से 885.41 करोड़ रुपए की लागत आएगी, राष्ट्रीय राजमार्ग-30 पर परारिया-मोहनिया खंड पर ही 60.80 किलोमीटर सड़क

को चार लेन की जाने पर ईपीसी मोड से 855.93 करोड रुपए की लागत आएगी, नरेनपुर-पूर्णिया खंड पर राष्ट्रीय राजमार्ग 131ए, पर 49 किलोमीटर को चार लेन किए जाने पर एचएएम मोड से 2288 करोड़ रुपए की लागत आएगी, एनएच 131जी पर 39 किलोमीटर पटना रिंग रोड (कन्हौली-रामनगर) खंड को छह लेन किए जाने पर 913. 15 करोड़ रुपए की लागत आएगी, पटना में गंगा नदी पर महात्मा गांधी सेत् के समानांतर राष्ट्रीय राजमार्ग-19 पर 14.5 किलोमीटर चार लेन के पुल निर्माण पर 2926.42 करोड़ रुपये की लागत आएगी, कोसी नदी पर एनएच 106 पर 28.93 किलोमीटर लंबा चार लेन का नया पुल (2 लेन का पेव्ड शोल्डर भी होगी) ईपीसी मोड पर बनेगा, जिसमें 1478.40 करोड़ रुपये की लागत आएगी, और गंगा नदी पर राष्ट्रीय राजमार्ग 131बी पर विक्रमशिला सेतु के समानांतर 4.445 किलोमीटर लंबा 4 लेन का पुल बनेगा जिस पर 1110.23 करोड़ रुपये की लागत आएगी।

प्रधान

मंत्री ने बिहार के

बुनियादी ढांचागत

विकास के लिए वर्ष 2015 में

विशेष पैकेज की घोषणा की थी।

इसके अंतर्गत 54,700 करोड़ रुपए की

लागत से 75 परियोजनाओं पर काम

चुकी हैं, 38 परियोजनाओं पर काम चल

रहा है जबकि अन्य आवंटन या नीलामी

की प्रक्रिया में हैं। इन परियोजनाओं के

पूर्ण होने पर बिहार में सभी नदियों पर

पुल होंगे और राज्य के बड़े राष्ट्रीय

## एनएचएआई ने पिछले तीन वर्षों की इस अवधि की तुलना में वित्त वर्ष 20-21में सबसे अधिक लंबाई वाली सड़क परियोजनायें प्रदान कीं

नावेल कोरोनोवायरस महामारी के प्रकोप की चुनौतियों के बावजूद, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) ने पिछले तीन वर्षों में इसी अविध के दौरान दी गई पिरयोजनाओं की तुलना में वित्त वर्ष 2020-21 के दौरान अब तक सबसे अधिक पिरयोजनाएं प्रदान की हैं। एनएचएआई के अनुसार वित्त वर्ष 2019-20 में 676 किमी, वित्त वर्ष 2018-19 में 368 किमी और वित्त वर्ष 2017-18 में 504 किमी की तुलना में एनएचएआई ने अप्रैल से अगस्त 2020 के दौरान 744 किलोमीटर लंबाई की 26 पिरयोजनाएं प्रदान की हैं। इन 26 पिरयोजनाओं की पूंजीगत लागत 31,000 करोड़ रुपये से अधिक है, जिसमें निर्माण, भूमि अधिग्रहण और पूर्व-निर्माण की अन्य गतिविधियों की लागत शामिल है।

एनएचएआई ने चालू वित्त वर्ष के दौरान 4500 किलोमीटर के राजमार्ग को प्रदान करने का लक्ष्य रखा है और संभावना है कि यह सीमा भी पार कर ली जायेगी।

लॉकडाउन और मौजूदा स्थिति के बावजूद, एनएचएआई ने सेक्टर के बोलीदाताओं में विश्वास जगाने के लिए कई पहलें की हैं। तरलता की कमी को दूर करने और ठेकेदारों को नकदी प्रवाह सुनिश्चित करने के लिए, एनएचएआईने यह सुनिश्चित किया कि कार्यालय बंद होने के कारण भुगतान में विलम्ब नहीं हो और डिजिटल प्लेटफॉर्म का उपयोग करते हुए लॉकडाउन के दौरान मार्च 2020 में 10,000 करोड़ रुपये का भुगतान किया गया। चालू वित्त वर्ष की पहली तिमाही में, एनएचएआईने ठेकेदारों को 15,000 करोड़ रुपये का भुगतान किया। इसके अतिरिक्त, ठेकेदारों को मासिक भुगतान करने जैसे कदम भी उठाए गए थे। इस तरह के कामों ने बोलीदाताओं को प्रोत्साहित किया, उनकी भागीदारी बढ़ी और इसके परिणामस्वरूप सड़क क्षेत्र में गुणात्मक वृद्धि देखी गयी।

कार्य सौपने और राजमार्ग निर्माण का विस्तार करने के साथ, एनएचएआईको महामारी के वैश्विक प्रकोप के बावजूद इस वर्ष अच्छी शुरुआत मिली है। एनएचएआई राष्ट्रीय राजमार्ग अवसंरचना को तीव्र गति से विकसित करने के लिए प्रतिबद्ध है और राष्ट्रीय राजमार्गों पर सुरक्षित, सुचारू और निर्बाध यात्रा का अनुभव प्रदान करने के लिए कृतसंकल्प है।

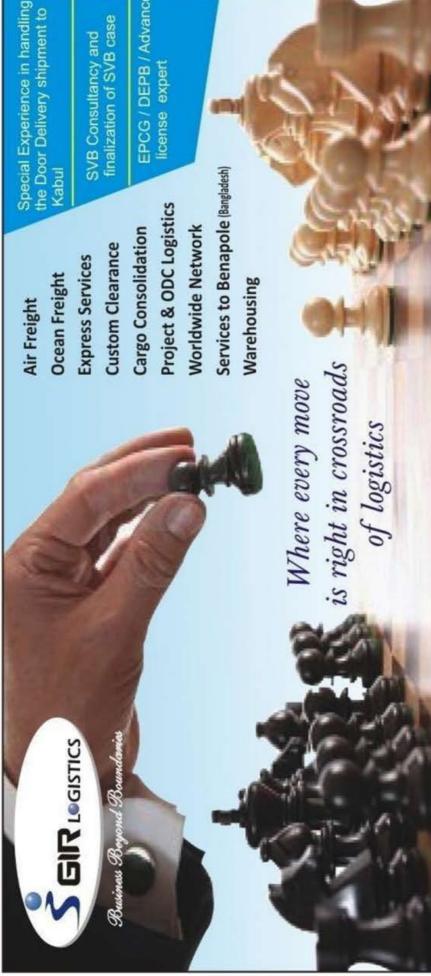
## एनएचआईडीसीएल ने विश्व की सबसे लंबी हाई-एल्टीट्यूड शिंकुन ला सुरंग पर शीघ्रता से डीपीआर कार्य प्रारंभ किया

सड़क, परिवहन और राजमार्ग मंत्रालय के तहत राष्ट्रीय राजमार्ग और अवसंरचना विकास निगम लिमिटेड (एनएचआईडीसीएल) ने विश्व की सबसे लंबी हाई-एल्टीट्यूड शिंकुन ला सुरंग (13.5 किमी) के विस्तृत परियोजना रिपोर्ट (डीपीआर) कार्य और केन्द्र शासित प्रदेश लद्दाख और हिमाचल प्रदेश के लाहौल-स्पीति जिले में इससे जुड़े उपमार्गों पर शीघ्रता से निर्माण करना प्रारंभ कर दिया है। इस सुरंग का निर्माण कार्य पूर्ण होने पर मनाली-कारगिल राजमार्ग पूरे वर्ष खुला रहेगा।

भारत सरकार केन्द्र शासित प्रदेश लद्दाख और हिमाचल प्रदेश के सीमावर्ती क्षेत्रों में बुनियादी ढ़ांचे के निर्माण को प्राथमिकता दे रही है। पूरे वर्ष सड़क संपर्क और इसकी उपलब्धता में सुधार के एक समग्र दृष्टिकोण के क्रम में, एनएचआईडीसीएल के प्रबंध निदेशक के के पाठक के नेतृत्व में विभाग के विरष्ठ अधिकारियों के एक दल ने लेह से उत्तर और पदुम होते हुए शिंकुन ला सुरंग के उत्तर और दक्षिण क्षेत्रों के लिए सड़क मार्ग से प्रतिदिन लगभग 12 घंटे की यात्रा करते हुए दो दिनों तक यात्रा की। लद्दाख क्षेत्र में अपनी 5 दिनों की इस यात्रा के दौरान, टीम ने शिंकुन ला सुरंग के उत्तर और दक्षिण मार्गों का दौरा किया और डीपीआर परामर्शकों द्वारा स्थल पर की जा रही भूकनीकी जाँच की विस्तृत समीक्षा की।

कार्यों के निरीक्षण के दौरान, पाठक ने इन क्षेत्रों में परियोजना के काम में तेजी लाने पर जोर दिया तािक सर्दियों के मौसम के प्रारंभ होने से पूर्व इस कार्य का 15 अक्टूबर 2020 तक समापन किया जा सके क्योंकि इस समयाविध के पश्चात इस क्षेत्र में भारी बर्फबारी होती है। स्थल पर मौजूद स्थानीय लोगों ने लद्दाख और लाहौल एवं स्पीति जिले के दूर-दराज और दुर्गम क्षेत्रों में संपर्क में सुधार लाने के लिए एनएचआईडीसीएल के प्रयासों की सराहना की।

X



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

Freight (in MT.)

S.	Airport	For	The Mor	nth	For The Pe	eriod April	To July
no.	z import	July	July	%		2019-20	%
uo		2020	2019	Change	2020-21	2017-20	Change
(4)	21 International	977	2012	Change	-		Change
-	1202		11110	1 100	021022		7227
1	Chennai	20337	31909	-36.3	53485	125225	-57.3
2	Kolkata	9182	14421	-36.3	22318	47585	-53.1
3	Ahmedabad	7501	9927	-24.4	11838	37602	-68.5
4	Goa	162	502	-67.7	317	1769	-82.1
5	Guwahati	911	1874	-51.4	2349	7263	-67.7
6	Lucknow	871	1403	-37.9	1707	5133	-66.7
7	Jaipur	879	1508	-41.7	1456	5393	-73.0
8	Trivandrum	1745	2971	-41.3	4603	9689	-52.5
)	Bhubaneswar Calicut	511	794	-35.6	954	3060	-69.1 -71.3
10	Varanasi	870 205	2713 309	-67.9 -33.7	2870 288	10004 1078	-73.3
12	Coimbatore	458	985	-53.5	851	4090	-79.2
13	Srinagar	599	1227	-51.2	645	4295	-85.0
4	Amritsar	69	201	-65.7	125	1118	-88.8
15	Mangalore	265	197	34.5	587	876	-33.0
6	Portblair	432	580	-25.5	1121	2148	-47.8
17	The state of the s	136	736		453	2655	
8	Trichy Imphal	222	708	-81.5 -68.6	450	2519	-82.9 -82.1
9	Vijayawada	227	208	9.1	528	865	-39.0
20	Tirupati	0	208		328	865	-39.0
21	Kushinagar	0	0		0	0	
ota	1 Lixusiiiiiagai	45582	73173	-37.7	106936	272367	-60.
numerous services	7 JV Internationa			-31.1	100730	272301	-00.
1 4		-					
22	Delhi (DIAL)	60246	84977	-29.1	145087	327423	
23	Mumbai (MIAL)		72273	-41.7	124937	290544	
24	Bangalore (BIAL)	25053	32581	-23.1	71408	126841	-43.7
25	Hyderabad (GHIAL)	9197	12241	-24.9	25231	49091	-48.0
26	Cochin(CIAL)	3942	6645	-40.7	12512	26433	-52.
27	Nagpur (MIPL)	251	1985	-87.4	304	3937	-92.3
28	Kannur (KIAL)	0	0	-	0	0	
ota		140831	210702	-33.2	379479	824269	-54.0
_	1 ST Govt./Pvt.			-33.2	319419	024209	-54.0
-						F 020	10
9	Shirdi	0	0	-	0	0	
ota		0	0		0	0	
D)	10 Custom Airpo						
0	Pune	1255	3048	-58.8	2458	11767	-79.
31	Patna	996	1068	-6.7	1978	4088	-51.0
32	Bagdogra	388	563	-31.1	821	2561	-67.9
	Indore	299	893	-66.5	594	3721	-84.0
34	Visakhapatnam	318	607	-47.6	926	2259	-59.0
35	Chandigarh	433	678	-36.1	863	3472	-75.
36	Surat	302	327	-7.6	1270	1548	-18.0
37	Madurai	90	222	-59.5	167	892	-81.3
88	Aurangabad	11	58	-81.0	15	269	-94.4
9	Gaya	0	0	20150	0	0	74.
ota		4092	7464	-45.2	9092	30577	-70.
	58 Domestic Air	norte	/404	-43.2	9092	30311	-70,,
_			3.50	22.0	200	1000	20.
10	Ranchi	438	359	22.0	728	1980	-63.2
11	Raipur	344	494	-30.4	674	1934	-65.
12	Agartala	120	443	-72.9	249	1666	-85.
13	Jammu	66	128	-48.4	113	507	-77.
14	Bhopal	72	84	-14.3	148	414	-64.
15	Dehradun	0	12	94	8	45	-82.2
16	Udaipur	0	1		0	2	60
17	Vadodara	51	236	-78.4	108	1157	-90.
18	Leh	105	139	-24.5	174	760	-77.
	Gorakhpur	0	0	-	0	0	,
19	1 11	0	0	-	0	1	
19 50	Jodhpur				100	216	-62.0
49 50 51	Dibrugarh	82	78	5.1	120	316	
19 50 51 52	Dibrugarh Hubli	82 45	9	5.1	45	39	15.4
19 50 51	Dibrugarh	82					

S. no.		For	The Mor	ith	For The Po	eriod April	To July
	Airport	July	July	%	2020-21	2019-20	10 3tily
		2020	2019	Change			Change
(E) :	58 Domestic Air	ports					
55	Prayagraj	0	0	-	0	0	
	Jabalpur	0	0	-	0	0	
57	Belgaum	0	.0	12	0	0	
	Tuticorin	0	5	(12)	0	23	
	Kanpur(chakeri)	0	18		0	49	
	Rajkot	0	1	1 2	0	8	
61	Jharsuguda	1	4	-75.0	1	7	-85.
62	Dimapur	29	22	31.8	47	103	-54
	Jaisalmer Juhu	0	30	62.2	0	0	-80.
	Guggal(kangra)	11	0	-63.3	23	119	-80.
66	Mysore	0	0	72	0	0	
	Jorhat	0	0		0	0	
	Gwalior	0	0	-	0	0	
	Kolhapur	0	0	: *	0	0	
	Kishangarh	0	0	1.50	0	0	
	Cuddapah	0	0	-	0	0	
72	Kandla	0	0	140	0	0	
	Porbandar	0	0	12	0	0	
74	Jamnagar	0	0	1 2	0	0	
	Pondicherry	0	0		0	0	
76	Adampur		- 10				
	(Jalandhar)	0	0	1.00	0	0	
	Bikaner	0	0		0	0	
78	Bhavnagar	0	0	5. <del>4</del> .5	0	0	
	Agatti	0	6		0	15	
	Khajuraho	0	0	1 19	0	0	
-	Salem	0	0	(4)	0	0	
	Bhuj	0	0	্ত	0	0	
	Barapani					ä	
84	(shillong) Pathankot	0	0		0	0	
	Diu	0	0		0	0	
interest	Bhuntar	0	0	-	0	0	
	Bhatinda	0	0	-	0	0	-
	Lakhimpur	- 0	- 0		- 0	- 0	
	(lilabari)	0	0		0	0	
	Agra	0	0	-	0	0	
90	Ludhiana	0	0		0	0	
-	Jalgaon	0	0	-	0	0	
-	Pathankot	0	0	-	0	0	
	Kalaburgi	0	0		0	0	
94	Shimla	0	0	12	0	0	
95	Hindon	0	0	(2)	0	0	
	Pakyong	0	0	97.0	0	0	
97	Tezpur	0	0	0.50	0	0	
E) 58	B Domestic Airports	1440	2136	-32.6	2568	9435	-72
_	11 St.Govt. / Pvt	Airports					
08	Lengpui(aizwal)	32	39	-17.9	65	135	-51
	Durgapur	0	0	-17.9	0.5	155	-31
	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	2	0	0	
06	Hisar	0	0	2	0	0	
	Pasighat	0	0		0	0	
	Bangalore(Hal)	0	0		0	0	
08			30	170	65	1.43	E 4
08 F) 11	St.Govt. / Pvt Airports	32	39	-17.9	65	142	-54
08 F) 11 (G)		32	0	-17.9	0	0	-54.

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

(\*) TENTATIVE

(IN '000 TONNES)

PORT         TRAFFIC         POLA, CALOR, LAJINIS         FORT   FORTING         Containing         Containing         Containing         Containing         Containing         TOTAL         ASTAN           KOLKATA         TREAPRILANUG; 2010         228         119          6.8 Steam         Contain         Total         AGALNSY           KOLKATA         TREAPRILANUG; 2010         328         23         124         6          65         119          66         119          66         119          67         87         4182         386         128         21         249         6          67         87         4182         386         128         21         48         486         489         189         189         389         189         189         189         6         6         189         69         189         189         189         69         189         189         189         189         189         69         189         189         48         49         48         49         48         49         189         48         49         48         49         48         49         48         49 <th>) IEMIAIIVE</th> <th></th> <th></th> <th></th> <th>200</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>(11)</th> <th>(IIV 000 IONNES)</th>	) IEMIAIIVE				200								(11)	(IIV 000 IONNES)
FERJOD         (Crude, Liquids)         Incl.         FIN.         RAM         Thermal         Coking         Tomage         TELIS         Misc.           LNG)         LNG         1.18	PORT	TRAFFIC	P.O.L.	Other	Iron Ore	Ferti	lizers	Cos	1	Contai	ners	Other	TOTAL	% VAR.
FAPRIL-AUG. 2010         65         118         -         -         652         3193         197         883         5030           FAPRIL-AUG. 2010         328         288         21         119         -         -         652         3193         197         488         75         209         1648         3768         1045         55         2787         1560         183         197         64         140         468         3768         1045         55         2787         1560         1883         5030         1890         6640         1346         75         2037         1590         1590         1580         1883         1660         174         197         184         995         6640         1346         75         2037         1590         1660         174         1936         955         4420         420         475         209         1648         376         167         448         4420		PERIOD	(Crude, Prod., LPG/ LNG)	Liquids	Incl. Pellets	E.	RAW	Thermal & Steam	Coking & & Others	Tonnage		Misc. Cargo		AGAINST 2019-20
FARRIL-AUG. 2010         328         118         -	KOLKATA			7-57-67-67-67-67-67-67-67-67-67-67-67-67-67		3			Š			0.00	100000	
FAPRIL-AUG; 2020         3569         1803         1971         464         140         468         3768         1757         7521	Kolkata Dock System	TRF APRIL-AUG. 2020	328	288		119	. 9	3C - 1	652	3193	2 100	883	5030	32 83
FAPRIL-AUG; 2019         35.9         2145         1516         64         118         995         6940         1346         75         2937         1950           FAPRIL-AUG; 2020         3634         1921         1977         183         140         468         4420         4238         252         3670         20651           FAPRIL-AUG; 2020         11716         621         11695         174         1936         9584         384         101         3         380         42751           FAPRIL-AUG; 2020         16026         728         828         186         199         352         364         101         3         380         45751           FAPRIL-AUG; 2020         6582         781         704         1939         355         2241         1843         3327         197         370         26942           FAPRIL-AUG; 2020         6582         781         704         1039         355         2241         1843         3327         197         370         26942           FAPRIL-AUG; 2020         3245         402         -         -         -         -         -         -         -         -         -         -         - <t< td=""><td></td><td>TRF APRIL-AUG. 2020</td><td>3569</td><td>1803</td><td>1977</td><td>49</td><td>140</td><td>468</td><td>3768</td><td>1045</td><td>55</td><td>2787</td><td>15621</td><td>COMP</td></t<>		TRF APRIL-AUG. 2020	3569	1803	1977	49	140	468	3768	1045	55	2787	15621	COMP
FAPRIL-AUG; 2020         3634         1921         1977         183         140         468         4420         4238         252         3670         20651           FAPRIL-AUG; 2020         3857         2433         1157         313         124         995         7817         5528         361         474         2008           FAPRIL-AUG; 2020         1716         62         11606         728         1419         11875         3240         70         3         2862         46663           FAPRIL-AUG; 2020         6582         781         7074         1039         355         2241         11843         3327         197         370         26942           FAPRIL-AUG; 2020         6582         781         7074         1039         355         2241         11843         3327         197         370         26942           FAPRIL-AUG; 2020         582         781         7074         1039         355         2241         1184         4420         26942           FAPRIL-AUG; 2020         3245         402         -         -         -         -         -         -         -         -         -         -         -         -         -	laldia Dock Complex	TRF APRIL-AUG. 2019	3529	2145	1516	64	118	995	6940	1346	75	2937	19590	-20.26
FAPRIL-AUG. 2019         3857         2433         1537         313         124         995         781         5528         361         477         27078           FAPRIL-AUG. 2019         16026         621         11696         174         1936         9584         3614         101         6         3309         4751           FAPRIL-AUG. 2019         16026         781         1074         1039         1159         3066         3735         3741         218         3264         2891           FAPRIL-AUG. 2019         7481         889         5766         890         159         3066         3735         3741         218         3264         2891           FAPRIL-AUG. 2019         7481         889         5766         890         159         3066         3735         3741         218         3664         2891           FAPRIL-AUG. 2019         7481         889         5766         890         159         3749         3741         218         3664         2891           FAPRIL-AUG. 2019         5834         402         -         -         8723         374         18         4476         1746           FAPRIL-AUG. 2019         5834	FOTAL: KOLKATA	TRF APRIL-AUG.' 2020	3634	1921	1977	183	140	468	4420	4238	252	3670	20651	
FAPRIL-AUG; 2010         11716         621         11696         174         1936         9584         3614         101         6         3309         42751           FAPRIL-AUG; 2010         16026         728         8428         208         1419         11875         5340         77         3506         46963           FAPRIL-AUG; 2020         6582         781         7074         1039         355         2241         1843         3327         197         3706         26942           FAPRIL-AUG; 2020         7712         88         576         890         102         3324         1186         61         1326         1340           FAPRIL-AUG; 2020         3245         402         -         -         5         -         -         497         1426           FAPRIL-AUG; 2020         3245         402         -         -         32         -         8223         374         1186         61         1326         1340           FAPRIL-AUG; 2020         3245         631         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -<		TRF APRIL-AUG.' 2019	3857	2433	1537	313	124	995	7817	5528	361	4474	27078	-23.74
FAPRIL-AUG; 2010         16026         728         8428         208         1419         11875         5340         77         3         2862         46963           FAPRIL-AUG; 2020         6582         781         7044         1039         355         2241         1843         3327         197         370         26942           FAPRIL-AUG; 2020         6582         781         7044         1039         355         2241         1843         3327         197         370         26942           FAPRIL-AUG; 2020         1712         889         576         89         159         102         35         68         910           FAPRIL-AUG; 2020         3245         402         -         73         67         -         -         8472         439         167         1426           FAPRIL-AUG; 2020         3245         402         -         73         67         -         -         8472         439         2167         1426           FAPRIL-AUG; 2020         3245         421         -         73         67         -         -         8472         439         2167         1426           FAPRIL-AUG; 2020         353         611	ARADIP	TRF APRIL-AUG. 2020	11716	621	11696	174	1936	9584	3614	101	9	3309	42751	
FAPRIL-AUG; 2020         6582         781         7074         1039         355         2241         1843         3327         197         3700         26942           FAPRIL-AUG; 2019         7481         889         5766         890         159         3066         3735         3741         218         3264         28991           FAPRIL-AUG; 2019         2113         65         -         -         -         -         401         173         67         -         -         -         439         179         379         26991         1899         189		TRF APRIL-AUG.' 2019	16026	728	8428	208	1419	11875	5340	77	3	2862	46963	-8.97
FAPRIL-AUG; 2019         7481         889         5766         890         159         3066         3735         3741         218         3264         2891           FAPRIL-AUG; 2020         1712         37         -         -         5469         190         1023         53         688         9119           FAPRIL-AUG; 2020         1712         37         -         -         5469         190         1023         53         688         9119           FAPRIL-AUG; 2020         3245         402         -         -         8223         374         1186         61         1324         1340           FAPRIL-AUG; 2020         196         421         -         -         410         155         2940         2590         5944         286         1074           FAPRIL-AUG; 2020         196         421         -         -         108         -         -         108         -         -         108         -         -         108         -         -         114         629         2521         2071         1446         144         145         1446         144         144         144         144         1446         144         144	<b>ISAKHAPATNAM</b>	TRF APRIL-AUG.' 2020	6582	781	7074	1039	355	2241	1843	3327	197	3700	26942	
FAPRIL-AUG: 2020         1712         37         -         -         5469         190         1023         53         688         9119           FAPRIL-AUG: 2019         2113         65         -         -         53         -         5469         190         1023         53         688         9119           FAPRIL-AUG: 2020         2345         402         -         73         67         -         -         8472         289         2016         1340           FAPRIL-AUG: 2020         196         421         -         420         257         -         -         12144         629         2221         407         1406         158         -         -         -         -         -         -         -         1412         1426         158         1514         1427         1406         158         1514         158         1514         158         154         158         154         14273         158         154         14273         158         154         14273         158         154         14273         158         154         14273         158         154         14273         158         154         14273         158         154		TRF APRIL-AUG.' 2019	7481	889	5766	890	159	3066	3735	3741	218	3264	28991	-7.07
FAPRIL-AUG. 2019         2113         65         -         53         -         8223         374         1186         61         1326         13340           FAPRIL-AUG. 2020         3245         402         -         73         67         -         -         8472         439         2167         14426           FAPRIL-AUG. 2020         3245         402         -         421         -         410         155         2940         2590         5944         286         1024         13680           FAPRIL-AUG. 2020         196         421         -         102         297         2872         2390         7694         286         1024         13680           FAPRIL-AUG. 2020         6116         239         -         102         2872         2890         5944         286         1043         1368         14473           FAPRIL-AUG. 2020         8870         -         22         42         -	AMARAJAR(ENNORE)	-	1712	37		(1)	. 1	5469	190	1023	53	889	9119	
FAPRIL-AUG: 2020         3245         402         -         73         67         -         8472         439         2167         14426           FAPRIL-AUG: 2019         5687         631         -         410         155         2940         2590         5944         286         1024         13680           FAPRIL-AUG: 2019         5897         6116         239         -         410         155         2940         2590         5944         286         1024         13680           FAPRIL-AUG: 2019         249         531         -         102         297         2872         2894         286         1024         13680           FAPRIL-AUG: 2019         3870         854         1997         267         47         1100         219         855         754         1423           FAPRIL-AUG: 2019         8870         884         1997         267         47         1100         219         854         14273           FAPRIL-AUG: 2019         8870         888         2019         182         58         110         858         1642         1428           FAPRIL-AUG: 2019         1341         579         184         363         184 <t< td=""><td></td><td>TRF APRIL-AUG.' 2019</td><td>2113</td><td>65</td><td></td><td>53</td><td></td><td>8223</td><td>374</td><td>1186</td><td>19</td><td>1326</td><td>13340</td><td>-31.64</td></t<>		TRF APRIL-AUG.' 2019	2113	65		53		8223	374	1186	19	1326	13340	-31.64
FAPRIL-AUG: 2019         5687         631         -         32         -         12144         629         2221         20715           FAPRIL-AUG: 2020         196         421         -         410         155         2940         2590         5944         286         1024         13680           FAPRIL-AUG: 2020         196         421         -         410         155         2940         2590         5944         286         1024         13680           FAPRIL-AUG: 2020         6116         239         -         -         102         297         2872         2390         7099         353         16043         15145           FAPRIL-AUG: 2020         8570         854         1997         267         47         1100         219         855         57         364         14273           FAPRIL-AUG: 2020         8570         858         2018         11         -         466         3258         174         110         174         410         870         671         471         174         478         478         478         478         478         478         478         478         478         478         478         478         478 <td>HENNAI</td> <td>TRF APRIL-AUG.' 2020</td> <td>3245</td> <td>402</td> <td>•</td> <td>73</td> <td>29</td> <td></td> <td>1.</td> <td>8472</td> <td>439</td> <td>2167</td> <td>14426</td> <td></td>	HENNAI	TRF APRIL-AUG.' 2020	3245	402	•	73	29		1.	8472	439	2167	14426	
F APRIL-AUG; 2020         196         421         -         410         155         2940         2590         5944         286         1024         13680           F APRIL-AUG; 2019         249         531         -         410         155         2940         2590         5944         286         1024         1368           F APRIL-AUG; 2019         6116         239         -         -         108         -         -         3085         222         495         1043           F APRIL-AUG; 2019         9870         198         -         -         108         -         -         3627         261         495         160         353         1608         1604         353         1608         1604         368         1608         17         -		TRF APRIL-AUG.' 2019	5687	631		1	32	Ŧ		12144	629	2221	20715	-30.36
F APRIL-AUG. 2019         249         531         -         102         297         2872         2390         7099         353         1605         15145           F APRIL-AUG. 2020         6116         239         -         -         108         -         -         3085         222         495         10043           F APRIL-AUG. 2020         8570         854         1997         267         47         1100         219         855         57         364         14273           F APRIL-AUG. 2019         8505         688         2019         182         58         2117         410         936         64         343         15058           F APRIL-AUG. 2019         278         116         669         17         -         466         3258         174         14         138         6428           F APRIL-AUG. 2019         231         245         245         245         1843         963         174         14         138         6428           F APRIL-AUG. 2019         15031         838         2814         147         54         1843         963         134         138         2168           F APRIL-AUG. 2019         1538         281<	O.CHIDAMBARANAR	TRF APRIL-AUG.' 2020	196	421	0	410	155	2940	2590	5944	286	1024	13680	
F APRIL-AUG. 2020         6116         239         -         108         -         -         3085         222         495         10043           F APRIL-AUG. 2019         9870         198         -         22         42         -         -         3627         261         495         1043           F APRIL-AUG. 2019         8570         854         1997         267         47         1100         219         855         57         364         14273           F APRIL-AUG. 2019         8305         688         2019         182         58         2117         410         936         64         343         15058           F APRIL-AUG. 2019         33         2018         11         -         466         3258         174         14         486         328         764         343         15058           F APRIL-AUG. 2019         15031         838         2452         203         37         970         601         61         6         1843         963         134         1483           F APRIL-AUG. 2020         1466         853         21         24         144         54         1843         2118         1843         2118         1843		TRF APRIL-AUG.' 2019	249	531	3	102	297	2872	2390	7099	353	1605	15145	-9.67
F APRIL-AUG; 2019         9870         198         -         22         42         -         -         3627         261         564         14223           F APRIL-AUG; 2020         8570         854         1997         267         47         1100         219         855         57         364         14273           F APRIL-AUG; 2019         8305         688         2019         182         58         2117         410         936         64         343         15058           F APRIL-AUG; 2019         278         116         669         17         -         466         3258         114         14         148         136         6428           F APRIL-AUG; 2019         278         116         -         -         659         174         14         148         148         664         14273           F APRIL-AUG; 2019         15031         838         2814         147         54         1843         963         154         147         2918           F APRIL-AUG; 2019         1658         167         7         -         -         -         -         25894         2172         417         29118           F APRIL-AUG; 2019	OCHIN	TRF APRIL-AUG.' 2020	9119	239	•	E	108	957	<u> </u>	3085	222	495	10043	
F APRIL-AUG. 2020         8570         854         1997         267         47         1100         219         855         57         364         14273           F APRIL-AUG. 2019         8305         688         2019         182         58         2117         410         936         64         343         15058           F APRIL-AUG. 2019         109         33         2018         11         -         466         3258         120         8         1639         7654           F APRIL-AUG. 2019         278         116         669         17         -         659         3129         174         14         14         188         6428           F APRIL-AUG. 2019         15031         838         2452         203         37         970         601         61         6         1843         20158           F APRIL-AUG. 2019         15031         838         2814         147         54         1843         963         1137         1184         77         1734         73         5696         113         2814         187         714         366         156         184         49268         187         24504           F APRIL-AUG. 2019		TRF APRIL-AUG.' 2019	9870	198		22	42	Œ	.1	3627	261	564	14323	-29.88
F APRIL-AUG. 2019         8305         688         2019         182         58         2117         410         936         64         343         15058           F APRIL-AUG. 2020         109         33         2018         11         -         466         3258         120         8         1639         7654           F APRIL-AUG. 2019         278         116         669         17         -         659         3129         174         14         1386         6428           F APRIL-AUG. 2019         15031         838         2452         203         37         970         601         61         6         1843         20158           F APRIL-AUG. 2019         15031         838         2814         147         54         1843         963         137         12         3154         24981           F APRIL-AUG. 2019         1638         1169         -         -         -         -         25894         117         4365           F APRIL-AUG. 2020         2260         3781         77         1734         73         5696         113         2284         1204         4104         4104         7147         570         2991         194	EW MANGALORE	TRF APRIL-AUG.' 2020	8570	854	1997	267	47	1100	219	855	57	364	14273	
F APRIL-AUG. 2020         109         33         2018         11         -         466         3258         120         8         1639         7654           F APRIL-AUG. 2019         278         116         669         17         -         659         3129         174         14         138         6428           F APRIL-AUG. 2019         15031         838         2814         147         54         1843         963         137         12         3154         24981           F APRIL-AUG. 2019         15031         838         2814         147         54         1843         963         137         12         3154         24981           F APRIL-AUG. 2020         1466         853         -         -         -         -         25894         117         29118           F APRIL-AUG. 2020         22660         3781         77         1734         73         5696         113         2814         185         6717         43665           F APRIL-AUG. 2019         2721         4094         41         7147         570         2918         7204         2153         24504         24504         24504         24504           F APRIL-AUG. 2019		TRF APRIL-AUG.' 2019	8305	889	2019	182	58	2117	410	936	64	343	15058	-5.21
FAPRIL-AUG. 2019         278         116         669         17         -         659         3129         174         14         1386         6428           FAPRIL-AUG. 2020         13412         579         2452         203         37         970         601         61         6         1843         20158           FAPRIL-AUG. 2019         15031         838         2814         147         54         1843         963         137         12         3154         24981           FAPRIL-AUG. 2019         1466         853         -         -         -         -         19228         1545         138         21685           FAPRIL-AUG. 2019         1638         1169         -         -         -         -         25894         117         4365           FAPRIL-AUG. 2019         2709         4251         277         2040         41         7147         570         2991         194         7204         51530           FAPRIL-AUG. 2019         774         1052         27291         4094         2216         38797         24728         63534         4322         2820         293670           FAPRIL-AUG. 2019         97544         12537	IORMUGAO	TRF APRIL-AUG.' 2020	109	33	2018	11	£:	466	3258	120	8	1639	7654	7 50 7
F APRIL-AUG. 2020         13412         579         2452         203         37         970         601         61         6         1843         20158           F APRIL-AUG. 2019         15031         838         2814         147         54         1843         963         137         12         3154         24981           F APRIL-AUG. 2019         1466         853         -         -         -         -         19228         1545         138         21685           F APRIL-AUG. 2019         1638         1169         -         -         -         -         25894         2172         417         29118           F APRIL-AUG. 2019         2709         4251         277         2040         41         7147         570         2991         194         7204         51530           F APRIL-AUG. 2019         2748         10522         27291         4094         2918         28934         16848         49268         3256         25754         245047           F APRIL-AUG. 2019         97544         12537         21510         3974         2226         38797         24728         63534         4342         28820         293670           18.58         <		TRF APRIL-AUG.' 2019	278	116	699	17	.0	629	3129	174	14	1386	6428	19.07
F APRIL-AUG. 2019         15031         838         2814         147         54         1843         963         137         12         3154         24981           F APRIL-AUG. 2020         1466         853         -         -         -         -         -         19228         1545         138         21685           F APRIL-AUG. 2020         22660         3781         77         1734         73         5696         113         2814         185         6717         43665           F APRIL-AUG. 2020         22660         3781         77         1734         73         5696         113         2814         185         6717         43665           F APRIL-AUG. 2020         27690         4251         277         2040         41         7147         570         2991         194         7204         51530           F APRIL-AUG. 2020         79418         10522         27291         4094         2918         28934         16848         49268         3256         245047           F APRIL-AUG. 2019         97544         12537         21510         3974         2226         38797         24728         63534         4342         28820         293670	IUMBAI	TRF APRIL-AUG.' 2020	13412	579	2452	203	37	970	109	19	9	1843	20158	
F APRIL-AUG. 2020         1466         853         -         -         -         -         -         19228         1545         138         21685           F APRIL-AUG. 2020         22660         3781         77         1734         73         5696         113         2814         185         6717         43665           F APRIL-AUG. 2020         27609         4251         277         2040         41         7147         570         2991         194         7204         51530           F APRIL-AUG. 2020         79418         10522         27291         4094         2918         28934         16848         49268         3256         25754         245047           F APRIL-AUG. 2019         97544         12537         21510         3974         2226         38797         24728         63534         4342         28820         293670           18.58		TRF APRIL-AUG.' 2019	15031	838	2814	147	54	1843	963	137	12	3154	24981	-19.31
F APRIL-AUG. 2019         1638         1169         -         -         -         -         -         25894         2172         417         29118           F APRIL-AUG. 2020         22660         3781         77         1734         73         5696         113         2814         185         6717         43665           F APRIL-AUG. 2019         27009         4251         277         2040         41         7147         570         2991         194         7204         51530           F APRIL-AUG. 2019         77418         10522         27291         4094         2918         28934         16848         49268         3256         25754         245047           F APRIL-AUG. 2019         97544         12537         21510         3974         2226         38797         24728         63534         4342         28820         293670           -18.58         -16.07         26.88         3.02         31.09         -25.42         -31.87         -22.45         -22.45         -31.87         -22.45         -16.56         -16.56	N.P.T.	TRF APRIL-AUG.' 2020	1466	853	1	τ	90	T.	T.	19228	1545	138	21685	
F APRIL-AUG. 2020         22660         3781         77         1734         73         5696         113         2814         185         6717         43665           F APRIL-AUG. 2019         27009         4251         277         2040         41         7147         570         2991         194         7204         51530           F APRIL-AUG. 2020         79418         10522         27291         4094         2918         28934         16848         49268         3256         25754         245047           F APRIL-AUG. 2019         97544         12537         21510         3974         2226         38797         24728         63534         4342         28820         293670           -18.58         -16.07         26.88         3.02         31.09         -25.42         -31.87         -22.45         -10.64         -16.56		TRF APRIL-AUG.' 2019	1638	1169		1	50)	200		25894	2172	417	29118	-25.53
FAPRIL-AUG. 2019         27009         4251         277         2040         41         7147         570         2991         194         7204         51530           FAPRIL-AUG. 2020         79418         10522         27291         4094         2918         28934         16848         49268         3256         25754         245047           FAPRIL-AUG. 2019         97544         12537         21510         3974         2226         38797         24728         63534         4342         28820         293670           -18.58         -16.07         26.88         3.02         31.09         -25.42         -31.87         -22.45         -10.64         -16.56	EENDAYAL	TRF APRIL-AUG.' 2020	22660	3781	77	1734	73	9699	113	2814	185	6717	43665	
F APRIL-AUG. 2020 79418 10522 27291 4094 2918 28934 16848 49268 3256 25754 245047   F APRIL-AUG. 2019 97544 12537 21510 3974 2226 38797 24728 63534 4342 28820 293670		TRF APRIL-AUG.' 2019	27009	4251	277	2040	41	7147	570	2991	194	7204	51530	-15.26
F APRIL-AUG. 2019 97544 12537 21510 3974 2226 38797 24728 63534 4342 28820 293670 2018.58 -16.07 26.88 3.02 31.09 -25.42 -31.87 -22.45 -25.01 -10.64 -16.56	LL PORTS	TRF APRIL-AUG.' 2020	79418	10522	27291	4004	2918	28934	16848	49268	60	25754	245047	
-18.58 -16.07 26.88 3.02 31.09 -25.42 -31.87 -22.45 -25.01 -10.64		TRF APRIL-AUG.' 2019	97544	12537	21510	3974	2226	38797	24728	63534	N. 7-27	28820	18.0	-16.56
	<ul> <li>Variation from previous y</li> </ul>	year	-18.58	-16.07	26.88	3.02	31.09	-25.42	-31.87	-22.45	-25.01	-10.64	-16.56	

Source: I.P.A.

#### **Tiger Tiger Burning Bright**



Mr. Swapnil Shah CEO & Founder-Freight Tiger

Swapnil Shah started his career on the shop floor of Kalyani Carpenter Special Steels in Pune and later progressed as a research engineer solving surface engineering problems at the Technical Center of Caterpillar Inc., in the US. At Caterpillar Logistics he led an effort to launch "Toyota Production System" to achieve operational excellence at clients such as GM, Nissan and Mercedes Benz, in the US and Mexico. He was a Lean 6 Sigma black belt at the Caterpillar 3PL business in USA.

Prior to founding Freight Tiger, he worked with Dana Holding Corporation, where he played a key role to achieve one of the most successful turnarounds in the US automotive industry. He also set up their commercial vehicle business in India.

He holds a BE and an MS in Metallurgical Engineering and an MBA from Harvard Business School.

Swapnil is deeply invested in seeing a paradigm shift in logistics that will improve our everyday lives as makers, movers and consumers.

#### Questionnaire

#### 1. How long have you been in operation?

We started operations in 2015, when technology was still scarcely used in logistics. After speaking to multiple stakeholders, we realised that the most critical challenge the industry faced was that of "visibility" and "tracking" of movement of goods. Surprisingly, this is

the main challenge even today. Being the first company to introduce visibility into logistics in India, in five years our FT Trace product has evolved from being a simple track and trace functionality, to one of the most comprehensive modules in the market, along with several other modules for end-to-end freight transactions.

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

We are a technology partner to the industry, providing a platform to both shippers and logistics / transport companies. Additionally, we provide control tower software and managed services for covering any exceptions / escalations. This is where we combine the offline with the digital.

We have a team of 250+ professionals across various functions including technology, engineering, product, sales, business operations, etc. Apart from our tech products, we have 70+ experts at our HQ and customer locations who help our customers on the ground 24/7 with any problems they may face.

Freight Tiger is headquartered in Mumbai, but also have operations in Delhi and Bengaluru. Our tech product and engineering teams are primarily based out of our Bengaluru office.

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

Technology is going to be the driver of growth and the key element that is going to transform the industry. An intelligent and neutral operating system for freight will allow for end-to-end streamlining, trust between stakeholders, and neverbefore-heard-of transparency. The efficiency gains alone can make a sizable dent in India's logistics spend as a % of GDP, which at 14% is one of the highest in the world. With Freight Tiger as a partner, they have guaranteed endto-end visibility of all their freight transactions. Currently, we're working on AI-based products backed by analytics and data, which will put Freight Tiger at the forefront of logistics technology in India.

#### 4. Who are your present clients?

We primarily serve road transport companies / logistics service providers and shippers. Presently, we have 200+ customers who use the Freight Tiger platform, such as Best Roadways, Prakash Parcel Services, DHL, Saint Gobain, JSW Steel, Sri Srinivasa Roadlines, Dalmia Cement, Patanjali, BLR Logistiks, Sugam, Bhoruka and many more.

#### 5. What are the special services offered by you?

We create the best in-class technology for our customers to grow and optimise their logistics operations, by reducing waste and building efficiency. Some of the products we have built recently, include:

- FT Trace Gives 100% visibility to all freight transactions and trips.
- Control Tower Gives a cockpit view of the entire journey management, configured alerts, and real-time ETAs.
- Managed Services / Customer Support - To cover exceptions / escalations easily and to make better decisions.
- EPOD For faster payments to transport companies. PODs can be submitted easily via App / IVR / OTP /
- FT Insight Insights into your business to help reduce cost and improve customer service.
- FT Boost Easy financing for transport companies at every step of their logistics process, at the best rates.
- WhatsApp Chatbot Enables faster and easier communication - not just with us but also with your customers.
- E-Freight Bills For hassle-free freight payment reconciliation and automated invoice generation.

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

Overall, I believe that the coming year will see the beginning of the transformation of our logistics industry. With the adoption of technology and digitisation we will build trust and collaboration amongst all stakeholders. It will become feasible to enable access to working capital for better risk management. All in all, in the coming year we all need to work together and support each other to build a better ecosystem for the entire industry.

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

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