Monthly Magazine of All India Transporters Welfare Association

Parivahan Pragati

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



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Foundation stone of country's first multi-modal logistic park in Assam laid

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India Is Bettering Its Ranking In Ease of Doing Business

t the outset let me wish all the Parivahan Pragati readers, members of All India Transporters' Welfare Association (AITWA) a very happy

Deepawali and hope the festival of light bestows prosperity, success, peace of mind, health to each one of you.

This issue of Parivahan Pragati will encompass various topics but the core focus of the magazine will be on 'ease of doing business' as we have decided to cover the topic as the main theme of this issue.

Ease of doing business is a method which makes 'doing business' hassle-free or smooth. Besides, international protocol and inter-nation relationship 'ease of doing business' is directly proportional to how one prefers to do business.

The project 'Do Business' was launched in 2002 with a purpose to look at domestic small and medium-sized



companies and measures the regulations applying to them through their life cycle. It uncovers what about several important dimensions of the regulatory environment which helps a local firm to establish itself as a business entity. Be it right from dealing with construction permits to getting electricity, registering property to getting credit, protecting minority investors from paying taxes, trading across borders to enforcing contracts and resolving insolvency.

A newly founded company also has to

measure features of employing workers. Though it is not in the list of rankings of economies on the employing workers indicators or include the topic in the aggregate ease of doing business score or ranking on the ease of doing business, it does present the data for these indicators.

Today India is ranked 63rd among 190 economies in the ease of doing business. This means India has moved 14 places to be 63rd among 190 nations in the World Bank's ease of doing business ranking released in 2019 on the back of multiple economic reforms by the Narendra Modi government. However, it failed to achieve the government's target of being at 50th place. It is worth mentioning that the country was 77th among 190 countries in the previous ranking last year, an improvement by 23 places. The report assesses improvement in ease of doing business environment in Delhi and Mumbai.

India's impressive progression in the

'ease of doing business' rankings over the past few years is a tremendous achievement, especially for an economy that is as large and complex as India's. Special focus is given by the top leadership of the country, and the persistent efforts made to drive the business reforms agenda, not only at the central level but also at the state level, helped India make significant improvements.

But this is not the time to beat the chest or feel excited. While

there has been substantial progress, India still lags in many zones. For instance, in the area of enforcing contracts, India is ranked 163rd and in registering property 154th. Further, it takes 58 days and costs on average 7.8% of a property's value to register it, longer and at a greater cost than among OECD high-income economies. And it takes 1,445 days for a company to resolve a commercial dispute through a local first-instance court, almost three times the average time in OECD high-income



Ashok Gupta

economies.

The limitation does not end here. Many areas desire a great deal of attention. The road transport sector is one such area which needs special support. The transport sector very much deserves it for many reasons. Being one of the pillars of the Indian economy and the second highest job-creating sector, the role of goods carrier transports is pivotal. An environment of 'ease of doing business' will not only enhance the business growth of the sector but also India's economy as a whole will get a boost.

However, going by current status, the goods carrier sector is at an all-time low. It is in so deep crisis that transport owners are considering the business as a non-vital occupation. Issues such as rising of fuel price, scarcity of drivers, uneasy documentation to excess, burden of Goods and Services Tax (GST), nonrelief from E-way bill, different regulation for different state and highway robbery are always haunting the truck owners. It is not that these issues have no solutions, there are. With the intervention of the government and its desperate willingness to resolve them, these problems can easily vanish and transporters can really experience an environment where 'ease of doing business' is not a dream but a reality.

Hope 'ease of doing business' becomes a reality soon and everyone has something to cheer about.





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A few Steps That Can Boost 'Ease of Doing Business'

ase of doing business! When these words pass through our brains what do we think about it? Isn't it the steps to do business easily? In this context, a perceptible improvement to India's ranking in the World Bank's 'ease of doing business' (EODB) index is welcome news. It covers 12 areas of business regulation. 10 of these areas, starting from setting a business to getting credit, protecting minority investors to paying taxes are included in the ease of doing business score and ease of doing business ranking.

India has significantly moved to 63rd position amongst 190 countries, a jump of 14 places from the previous year. But despite the World Bank report's rosy picture, reality speaks otherwise and points to an all-pervasive gloom about the prospects of the Indian economy and for businesses. India's GDP, exports, production and investments in critical sectors, credit availability, employment opportunities and consumer demand is shrinking.

Also, India is a vast country and doing business in India is an extremely troublesome endeavor as our diverse and complicated corporate landscape is a daunting a task without the right help on board. To unlock the vast economic potential of the country, the following few points are crucial to set up a new business.

Starting a Business - The cost of starting a business in India is astronomical, and the procedures involved can be daunting without local knowledge. So, setting up a business in the transport sector is not that easy as we may think of as one has

to complete 12 procedures to start of a business. It takes almost couple of months to complete the tasks on an average.

Getting Credit - India performs the best of all South Asian economies for ease of getting credit, ranking 23rd in the world according to the World Bank and International Finance Corporation. This report was published when a "unified collateral the registry, which is centralized geographically, became operational in India strengthening access to credit and the secured transaction regime".

Paying Taxes – To operate a business in India one has to make multiple tax payments or returns within a year. The headline corporation tax rate stands at 30%, but companies can also incur charges in the form of a central sales tax, dividend tax, property tax, fuel tax, vehicle tax, VAT and excise duty.

Trading Across Borders - Despite India opening its borders to international trade, there are still several hurdles to overcome when importing and exporting goods. Several layers of bureaucracy make it very challenging to move goods efficiently, and companies must file a long list of documents before moving goods across borders.

Resolving Insolvency - It takes 3 to 4 years to resolve insolvency in India, far longer than the South Asian and OECD average. The laborious court system can often slow business relations.

Culture - India is a cultural hotbed, and business is more about building relations than presenting figures and sums. The polychronic culture can be difficult to adapt to for the outsiders, and due diligence into the destination



Mahendra Arya National President, AITWA

is important before travelling.

The hindrances of ease of doing business do not end here. Sectors like 'Road Transport' needs greater attention to do well. This is very much crucial for the nation's economic development as the sector has been one of the pillars of the Indian economy and the second highest job-creating sector. 'Ease of doing businesses' will further boost the sector and help the sector explores the economic potential of India as a whole.

Currently, the goods carrier sector is at the deepest crisis that transport owners are struggling to pay EMIs and salaries of their employees. Over the years and especially the post-COVID pandemic the industry has become non-vital. Engulfed with issues such as rising of fuel price, scarcity of drivers, uneasy documentation to excess, the burden of Goods and Services Tax (GST), non-relief from E-way bill, different regulation for different state and highway robbery are always haunting the truck owners.

Here are a few regulatory challenges that logistics sector faces and whose proper implementation could help the sector to excel.

Playground creation for the logistics ecosystem - With the advancement of technology, we have seen several sectors such as mobility and ecommerce bring about developments in expanding their ecosystem. This development is achieved through the introduction of facilitators that create platforms to optimise the logistics process. The logistics sector is yet to catch up with its counterparts on that front.

Regulations need not explicitly envisage all new types of businesses and ecosystem players that will emerge as logistics enter the next Scurve. Still, regulators and policymakers should take help of the stakeholders to create appropriately flexible operating environments for innovation to flourish, post which, specific regulations and controls can be gradually brought in.

To enable end-to-end digital integration of logistics - The emergence of new-age technologies like artificial intelligence, machine learning, internet of things etc. has the potential to disrupt the conventional working in the logistics sector and enhance productivity and operational efficiency across the entire supply chain. Apart from playing an enabling role the government can actively play a role in addressing several pain points for various stakeholders and creating a conducive regulatory environment for technology-driven logistics services.

Consent the process to get a location for the duration of the trip - Most vehicles in India do not have GPSs and this limits the visibility of vehicle/cargo in transit. The cell triangulation requires location consent processes which add friction in the process - enabling a straightforward the process to gain vehicle location access through cell triangulation, either with easier consent process or no consent for the duration of the intransit, the movement will improve visibility.

Enable real-time verification of vehicles and vehicles details - For booking and insurance purposes, enabling real-time verification of vehicle details compliance, and ownership with verifies access through API will be cost-effective. Today the cost of Vahan API is very high for the transport sector, so it should be at par with other sectors like Nonbanking Finance companies.

Clarity on goods transport agency (GTA) under tax laws - The goods and services tax (GST) the law in India requires better clarity on the scope and ambit of a goods transport agency which is to be streamlined with the judicial precedents in this regard and unnecessary compliance should be avoided/abolished.

Clear recognition of the distinction between P2P and P2A models -The distinction is required because of the concessional rate applicable to logistics service providers (vessel and GTA). A P2P service provider will pay tax as a transporter (at 5%) whereas an agent will pay tax only on its service charges at 18%. There are multiple litigations around this aspect.

Enabling registrations of facilities on the e-way bill portal — The authorities should enable registration of 'facilitators' or the like on the e-way bill portal who can undertake the process of coordination of logistics, e-way bill generation etc. without being the actual transporters. This will make it operationally easier for companies to comply and is favorable for the end-to-end integration of the logistics sector.

Reducing onerous compliances on transporters - The transporters are required to comply with onerous requirements; the failure of which incur penalties, e.g. maintenance of records, producing details upon inquiry etc. This requirement becomes burdensome for small-time transporters to comply with, infect the information can be captured through the e-way bill portal.

Preventing in-transit confiscations or levies - The vehicles of transporters should not be confiscated or be asked to pay taxes/penalties during transit; this leads to corruption and tax evasion. Alternatively, a System of post facto notice and demand should be put in place (considering that all taxpayers and transporters are registered either on the GSTIN or the e-way bill portal). In case of violation of regulations of regional transport offices, it can be tracked through

cameras, and penalties can be collected later and even if the need to check in transit even than the penalties should be deposited online. This will help maintain seamless movement also.

Reconsideration of forward charge mechanism (FCM) – Small transporters have been opting for RCM, whereas, some transporters have been preferring Forward Charge Mechanism (FCM). Since one has to make 5% GST under RCM without ITC instead of 12% under FCM with ITC, which crating a confusion/problem to the transporters under the new tax system, there should be a mechanism to solve this confusion.

Reliance on analytical reports - Eway bill portal offers analytical reports. This can enhance efficiencies and bridge the demand-supply to benefit the logistics sector.

Enhanced credit cost for ports end warehouses - GST on setting up of ports/warehouses becomes a cost despite the construction services being directly used for providing taxable output service. It enhances the tax cost substantially in the supply chain. GST credit should be allowed although it can be spread over five years (in-line with provisions for capital goods).

Establishing a ministry governing logistics to streamline processes – The logistics sector was not governed by one particular regulatory authority until months back. But the appointment of a special secretary for logistics has helped the sector immensely. Further, the special body is focusing on other various aspects such as infrastructure, apps for facilitation and planning of logistics sector also. This will surely boost the sector.

Is there anything called impossible? Nothing. So, these issues too have solutions. A visionary government and their willingness to resolve these issues can really help the logistics sector/goods transport sector to do business at ease.

Ease of Doing Business Report: 'All-is-not-well'

he World Bank report entitled "Doing Business 2020: Comparing Business Regulation in 190 Economies" suggested that India had jumped 14 places (from 77th rank in 2018) to take the 63rd rank in 2019 in the World Bank's ease of doing business ranking among 190 countries.

Amid a gloomy economic environment, India's upward march in the list is heartening to read. The improvement that the country has managed in its relative position over just a four-year span from 130th place in 2016 is indeed a commendable job done.

However 'all-is-not-well' like the Ease of Doing Business (EODB) rankings suggest. The World Bank report has created a rosy picture but is the reality the same? Most economists think no and points to an all-pervasive gloom about the prospects of the Indian economy and for businesses. With the mark of deterioration in business, India's GDP, exports, production and investments in critical sectors, credit availability, employment opportunities and consumer demand is shrinking.

However, the government has got an opportunity to ponder its chest. Right from the prime minister down to the finance minister is quick to latch on to this straw and proclaim to the world and Indians as to how "well" the Indian economy is doing. They further go on to claim that India is on course to realise the dream of a \$5 trillion economy by 2024.

On the contrary, rating agencies such as Fitch have cut down the growth forecast for India to 4.6% in the financial year 2019-2020 as against 4.9% by Moody's and 5.1 % by the Asian Development Bank. If one considers the fact that the methodology to compute GDP was changed by the Modi government, India's actual annual GDP growth rates may even be below 4%.

Further, if readers go through the methodology for ranking the 'Ease of Doing Business' countries, one will be aware of its severe limitations. This can easily be established by drawing inferences about the state of the business environment in different countries. Moreover, the report does not seem to cover micro, small and medium

enterprises (MSME) which contributes 45% of total industrial employment, 50% of total exports and covers 95% of all industrial units in the country. It also ignores the informal sector.

Interestingly, the World Bank survey does not include owners of businesses who are best placed to report on the ease of doing business. Information about how these respondents were selected is also missing from the report.

But the people of Indian know about the wide gap between regulations and its actual implementation. Although India has shown an improvement in four indicators - starting a business, dealing with construction permits, trading across borders and solving insolvency, for six other indicators - getting electricity, credit, registering property, protecting minority investors, paying taxes and enforcing contracts, there is no improvement.

Besides, the government really has to work hard on the unorganized sectors like goods transport and hawkers. With each passing day, the goods transport sector has emerged as one of the main catalysts of the Indian economy. The sector carries the burden of around 60 per cent freight on road to reach every nook and corner of the nation. From plains to hilly and muddy, they cover all the regions of the nation and on the process build the country's economy.

For this sector EODB is nothing but resolving their day to day challenges. They believe once this will be sorted doing business will be much easier.

Digitalisation – Importance must be given to the new-age technologies like artificial intelligence, machine learning, internet of things etc. These technologies can disrupt the conventional working of the logistics sector and enhance productivity and operational efficiency across the entire supply chain.

GPS system – All the operating vehicles must comply with the GPS system. This will offer visibility of vehicles/cargoes in transit.

Real-time details - For booking and insurance purposes, enabling real-time verification of vehicle details compliance, and ownership with verifies access through API will be cost-effective.

Tax laws for GTA - The goods and



K.K. Bansal Sr. Vice President (EZ) - AITWA

services tax (GST) the law in India requires better clarity on the scope and ambit of a goods transport agency which is to be streamlined with the judicial precedents in this regard.

E-way bill portal — The authorities should enable registration of 'facilitators' or the like on the e-way bill portal who can undertake the process of coordination of logistics, e-way bill generation etc. without being the actual transporters. This will make it operationally easier.

In-transit confiscations or levies - The vehicles should not be confiscated or be asked to pay taxes/penalties during transit; this leads to corruption and tax evasion. Considering that all taxpayers and transporters are registered either on the GSTIN or the e-way bill portal an alternate idea should be thought of.

Reconsideration of RCM - Large transporters prefer Forward Charge Mechanism (FCM) and avail GST@12%. Small transporters who generally opt for Reverse Charge Mechanism (RCM) should opt for FCM to avail GST@12%.

Reliance on analytical reports - E-way bill portal offers analytical reports. This can enhance efficiencies and bridge the demand-supply to benefit the logistics sector.

Regulatory authority for logistics Currently, the logistics sector is not
governed by one particular regulatory
authority, having a single nodal
commission or ministry governing the
logistics sector can help in streamlining
and integrating the regulatory processes.
Big and small issues create an
environment where doing business
becomes tough, non-viable. If the
government can at least take care of the

mentioned problems goods transport

sector the business will have a conducive

->

environment.







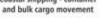


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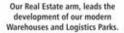


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KEY FACTS

Group Turnover



\$600 Mn. (in 2017-18)

Employee Strength



6000+

Vehicles/day Managed on Road



12000

Cargo Ships



6

Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



1400+

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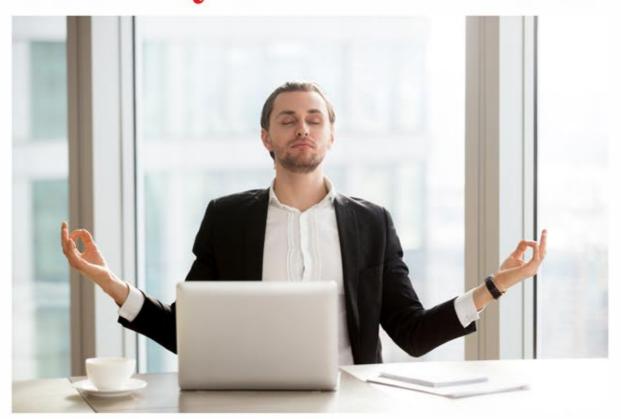








Ease Of Doing Business – Journey Still Far Ahead



n the latest release of World Bank's 'Ease of doing business (EODB)' ranking India is ranked 63rd among 190 economies. This means India has moved 14 places to be 63rd among 190 nations. Thanks to the multiple economic reforms carried out by the Narendra Modi led government.

Before opening up let's understand what 'Ease of Doing Business is'. In laymen's perspective, it's a method which makes doing the business hassle-free process. But as per international protocol and internation relationship, EODB is directly proportional to how one prefers to do business.

It was in the year 2002 when the project 'Do Business' was launched with to look at domestic small and medium-sized companies and measures the regulations applying to them through their life cycle. It includes several crucial dimensions of the regulatory environment that helps a local firm to establish itself as a business entity. Right from getting credit to protecting minority investors from paying taxes, trading across borders to enforcing contracts and resolving insolvency.

Even though, the World Bank's newest EODB rankings have created a rosy picture but not everything is well with the methodology. The mark of deterioration in business, India's GDP, exports, production and investments in critical sectors, credit availability, employment opportunities and

shrinking consumer demand is there to see for all. Then how can India improve its EODB ranking?

Can we really trust the World Bank's ranking when leading rating agencies such as Fitch have cut down the growth forecast for India to 4.6% in the financial year 2019-2020 as against 4.9% by Moody's and 5.1% by the Asian Development Bank. Further, if a follower considers the fact that the methodology to compute GDP was changed by the Modi government, India's actual annual GDP growth rates may even be going down to below 4%.

There is no doubt that the methodology used for ranking the EODB countries had severe limitations. This can easily be





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established by drawing inferences about the state of the business environment in different countries. The report did not cover micro, small and medium enterprises (MSME) which contributes 45% of total industrial employment, 50% of total exports and covers 95% of all industrial units in the country. Also, it

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has ignored the informal sector. Surprisingly owners of businesses who are best placed to report on EODB are overlooked for the survey. Even information about how these respondents were selected was also missing from the report.

India is a vast country and people are aware that doing business here is an extremely troublesome endeavour. Although the country has shown an improvement in four indicators - starting a business, dealing with permits, trading across borders and solving insolvency, for six other indicators such as getting credit, protecting minority investors, paying taxes and enforcing contracts are yet to show the sign of improvement.

Starting a Business - Setting businesses aren't easy in India and the

Corporation. The report was published in 2013 when a "unified collateral the registry, which is centralised geographically, became operational in India strengthening access to credit and the secured transaction regime".

Protecting Investors – Of late the concept 'investor protection' has gathered a lot of attention and new bodies such as the Securities and Exchange Board of India (SEBI) have



cost involved is too high. Also, one has to go through procedures which are hard to pass by without local knowledge. There are 12 procedures to complete in the initial set up of a business costing 49.8% of income per capita. It takes almost a month (27 days) to complete the tasks on average, which is well above the Organisation for Economic Cooperation and Development (OECD) average of 12 days.

Getting Credit - India performs the best of all South Asian economies for ease of getting credit, ranking 23rd in the world according to the World Bank and International Finance been set up to give it a definition. effect. Additionally, enforcing contracts will also be an area that must be looked as India ranks as one of the worst countries in the world for the ability to enforce a contract, taking an average of 1,420 days.

Paying Taxes – Businesses houses need to make 33 tax payments a year, taking 243 hours' worth of attention. The headline corporation tax rate stands at 30%, but companies can also incur charges in the form of a central sales tax, dividend tax, property tax, fuel tax, vehicle tax, VAT and excise duty.

Cross Border Trading - Even after

"We May Encounter Many Defeats But We Must Not Be Defeated." - Maya Angelou

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making international trade agreements Indian business houses have to overcome several hurdles to supply or bring goods. Multi-layer bureaucracy meeting/documentation makes it very challenging to export or import goods.

Resolving Insolvency - It takes 4.3 years to resolve insolvency in India, far longer than the South Asian and OECD average. The laborious court system can often slow business relations.

Culture - Deeply rooted in its culture, Indian business houses believe more in building relations than presenting figures and sums. The polychromic culture can be difficult to adapt to for outsiders, and due diligence into the destination is important before travelling.

These are a few aspects that the government will really have to plan to overcome, at least for unorganized sectors like goods transport. The government cannot ignore these for a sector that carries the burden of around 60 per cent freight on road, building the Indian economy each day. It reaches to every nook and corner of the nation, from plains to hilly to muddy, serving every citizen directly or indirectly.

For a sector like goods transport, EODB is all about eliminating their day to day challenges such as rising of fuel price, scarcity of drivers, uneasy documentation to excess, the burden of Goods and Services Tax (GST), non-relief from E-way bill, different regulation for different state and highway robbery. Additionally, helping them explore the true economic potential of India. Proper implementation of a few regulatory challenges that logistics/transport sector faces can boost the sector to excel.

Logistics ecosystem - With the advancement of technology several sectors have brought developments while expanding their ecosystem. This development is achieved through the introduction of facilitators that create platforms to optimise the logistics

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process. The logistics sector is yet to catch up with its counterparts on that front.

Digital integration of logistics New-age technologies like artificial
intelligence, machine learning,
internet of things etc. have the
potential to disrupt the conventional
working of the logistics sector and
enhance productivity and operational
efficiency across the entire supply
chain. Apart from playing an enabling
role the government can actively play
a role in addressing several pain points
for various stakeholders and creating a
conducive regulatory environment for

technology-driven logistics services.

Duration of the trip — Generally, most vehicles in India do not have a GPS system and this limits the visibility of vehicle/cargo in transit. The cell triangulation requires location consent processes which add friction in the process - enabling a straightforward process to gain vehicle location access through cell triangulation, either with easier consent process or no consent for the duration of the in-transit movement will improve visibility.

Real-time vehicles details - Knowing the real-time of vehicle verification and details are crucial for booking and insurance purposes. If these details are accessed through API it will be a cost-effective affair. Today the cost of vahaan API is very high, so instead of issuing an annual license, exploring a percentage fee could be beneficial.

Tax laws on GTA - The goods and services tax (GST) law in India requires better clarity on the scope and ambit of a Goods Transport Agency which is to be streamlined with the judicial precedents in this regard.

P2P and P2A models - A P2P service provider pays tax as a transporter (at 5%) whereas an agent pays tax only on its service charges at 18%. Therefore, the distinction is required. There are multiple litigations around this aspect.

E-way bill portal – The government should enable registration of 'facilitators' or the like on the e-way bill portal who can undertake the process of coordination of logistics, e-way bill generation etc. without being the actual transporters. This will make companies operate easily.

Compliances on transporters - The transporters are required to comply with onerous requirements; the failure of which entails levy of penalties, e.g. maintenance of records, producing details upon inquiry etc. If this



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information can be captured from the e-way bill portal a lot of trouble will be taken care of.

In-transit confiscations - When vehicles are confiscated or asked to

When vehicles are confiscated or asked to pay taxes/penalties during transit chances of corruption and tax evasion increase. Alternatively, a system of post facto notice and demand should be put in place (considering that all taxpayers and transporters are registered either on the GSTIN or the e-way bill portal). In case of violation of regulations of regional transport offices, it can be tracked through cameras, and penalties can be collected later

pay taxes/penalties during transit chances of corruption and tax evasion increase. Alternatively, a system of



post facto notice and demand should be put in place (considering that all taxpayers and transporters are registered either on the GSTIN or the e-way bill portal). In case of violation of regulations of regional transport offices, it can be tracked through cameras, and penalties can be collected later.

Reconsideration of RCM – All transporters should opt for FCM and avail GST@12%. Currently, large transporters prefer Forward Charge Mechanism (FCM) whereas small transporters opt for RCM.

Analytical reports—E-way bill portal offers analytical reports. This can enhance efficiencies and bridge the demand-supply to benefit the logistics sector.

Credit fungibility for warehouses -GST on setting up of ports/warehouses becomes a cost despite the construction services being directly used for providing taxable output service. It enhances the tax cost substantially in the supply chain. GST credit should be allowed although it can be spread over five years (in-line with provisions for capital goods).

Establishing a governing body – This is unfortunate that the logistics sector is not governed by one particular regulatory authority. A single nodal commission or ministry governing the logistics sector can help in streamlining and integrating the regulatory processes involved in the logistics sector.

The goods transport sector has been appealing to the government for EODB and making it an organized sector to further enhance the Indian economy. A visionary government will surely show its willingness to resolve the challenges that a sector faces extracting maximum benefit. And, when it is one of the main pillars of the economy and second-largest job-creating sector at that.

contd...

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On behalf of the sector All India Transporters' Welfare Association (AITWA) has been writing to the authorities for solutions to the challenges. Following is an example of it:



November 11, 2020

The Special Secretary Goods & Service Tax Council 5th Floor, Jeevan Bharti Building II Connaught Place, Janpath New Delhi

Respected Sir

Sub: NIL Returns for Registered Transporters having RCM supplies Ref: Our letter dated 27th February 2020 & email dated 6th October 2020

We would like to draw your attention to our above letter and discussion on this subject. We are reiterating the issue for your necessary consideration.

As our members are mainly Goods Transport Agencies (GTAs) who are exempted for registration under GST if their entire supply attracts RCM (refer Notification No 5/2017). But many of our members have to register under GST due to circumstances such as rental income from commercial premises, availing of services of lawyer which attracts RCM or due to compliance requirement of their customer. These other outward supplies are below 5-7% of the entire business.

As per the existing GSTR 1, they are also expected to report their outward supplies attracting RCM in GSTR 1 in Table 4B, which attracts alot of activity and compliance cost. There is no ITC available to the GTAs who are providing services under RCM. The liability of this GST is on the service receiver. It must also be noted that the service receiver would be receiving services from both GST registered GTAs (as above) and unregistered GTAs who are exempted, thus they have to report their inward supplies attracting RCM in any case.

Since the last 2 years there is no clarity on the above issue and some transporters are filing NIL returns for outward supplies attracting RCM and some are showing complete sales. In the annual report, under table 5C of GSTR 9, there is a provision to mention total outward supplies attracting RCM, which should be made mandatory for reporting of outward RCM supplies and the monthly/quarterly reporting can be accepted as NIL. This will give huge relief to transporters and many who are not getting registered due to the compliance, process & cost will also be keen to register.

We would also like to add that the new return system – ANX 1 also mentions that inward supplies attracting reverse charge will be reported <u>only</u> by the recipient, thus the suppliers of such services which are on RCM need not report the same in ANX 1. We thus request to kindly issue necessary clarifications for RCM suppliers and reduce their compliance burden. Also since ANX 1 is presently not yet notified we urge some relief in GSTR 1.

Thanking you on behalf of lacs of truckers & GTAs, For All India Transporters Welfare Association

Mahendra Arya National President

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



Ease of doing business – still a work in progress

he Ease of doing business (EODB) report has been issued annually, by the World Bank since 2003. However, it has caught the attention of the general public in India, only after Mr. Modi first became the Prime Minister in 2014. His constant reference to specific steps to improve India's ranking in EODB brought this to the fore. Prior to this, India's ranking lagged considerably behind. Starting from # 139 the ranking has improved, in less than a decade, to # 63 in 2019 (refer chart further below).

The EODB index was created jointly by Simeon Djankov and Gerhard Pohl, two leading economists of the World Bank Group. The lower the number, the higher is the ranking. Currently, 190 countries / economies are assessed in this manner.

The Economic Times defines EODB as follows:

Definition: Ease of doing business is an index published by the World Bank. It is an aggregate figure that includes different parameters which define the ease of doing business in a country. The chart at the bottom indicates India's ranking in the last decade:

There are a number of indicators / parameters which are assessed to arrive at the final EODB ranking. The country's ranking depends on the mean of 10 indicators given below, in which the procedures, time, cost, etc., are factored in Starting a business / Construction permits / Getting electricity / Registering property / Getting credit / Protecting minority investors / Paying taxes / Trading across borders / Enforcing contracts / Resolving insolvency.

For the last couple of decades, India's growth trajectory has been strong and sustained, propelling it to the no. 5 economy in the world, in 2019. The Government (Govt) has made concentrated efforts to give a momentum to this effort, by giving a fillip to the improvements of EODB parameters. Many initiatives have been launched, the more notable ones being Make in India, IBC, developing Infrastructure, Labour reforms, Skill education, encouraging Digital payments, simplifying GST, welcoming FDI, stepping up Electricity production, improving Revenue collections, issuing Passports speedily, etc. One move

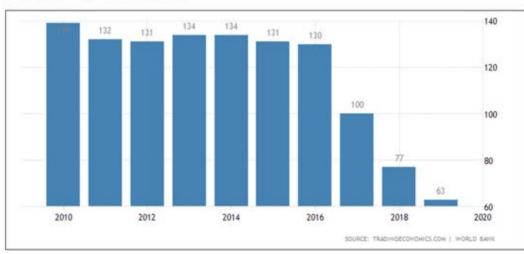


Pradeep Singal Chairman, AITWA

whose positive impact probably has not been fully appreciated, is the push towards online transactions, esp. in Land registration, recovering money from govt. departments / agencies like EPF, Pensions, Refunds, etc. No physical contact with the staff concerned has considerably reduced opportunities for Corruption. In other cases, the number of forms have been condensed to the bare minimum, by only retaining critical information requirements, reducing time taken and also costs involved. Transparency has been achieved by permitting online applications and placing all details on the relevant websites.

The parameters pertaining to EODB have been adopted by the Govt as important factors for improvement and honing to build up confidence in investors from within India and abroad, as success of many of the initiatives like Make in India, FDI, Infrastructure depend on it.

These intentions / objectives are



worthwhile, but between them and their achievement, there is gap. Made in India which sought to make India as a Manufacturing Hub, has not yet taken off, to the extent expected. One foreigner said that his country interpreted 'Make in India' to mean that India wants to take our jobs. Labour reforms have not been taken forward, owing to workers' resistance and political opposition, which unfortunately, more often than not, seeks to confuse and obfuscate issues.

One of the friction points is with regard to taxes payable and the legality involved. Probably, the biggest dampener for the foreign investor pertained to the Vodafone case, in which the Govt, raised a tax demand, with retrospective effect, for Rs, 11,000/= crores in 2012, which was criticised by many democratic countries. Our Supreme Court overruled the move, but this was circumvented by the Govt by changing its rules to allow for retrospective imposition of tax. Vodafone applied for International arbitration in 2014, which upheld their view and adjudged in their favour recently.

Another pain point is inadequate information and inability to visualise the constructive impact of a move. This involved POSCO, a South Korean steel production major, which wanted to set-up a huge capacity steel plant in Orissa, potentially India's biggest FDI, at that time. After public outrage which the Govt could not control, POSCO called off the project (in sheer frustration / disgust?)

The final illustration in this aspect showing how Land acquisition reforms are given short shrift for vote bank politics, pertains to Tata Motors, who were keen on opening a Car manufacturing plant in Singur, West Bengal. They procured the land, made the payment, even started the training for the staff identified, but before the plant could be made operational, political opposition claiming loss of local livelihood kicked up a storm to such an extent that Tatas decided to exit from Singur plans in 2008 and shift to Gujarat, where Mr. Modi as then Chief Minister, welcomed them with open arms.

Well, as can be seen, such examples create a doubt about the commercial viability in an atmosphere and climate of uncertainty. Compound these stories with a very recent newspaper article, wherein the Union Govt stated that they have weeded out 4.4 crore bogus ration cards, in the last seven years. Remember the ghost employees' scam in Govt departments, some years back, who disappeared when electronic attendance was introduced. The current trend is GST fraud and you can bet that this was being done even during the previous tax regime. The problem has reached such proportions that the Govt is mulling bringing back Inspectors, where even the honest majority, including our Transport fraternity, will get affected. Are these not cases of corruption, rationalised with "my corruption is not as bad as your corruption." Our people are masters of semantics - I enjoy a few drinks within my capacity limits; You tend to go overboard, sometimes: That fellow is a drunkard - whereas all three imbibe similar quantities.

Does this mean that our efforts in EODB are doomed to failure? Not really, but it does make it that much more difficult for the Govt to instil a sense of integrity, responsibility and purpose, in this regard. If someone is not adequately skilled in his / her job, training can be imparted to improve their performance progressively to reach 100% over a specific period. The same cannot be guaranteed in the case of Integrity, Honesty, etc. How can it be underwritten that a person is estimated to be 50% honest now and this will be enhanced @ 10% per

month to progressively reach 100% honesty in five months? Either the person is honest or he/she is not.

Hopes of a turnaround is gaining momentum, with havoc created by the Covid-19 pandemic, receding in some aspects, though overall, we are still not out of the danger zone.

There are a few caveats to be remembered, while considering the Govt attempt to treat the EODB ranking as a benchmark of governance achievement.:

*The study scrutinizes the situation in only two major cities per country, (Mumbai and Delhi in our case), which is taken to represent the entire economy.

*The study does not evaluate various other factors affecting the business environment, like Labour reforms, human capital & skill quality.

*There is no guarantee of accuracy by World Bank.

As against this negativity, there are a few stories which give hope of a positive possibility. The entry of Hyundai, Amazon, Walmart and the recent shifting of Apple's manufacturing partners to India, the Bullet Train project, etc., have been well received. Other reasons to smile are more domestic, like Manufacturing, which had been floundering, having produced its best growth rate in October, GST collections in October was an improvement over the same period last year. Services have recovered their GDP share of 53% in the Indian economy. Exports are up 23%, last month and looking up.

True, all the desired results have not been achieved as yet. EODB is a work in progress and we will get there, as long as we stick to our objectives and take pro-active action where and when necessary. Perseverance and sincerity in application are big assets in this regard.

Accomplishing Missions with 'Highway Heroes' Campaign

wing to the lack of job security, facilities, and unhealthy working conditions with disrespect, truck drivers have started moving to other professions and also discouraging people of their generation and up-coming generation to not pick commercial driving as their means to earn bread and butter. And, why not? They have every right to decide their path for life and no one can blame them the way they think.

Especially, when in the western countries truck drivers are considered as skilled employees and in India we treat them as mere labors. While a driver's annual take-home is in between INR 2.5 – 2.6 million in Canada and America the average annual income of a driver is somewhere around INR 1.2 million in Europe. An amount decent enough to make a comfortable lifestyle and feed for their family. However, in India, the average annual income of a truck driver is less than INR 0.3 million.

All India Transporters Welfare Association (AITWA) was taking note of all these and was working towards a possible solution. Then, on November 12, 2019, something remarkable happened. AITWA called the Truck Driver's as Highway Heroes and The project 'Highway Heroes' was launched by AITWA to offer drivers their due respect. The campaign was flagged off by none other than the Union Minister of Road Transport and Highways Sh. Nitin Gadkari.

Ever since the launch of the campaign AITWA has been able to turn many unturned stones.

MoU with National Health Authority (NHA) - A MoU is being signed between NHA and AITWA. According to the agreement, NHA will provide Ayushman Bharat Health Cards to the drivers who are already listed as BPL citizens in the list updated in the year 2011. This will help drivers to access their own primary care services from a family doctor. Further, both the parties are also working together to provide benefits of the scheme to the 10 million truck drivers and employees at transport companies, who are not in the existing list.

Highway Hero Card – This card will be provided to the drivers of goods carriers after validating their Aadhar Card and Driving License. Further, after verification of CCRV, Highway Hero Card should benefit drivers which will cover accidental insurance of INR 300000. The card will also include death, permanent or partial disability and offer INR 50,000 per year for the treatment of any accidental injury and INR 10,000 for each child (up to 2) once to continue their studies.

24x7 helpline no — A toll-free helpline number was initiated to assist drivers on route problem, day in and day out, and also in lockdown period due to COVID 19. The helpline no is used to coordinate with drivers to supply food and eatables, which were arranged in collaboration with CEAT, Eicher, Tata Motors and a few others. Further, with the help of the online app drivers were facilitated by providing information's to locate the food supply centers on their route or nearby their halt or where they are stranded.

Social environment for drivers - Indian truck drivers, who mostly come from villages, are not seen as part of the village society. They face issues in getting married and are treated lowly. Not only that their own employers always see them as suspects of cheating. Further, the RTO officials and police also treat them very badly, often using slang against them and at times manhandling them. Such disrespect has demotivated drivers to continue with the same profession and forcing them to opt for other possibilities. In last few years' truck vs driver ratio has drastically dropped to 100: 58/60. Isn't 58-60 drivers for per 100 trucks is too low a ration? Prime minister has

himself joined the mission to give respect to the drivers in the society and erase the social stigma that they carry. We are sure his inspirational message will change many viewpoints.



Narendra Modi, Prime Minister of India

Shri Nitin Gadkari, Union Minister for Road Transport and Highways also appealed to the mass in general to offer respect to the drivers, saying:



कृपया ट्रक ड्राइवरों का सम्मान करें, वे राष्ट्रीय कर्तव्य पर हैं!

Shri Nitin Gadkar

On the same line Manoj Tiwari, BJP President, Delhi also requested the citizens of India to respect truck drivers. In his message he says:



यदि राष्ट्र एक मानव शरीर है, तो हमारे राजमार्ग इसकी धमनियां और ट्रक ड्राइवर खून है! ट्रक ड्राइवर देश को आगे बढाता है

Manoi Tiwari

There are other various leaders too who willfully extended their viewpoint in support of truck drivers.



ट्रक ड्राइवर हमारे अर्थव्यवस्था का एक सैनिक है! वह हमारा हाईवे हीरो है!

General (Retd.) V. K. Singh

E-pass – AITWA has arranged E-passes for transporters as per the guidelines of 'MHA' to help drivers to reach the their vehicles from home and also E-passes helped them to pass across the borders for timely delivery During the COVID 19 pandemic Lockdown,

Distribution COVID 19 protectors – AITWA distributed mask, sanitizer and gloves for drivers in various distancing and other precautionary steps were also taught to keep them safe.

Sanitization of trucks – AITWA along with the help of RPG Foundation (a CSR initiative of CEAT) sanitized around 20,000 trucks across different cities in India. This was an important initiative as this was very crucial from drivers' perspective as they must have travelled thousands of kilometers and across state boarders.

In this time of pandemic when the entire human race is pushed back to the Stone Age no step accomplished is small, especially when there is hardly any helping hand. Sooner the COIVID disappears better it is, then only AITWA can focus on main agendas of Highway Heroes such as driving license school, roadside halt stations with facilities of dhabas, staying rooms, relaxing room, saloon and etc. AITWA sincerely believes that the government will offer all possible help as promised to better the lives of the Truck drivers.

X

Tata Motors launches 55-tonne prime mover Signa 5525.S



ata Motors launched its 55tonne prime mover Signa
5525.S, which is powered
by a 6.7-litre engine.
Equipped with three distinct drive
modes (light, medium and heavy),
Signa 5525.S is India's highest GCW
(gross combination weight) prime
mover in the 4x2 segment, Tata
Motors said in a release.

The model offers the power of enhanced performance and lower total cost of ownership, thereby improving revenue and reducing operating cost, it said.

Tata Motors is the country's first manufacturer to get the Automotive Research Association of India (ARAI) certification of 55 tonne for a 4X2 prime mover, it said.

"With the introduction of the Signa 5525.S 4x2, Tata Motors continues its mission to be the pioneer in the Indian commercial vehicle industry with the widest range of products," said R T Wasan, vice-president (product line), medium and heavy commercial

vehicles, Tata Motors.

He added that "Tata Motors is the first manufacturer to offer the 55-tonne GCW on a 4x2 prime mover".

Each of these new vehicles come factory-fitted with the Tata Motors' digital solution for optimal fleet management, the Fleet Edge, to further enhance the productivity of the fleet and improve customer profitability, he added.

The new model is available with the Signa cabin, offering 3-way mechanically adjustable driving seat, spacious sleeper berth, tilt and telescopic steering system and ample utility space, the company said in the release.

Moreover, advanced features like engine brake and iCGT brake give greater vehicle control and lower the maintenance costs, it said.

Also, Tata Motors has bagged the order for 6,413 vehicles from the Andhra Pradesh State Civil Supplies Corporation, the company said. It added that the fully-built Tata Gold Ace mini trucks are to be used as mobile-dispensing units for the doorstep delivery of supplies in Andhra Pradesh, and will be customised to suit the application.

"We're delighted to be associated with Andhra Pradesh Civil Supplies Corporation," said Vinay Pathak, vicepresident (product line, SCV and PU) at Tata Motors, reported PTI.

The executive added, "It is one of the most prestigious orders we have won till now, and we will not only be delivering the customised, fully-built Ace Gold mini trucks but also be helping the corporation in the comprehensive maintenance of the vehicles."

Tata Motors' upgraded range of BS-VI vehicles are well received by the customers both by the private owners as well as the government bodies, he added.

Tata Ace Gold is available in diesel, petrol and CNG BS-VI-compliant engine options.

– x –





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Road-over bridge on NH 45-A in Puducherry to fulfil long awaited need of local populace

nion Minister for Road Transport and Highways Nitin Gadkari dedicated to Nation via video conference mode a one-kilometre long Road-Over-Bridge across Railway Level Crossing on NH 45-A at Arumparthapuram, Puducherry. The Road-Over-Bridge worth Rs 35 crore will fulfil long awaited need of Puducherry, especially Villianur, Ariyur, Kandamangalam, Manaveli, Gorimedu, Arovil and Ariyankuppam areas. The event was attended by the Lt. Governor of the UT of Puducherry Dr. Kiran Bedi, Chief Minister V Narayanasamy and Union MoS-RTH Gen (Retd) Dr V K Singh, Ministers from the UT, Members of Parliaments, MLAs and senior officers from the Centre and the State.

Speaking on the occasion, Gadkari said, the project is envisaged to bring relief to public from traffic jam resulting in saving of time and fuel, safe commutation, reduction in pollution, closure of level crossing, and unhindered passage of railway traffic. He said, four-laning of NH-45 shall provide unhindered connectivity of Puducherry with Karaikal port as

well as ECR road which is leading upto Kanyakumari. This will also give impetus to the agriculture and fishing. He said, Rs 70 crore has been spent on NH construction during the last six years in the UT of Puducherry.

He informed about the ongoing works in an aggregate length of 287 km for an amount of about Rs 11,000 crore for Tamilnadu - Puducherry Connectivity. These include the Mahabalipuram to Mugaiyur section of NH-332 A, Mugaiyur to Marakkanam Section of NH -332 A, Viluppuram to Puducherry Section of NH -45A, Puducherry to Poondiyankuppam s e c t i o n o f N H - 4 5 A, P o o n d i y a n k u p p a m t o Sattanathapuram section of NH-45A, and Sattanathapuram to Nagapattinam section of NH-45A.

MoS-RTH Gen (Retd) Dr V K Singh said, the Ministry is trying to provide full connectivity of Pudduchery with Tamil Nadu and other regions of the country. The Minister informed that work on strengthening of eight km long road from Madagadipet state border to Ariyur Village at an expenditure of Rs 9 crore is likely to complete by the coming December.

He further informed that DPR preparation is in progress for Marakkanam - Koonimedu Section of NH 332 A & Pudhucherry Bypass, construction of Grade separator at Rajiv Gandhi Square, and construction of Grade separator at Indira Gandhi Square, at a tentative cost of Rs 1354 crore. The Minister said, CRF works worth about Rs 47 crore have been sanctioned in the UT of Puducherry. Additional proposal for Rs 15 crore may be approved if submitted by the UT Government, he added.

Lt. Governor of the UT of Puducherry Dr Kiran Bedi complemented the central government for fulfilling the aspirations of the people of the UT. She cautioned against the cost overrun of delayed projects, as it causes further delay. She proposed conducting refresher courses for road construction engineers, including PWD officers.

Puducherry Chief Minister V Narayanasamy and Minister for Public Works A. Namassivayam also addressed the event.

MoRTH enhances allocation of funds for SARDP-NE related works

he Ministry of Road Transport and Highways has enhanced the allocation of funds for expenditure under Special Accelerated Road Development Programme in North Eastern Areas (SARDP-NE) related works during the current financial year. Under the revised allocation, almost double the amount originally allocated has been allowed. Against the earlier Rs 390 crore expenditure envisaged to be incurred from National Investment Fund during 2020-21, a sum of Rs 760 crore has

been set aside for the same period. Of this, Rs 300 crore is specifically marked for Arunachal Pradesh package.

Additionally, the allocations to National Highways in NE Region under 10% mandatory Pool Fund has been on an upward route in the last five years. A sum of Rs 4,520 crore was allocated for the year 2016-17, Rs 5,265 crore for the year 2017-18, Rs 6,210 crore for the year 2018-19, Rs 6,070 crore was allocated for the year 2019-20, and Rs 6,780 crore has been

allocated for the year 2020-21 under the said Fund.

Government of India has undertaken massive road development programme under SARDP-NE Scheme in NE Region. Under SARDP-NE (Phase – A and Arunachal Pradesh), 6418 km (5998 km actual design length) has already been identified for development at an estimated investment of about Rs. 30,450 crore, out of which 3356 km has been completed and 1961 km is under construction.



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MoRTH constructs 3951 km roads in first six months of 2020-21



he Ministry of Road Transport and Highways has successfully completed construction of road length of 3951 km during the first six months of this fiscal year (April-Sept period). It has achieved a construction pace of 21.60 km per day despite COVID-19 difficulties. The Ministry has set an ambitious target of constructing 11,000 km road length during this fiscal year.

Further, National Highways Authority of India (NHAI) under the Ministry of Road Transport and Highways has awarded projects for a total cumulative length of 1330 km in the current Financial Year. The Authority reports that projects awarded so far in first half of the current Financial Year are 1.6 times higher of 828 km awarded in FY 19-20 and 3.5 times higher of 373 km awarded in FY18-19 during the same period. For the awarded projects, NHAI has already completed atleast 80 to 90 percent of the land acquisition, actioned utilities shifting and has obtained required clearances from various forest and environment authorities.

As per an NHAI statement, during April to September 2020, it awarded a total of 40 projects covering 1330 km length. Capital cost of these 40 projects is Rs. 47,289 crore, which includes cost of civil work, land acquisition, and other preconstruction activities. NHAI has set a target of awarding 4500 km of projects during current Financial Year and is likely to exceed the target.

NHAI is committed to improve ease of doing business and facilitate better working relationshipwith all its stakeholders. Recently, NHAI has agreed to implement various suggestions made by different industry bodies towards improving National Highways. NHAI has taken various initiatives from time to time to instil confidence of the bidders in the Road Sector.

In March 2020, NHAI disbursed Rs. 10,000 crore through online payments and ensured that no payments remain pending due to closure of office during the lock down. In the first quarter of current Financial Year, NHAI disbursed more than Rs. 15,000 crore to the vendors. Additionally, steps such as monthly payments to the contractors were taken to ensure cash flow to the contractors. Such moderations will result in a spiraling

effect not only on the growth of the road sector but will also play a critical role in nation building and advancing the growth of the Indian Economy.

Moreover, a total of 322 projects in a length of 12,413 Km have been awarded under Bharatmala Pariyojana till August, 2020. Further, 2921 Km has been constructed under the Project till the same date.

The Ministry of Road Transport and Highways has taken up detailed review of NHs network and has given overall investment approval for Bharatmala Pariyojana Phase I Scheme for development of about 34,800 km (including 10,000 Km residual NHDP stretches) estimated outlay of Rs 5,35,000 Crore. Bharatmala Pariyojana is an umbrella program for the highways sector that focuses on optimizing efficiency of freight and passenger movement across the country by bridging critical infrastructure gaps through effective interventions like development of Economic Corridors, Inter Corridors and Feeder Routes, National Corridor Efficiency Improvement, Border and International connectivity roads, Coastal and Port connectivity roads and Green-field expressways.

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9 NH projects in Tripura to boost North-east connectivity



nion Minister for Road Transport, Highways and MSMEs Nitin Gadkari virtually laid the foundation stones of nine National Highway projects with a total length of nearly 262 kms worth over Rs 2752 crore in Tripura. The event was presided by the Chief Minister Biplab Kumar Deb, in the presence of Union MoSs Dr Jitendra Singh and Gen (Retd) Dr V K Singh, Ministers from the State, Members of Parliaments, MLAs and senior officers from the Centre and the State.

Speaking on the occasion, the Union Minister said, nearly 300 km NH length has been added in Tripura in the last six years. There are over 850 kms of NHs in the State. He informed that roads worth Rs 8,000 crore are being constructed in Tripura, and as much as Rs 365 crore have been disbursed towards land acquisition cost in the State between 2015 and 2020. He said, upgradation and development of NHs will improve connectivity to all the districts and major cities.

Gadkari said, very soon two important projects are completing in the State. These are the Feni Bridge and the Udaipur-Agartala road. The 49 km 2-lane with paved shoulder Udaipur-Agartala road worth Rs 750 crore is completing next month. The 1.8 km

long Feni Bridge between Sabrum on Indian side and Ramgarh on the Bangladesh side costing Rs 129 crore will be completed by December this year. The bridge is important from social, economic and defence points of view, he said. The distance between Sabrum and Chittagong is 75 kms, and the bridge will ease the transportation og goods from Chittagong and Kolkata ports. An integrated check post is also proposed near Sabrum.

The Minister said, construction of the RCC bridge over river Feni will improve connectivity to the international Border with Bangladesh. The 4-lane bypass on western side of Agartala City is under DPR preparation that will further improve the connectivity of NH-8 to NH-108B in the state of Tripura, reduce traffic congestion in Agartala city, and connect Matabari from Airport. The connectivity of Agartala city to Assam Border through NH-108B, 208 & 208A will provide shorter length connectivity. The upgradation work for Agartala to Khowai (NH 108B) and Kailashahar to Assam Border (NH-208A) has already been awarded and upgradation of balance section of Kailashahar to Khowai (NH-208) has been proposed under JICA funding. Bids for this section have already been received and work is likely to be awarded very soon. He added that the 4-laning of NH-08 from Agartala to Churaibari - the lifeline of Tripura - is under DPR preparation, which will provide faster and hassle-free Interstate connectivity with Assam and other States with Agartala.

The Minister informed that DPRs for four projects of 367 kms worth Rs 7523 crore are under preparation for the State. He said, a sum of Rs 11 crore has been released to the State under CRIF, and further sum of Rs 20 crore shall be released soon aftewr submission of the utilisation certificate from Tripura.

Describing Tripura as a Gateway of the "Act East Policy" of the Central Government, Union Minister of State (I/c) for Development of North Eastern Region and Minister of State for Prime Minister's Office: Personnel, Public Grievances and Pensions; Department of Atomic Energy and Department of Space Dr. Jitendra Singh said that very soon we are also going to have a train to Bangladesh from Tripura heralding a new chapter and opening new vistas in the development of this region by providing the entire region access to the seaports. He added that this will boost the trade across the borders especially with our eastern neighbours by leaps and bounds.

- X -

Zozila Tunnel will ensure all-weather connectivity between Srinagar valley and Leh on NH-1

nion Minister for Road
Transport, Highways
and MSMEs Nitin
Gadkari initiated the
ceremonial blasting for
Zozila Tunnel in J&K through VC. He
said, the tunnel will provide allweather connectivity between
Srinagar valley and Leh (Ladakh
plateau) on NH-1, and will bring about

an all-round economic and socio-cultural integration of Jammu & Kashmir (Now UTs of J&K and Ladakh).

The Minister said, it involves construction of a 14.15 Km long tunnel at an altitude of about 3000 m under Zozila pass, presently motorable only for 6 months in a year, on NH-1 connecting Srinagar and Leh through Dras & Kargil. It is one of the most dangerous stretch in the world to drive a vehicle & this project is also geo-strategically sensitive. He said, this will be the longest

tunnel of Asia, adding that It will improve socio economic scenario in region. Gadkari informed that about Rs 4000 crore were saved with the redesigning of this tunnel. The Minister emphasized that with honest efforts, we can take our country forward at lower costs. Gadkari also expressed confidence that the project, though has six years' completion schedule, will be completed before end of present Government's tenure with Prime Minister inaugurating the same.

He assured formation of committees under LG Leh and LG J&K with respective Chief Secretaries and officers of MoRTH, NHIDCL, etc to oversee tunnel works and to sort out local issues.

Gadkari informed that seven tunnel roads are under construction in the Jammu and Kashmir region. He said, construction of the 8450-metre-long twin-tube tunnel between Qazigund and Banihal will be completed by the coming March. Thereafter, the work on 2968-metre-long 6-single tunnels road between Ramban and Banihal is



due for completion in December 2021. Further, the 450-metre-long tunnel between Khilani and Kishtwar will be ready by June 2022.

The Minister further informed that DPRs have been completed for the 4.5 km long Chenani-Anantnag tunnel, the 10.2 km long tunnel at Sinthan Pass at a cost of 4,600 crore, the 350 crore Khakhlani Byepass tunnel, and the 10 km long tunnel between Chhatru and Anantnag at a cost of Rs 5,400 crore, and will be put to tender very soon.

Gadkari referred to the construction of Delhi-Katra Green Expressway at a cost of Rs 21,000 crore, which will reduce the distance between the two important places to only 650 kms. He informed that land acquisition is underway for the same, and the work will begin on this stretch by the coming December. He said, it is being developed as a modern highway in line with London design of transportation with weather information available to the drivers. This expressway along with connectivity to Gurudwaras

including Amritsar, will also connect with the Jammu Highway, benefitting the pilgrims going to Mata Vaishno Devi shrine.

The Minister added that the 4-lane Jammu-Udhampur road has been completed. The road from Udhampur to Ramban will be completed by December this year. The Chenani-Neshari tunnel on this route has already been made in 2017. The 33-km long road between Ramban and Banihal at a cost of Rs 2,168 crore will be completed by December 2021.

The 65 km long 4-lane road between Srinagar and Banihal has been completed at a cost of Rs 1,433 crore.

Dr Jitendra Singh, Union Minister of State (Independent Charge), Ministry of Development of North Eastern Region; Minister of State in Prime Minister's Office; Ministry of Personnel, Public Grievances and Pensions; Department of Atomic Energy; and Department of Space said, this government has made several schemes for the development of this region. He said, NE and J&K are priority areas for the government. The government has worked for the upliftment of each and every citizen of the region.

"Knowing Is Not Enough; We Must Apply. Wishing Is Not Enough; We Must Do."

- Johann Wolfgang Von Goethe

The Minister informed that the firstever tunnel road project in India, the Chenahi-Neshari tunnel, is named after Dr Shyama Prasad Mookherjee. He called the projects developed during 2014 onwards as tribute to modern India. He also complemented Gadkari for great leadership, zeal and speed in achieving desired project completion. He said, the tunnel will strengthen both the Physical and Emotional connect between the UTs of Jammu and Kashmir and Ladakh.

Dr. Jitendra Singh said that that in the last 6 years of this government, the work culture has undergone a sea change and projects were being cleared on need based requirements, rather than on any other considerations. He said that the government was steadfast and committed in completing all the projects that have started in the last six vears in a time bound manner notwithstanding various hurdles like the Covid-19 crisis. He underlined that more than 200 bridges were completed and many new Highways Projects are being undertaken in the mission mode in J&K.

MoS-RTH Gen (Retd) Dr V K Singh, speaking about the tunnel project under Zozila Pass said, he has travelled on this stretch, and is aware of difficulties faced by the people there. He said, the tunnel will also improve co-ordination between the UT Administrations of Ladakh and J&K. The Minister suggested formation of a separate agency for tunnels, like NHAI or NHIDCL, to work for both road and rail networks.

LG of J&K Manoj Sinha called the event a turning point in the development of this region. He said, he can easily call the tunnel a modern day marvel. He expressed hope that the project will lead to enhanced employment opportunities for the local youth and give boost to native economy.

LG of Ladakh Radha Krishna Mathur complemented the efforts of the Ministry of Road Transport and Highways for adapting to the changed scenario due to repeated changing of contractors. He said, this tunnel will go a long way to develop the Leh region. He recalled the 1948 event when the army regained this region from enemy custody, and said, the event is equally important as it depicts the second liberation of Zozila. He suggested formation of a central committee to oversee all road development projects in the region. Also formation of a joint committee with J&K Administration for day-to-day administration of the road in difficult times.

Secretary-RTH Giridhar Aramane said, the agencies of the Ministry have worked hard to keep Ladakh accessible throughout the year. He praised them for providing technological and logistical support provided for this cause.

Significance of the project:

- (i) The construction of Zojila Tunnel will provide all-weather safe connectivity between Srinagar, Dras, Kargil and Leh regions. The all-weather safe connectivity of the road is immensely important from the strategic point of view.
- (ii) The construction of Zozila Tunnel shall bring about all round economic and socio-cultural integration of these regions which remains cut-off from rest of the country during winters due to heavy snowfall for about six months.
- (iii) A tunnel in Zozila is the only viable alternative at present for a full year connectivity road. This tunnel when completed will be a landmark achievement in the history of modern India. It will also be of great importance to the Defence of the country, in view of the fact that massive military activities along our borders in Ladakh, Gilgit and Baltistan regions are taking place.
- (iv) Zozila Tunnel project shall bring to fruition, 30 years of overwhelming public demand of Kargil, Drass and Ladakh region.
- (v) This Project will make the travel on Srinagar-Kargil-Leh Section of NH-1 free from avalanches.
- (vi) Project would enhance the safety of the travelers crossing Zozila Pass and would reduce the Travel time from more than 3 hours to 15 minutes.

(vii) Project will generate employment to the locals.

Safety features of Zozilla Tunnel:

- 1. Emergency lay-bys are located at intervals of 750 m staggered on both sides of the carriageway. There are sidewalks on both sides of the carriageway. Emergency call niches and hydrant niches are situated at intervals of 125 m.
- 2. Manual fire alarm push buttons and portable fire extinguishers shall be at the disposal of all drivers.
- 3. A telephone shall be installed at the emergency call niches.
- Fire Hydrants and Hydrant Niches, Fire Extinguishers.
- 5. Tunnel Lighting Systems: The Tunnel Lighting System represents the most significant part of the tunnel traffic safety and shall cover the following needs:

Entrance lighting (in the accommodation sections at both ends of the tunnel)

Interior lighting (through the whole tunnel)

Lay-bys lighting

6. Video Surveillance system

CCTV-Cameras: The surveillance cameras in the tunnel shall be installed on the tunnel wall and the cameras in the area before and after the tunnel are installed on a pole. Data and video mage shall be transmitted through the communications lines. To achieve this, transceivers and media converter shall be employed.

- 7. Fire Alarm System in buildings
- 8. Automatic Fire Detection and suppression System in the tunnel: Linear heat detection systems shall be connected the SCADA system through its own control system.
- 9. Emergency Telephone Niches: Emergency call niches shall be located, according to the EU standard, in the tunnel at intervals of less than 125 m each to other in the tunnel and in all lay-bys. The emergency points shall have the following equipment:

Fire alarm push buttons

Fire extinguishers

Traffic control system with a central control room.

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Andhra Pradesh gets over 1400 km long Highways worth Rs 15,592 crore

nion Minister for Road Transport, Highways and MSMEs Nitin Gadkari inaugurated and laid the foundation stones for 16 National Highways projects with a total length of 1411 kms worth Rs 15,592 crore in Andhra Pradesh. The event was presided by the Chief Minister Y S Jagan Mohan Reddy. Union MoSs Gen (Retd) Dr V K Singh and G Kishan Reddy, Ministers from the State, Members of Parliaments, MLAs and senior officers from the Centre and the State.

Speaking on the occasion, Gadkari said that the length of National Highways in Andhra Pradesh before May 2014 was 4193 Km, which has now increased to 6860 Km. Thus, there has been increase of 2667 Km (64%) in NH length during past 6 vears. He informed that works costing Rs 34,100 crore are under DPR Stage and targeted for completion by 2024, while works costing Rs. 25,440 crore are under implementation. He said, 50-60% progress has been achieved in projects costing Rs 18,100 crore. The Minister invited the Chief Minister to Delhi at an early date to discuss and resolve pending issues. He assured his total support in sanctioning maximum number of developmental projects for the State.

He informed that 5000 Km of National Highways are being developed as a part of Bharatmala Pariyojana in the State. In addition, 400 Km of Port Connectivity Roads will also be developed under Bharatmala Pariyojana. He said, The Bharatmala Pariyojana was conceptualized through a scientific study of freight traffic movement between key origin-destination pairs to enable efficient freight and passenger movement. 35,000 km of National Highways are

being developed as a part of Bharatmala Pariyojana in the country.

The Minister said, in line with the Prime Minister's vision for a New India, development of world-class transport infrastructure has been prioritized, through initiatives such as the Bharatmala Pariyojana, India's largest ever infrastructure development programme. Many flagship corridors such as Delhi Mumbai Expressway, Delhi Amritsar Katra Expressway, Chennai – Bengaluru Expressway, Anantapur – Amaravati Expressway etc. are being developed as a part of Bharatmala Pariyojana.

Gadkari informed that the 335 Km Anantpur - Amaravati Expressway is being developed as a part of the Bharatmala Pariyojana. The access control Expressway improving connectivity of Capital Region, Coastal and Northern region of Andhra Pradesh and will greatly enable the economic prosperity of the region. The Expressway has 16 Packages and is being developed with an investment of Rs 20,000 crore. It connects Amaravati, new capital city of Andhra Pradesh with Anantapuramu of Rayalaseema Region and it provides a major connectivity between NH-44 & NH-16 which are lifeline in the State of Andhra Pradesh.

The Minister said, the Bangalore – Chennai Expressway with a length of 262 Km is also one of the Expressways being developed as a part of the Bharatmala Pariyojana. This access control Expressway, improving connectivity between Bangalore and Chennai, will greatly enable the economic prosperity of the region. Three packages with a total length of 85 Km are being developed in the State of Andhra Pradesh with an

investment of Rs 5,200 Crore. The Works have been sanctioned and construction is being initiated in another 16 projects of length 878 km at an investment of Rs 7,585 Crore. Its includes construction of Western Side Benz Circle Flyover in the city limits of Vijayawada.

Gadkari said, the Ministry of Road Transport and Highways is endeavouring and committed to ensure expedited completion of these projects to enable economic prosperity of the state. He said, the State Government has extended its cooperation in sharing the land acquisition cost for the Amaravati -Anantapur Expressway. He requested the State Government to continue this co-operation for the implementation of other projects too, resolving the issues of the Toll Plazas and fast disbursement of compensation for land acquisition.

The Minister informed that projects with total length of 637 kms costing Rs 8306 crore are likely to be completed during 2020-21. These include 8 projects with road length of 150 kms at a cost of Rs 3850 crore by NHAI, and 19 projects with road length of 487 kms at a cost of Rs 4456 crore by MoRTH. Further, projects with total length of 535 Km costing Rs 11,712 crore are to be awarded during the current FY. These include 4 projects with road length of 217 kms at a cost of Rs 9071 crore by NHAI, and 9 projects with road length of 318 kms at a cost of Rs 2641 crore by MoRTH. Another 2371 Km projects costing Rs 34,133 crore are in DPR stage. These include 10 projects with road length of 713 kms at a cost of Rs 19559 crore by NHAI, 24 PC projects with road length of 404 kms at a cost of Rs 7004 crore, and 20 projects with road length of 1254 kms at a cost of Rs 7570 crore by MoRTH.

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VW's Traton, Toyota's Hino agree electric truck venture

olkswagen truck unit Traton and Toyota's commercial vehicles arm Hino Motors said they would create a joint venture to develop electric trucks as manufacturers pivot to the growing evehicle market, reported AFP.

Traton and Hino will develop batteryelectric and fuel-cell trucks, alongside components and common software and interfaces, the companies said in a joint statement.

Like the entire Volkswagen group, Traton has made electrification one of its strategic priorities, as it races to comply with EU carbon emissions goals.

The Munich-based group, including its brands MAN and Scania, is targeting one billion euros in investments to 2025 in electric vehicles.

"This new joint venture with Hino is the next important step in electrification, pushing our mission further ahead," said Traton chief executive Matthias Gruendler.

The two companies first agreed to a partnership in 2018 and established a procurement joint venture in 2019.

The makeup of the new joint venture was not specified but both companies will "form a team of advanced specialists" and launch the project in Sodertalje, Sweden, where Scania has a factory, and later in Tokyo.

"I am delighted that we can follow our procurement joint venture and further embodying our synergy with Traton in emobility, helping to reduce global CO2 emissions and fighting global warming," Hino chief executive Yoshio Shimo said.

Traton and Hino have 83,000 and 35,000 employees respectively, and sold 242,000 and 190,000 vehicles worldwide in 2019.

Traton announced in mid-October an "agreement in principle" to acquire the US truck manufacturer Navistar for \$3.7 billion.

Hyundai delivers first fuel cell trucks to Switzerland



outh Korean carmaker
Hyundai presented the
first seven hydrogenpowered trucks to
customers in Switzerland, out of
50 such vehicles scheduled this
year to bring zero-emission
commercial vehicles to European
roads, reported Reuters.

For long haul, proponents say hydrogen-powered trucks have an advantage over electric rivals as they have a greater range and require less charging times but their uptake and mass production has been slow because they are expensive.

However, a McKinsey study in January said that once relative efficiencies of the power sources and lifetime costs of a truck are factored in, green hydrogen could reach cost parity with diesel by 2030.

Hyundai has been partnering with Swiss companies to build a value chain covering the production of green hydrogen from hydropower, hydrogen charging stations and the service and maintenance of the trucks.

The customers, which include supermarket chain Migros, will be leasing the trucks from Hyundai Hydrogen Mobility (HHM) to transport goods around the country, backed by the new hydrogen infrastructure.

Leases are on a pay-per-use basis that does not require an initial investment. Hyundai plans to put 1,600 trucks on Swiss roads by 2025.

Its H2 Xcient trucks have a 190 kilowatt fuel cell stack and seven high-pressure tanks holding 32 kgs of hydrogen, giving them a range far further than comparable vehicles powered by electric batteries on the market now.

HHM was set up by Hyundai and Swiss startup H2 energy last year to partner with Hydrospider, a joint venture of H2 Energy, industrial gas maker Linde and Swiss power utility Alpiq.

Hyundai plans for production capacity of 2,000 units of Xcient fuel cells per year by 2021 to support its expansion plans as demand for clean transport grows.

It views Switzerland as a test case for hydrogen fuel cells in heavy goods transport, said In Cheol Lee, executive vice president and head of the commercial vehicle division at Hyundai Motor Company.

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Volkswagen's MAN truck unit says it expects full-year loss on COVID-19

erman truck maker MAN, which is controlled by Volkswagen, said it expects an operating loss of 550 million to 750 million euros in 2020, as the impact of the health crisis weighs on its business, reported Reuters.

It also expects a substantial decline in full-year revenues, in anticipation of renewed substantial restrictions on the economy until year end as a result of the pandemic after suffering from a temporary production stop earlier this year.

MAN's Truck & Bus unit expects an operating loss of 450 million to 650 million euros despite cost cutting measures, while the MAN Latin America operations are also expected to post a loss, the company said.

Volkswagen raises Navistar bid to \$44.50/share to clinch trucks deal



olkswagen's trucks business Traton said it had agreed to raise its takeover bid for Navistar International Corp to \$44.50 per share from \$43, closing in on a deal that would extend its reach into North America.

A successful merger would combine the MAN, Scania and Volkswagen trucks brands with Navistar to create a global manufacturer, at a time when the industry is seeking ways to share the costs of developing low emissions technology.

At \$44.50 per share, Traton would pay about \$3.7 billion for the shares in Navistar it doesn't already own, valuing the U.S. business as a whole at around \$4.4 billion.

"Traton SE and the U.S.-American truck manufacturer Navistar International Corporation, in which Traton already holds a stake of 16.8%, have reached agreement in principle that Traton will acquire by merger all shares in Navistar not already held by Traton, at a price of \$44.50 per Navistar share," Traton said in a statement, reported Reuters.

A deal hinges on finalising due diligence, agreeing merger terms and related transaction documents and approval by the executive bodies of Navistar and Volkswagen, Traton said.

"There is no assurance that the parties will reach agreement on definitive transaction documentation, or as to the terms thereof or that any transaction, if such agreement is reached, will ultimately be consummated," Traton cautioned.

The announcement follows hours of negotiations, with Navistar's board saying the offer would need to be raised to \$44.50 per share to win shareholders' backing, hours before Traton's \$43 per share offer was due to expire.

Traton had already raised its initial \$35 per share offer last month.

Navistar shares were last up 22.9% at \$43.53. Traton shares ended up 1.6% at 18.02 euros.

Traton has struggled to win over billionaire activist investor Carl Icahn, whose fund held a 16.8% stake in the U.S. truck maker as of June 30, according to Refinitiv Eikon Data.

Icahn and two other activist funds, Mark Rachesky's MHR Fund Management and Gabelli Funds, together own about 40% of Navistar's shares, according to Refinitiv data.

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Daimler invests in lidar startup to develop self-driving trucks

aimler AG's truck unit is investing in a laser-sensor startup to bolster its development of self-driving trucks in the US less than a week after striking a deal to use driverless technology from a unit of Google parent Alphabet Inc.

Daimler Truck AG said it will take a minority stake in Luminar Technologies Inc, a lidar developer that plans to go public via a reverse merger. The world's biggest commercial-vehicle maker joins other investors including tech billionaire Peter Thiel and an arm of Volvo Car AB in an equity financing ahead of the startup's public-market debut.

The announcement comes just days after Daimler agreed to incorporate self-driving technology from Alphabet unit Waymo LLC in its Freightliner Cascadia trucks to be sold to US customers.

Daimler plans to use technology from Luminar, which makes laser-based sensors that allow a vehicle to "see" its surroundings, for its in-house effort to develop automated heavy-duty trucks. As part of that initiative, the German company is pairing with Torc Robotics, a Virginia-based autonomous-driving company it bought a majority stake in last year. Daimler and Torc will have the technology ready to sell to freight customers within a decade, said Torc CEO Michael Fleming. Daimler will then offer customers Cascadias with its own self-driving tech or the rival system from Waymo.

"We definitely see there are bigger chances in trucking" than robotaxis for deploying driverless technology, said Peter Vaughan Schmidt, head of autonomous technology at Daimler Trucks. "The business opportunity is bigger and the problem you have to solve is easier."

Daimler is stepping away from robotaxis and mobility services. Bloomberg reported in September that it's considering selling its ride-hailing joint venture with BMW AG to Uber Technologies Inc. CEO Ola Kallenius is focusing more on profitability to safeguard investments in future technology, which requires sweeping efforts to trim expenses across the organisation.

Tech and automotive companies have been eyeing long-haul trucking as a more lucrative pathway to commercialise self-driving software. Waymo CEO John Krafcik said last year that trucks driving on easily repeatable routes are likely to be faster adopters of the technology than taxis in urban areas.

Lidar-maker Luminar said it plans to complete its \$3.4 billion merger with special purpose acquisition company Gores Metropoulos Inc and go public in early December.

Tyre manufacturer Goodyear enters vehicle lubricants segment in India

US-headquartered tyre major Goodyear said it has forayed into automotive lubricants segment in India. The company has collaborated with Assurance International, a part of Satya Group, for a new line of engine oils that will be manufactured, sourced and distributed in the country to complement Goodyear's tyre product portfolio in the region.

The company's lubricants product portfolio would cater to all kinds of vehicles, including commercial and passenger vehicles and two wheelers. The product line would include greases, brake fluid, transmission oil, tractor oil, diesel exhaust fluid, gear oil and hydraulic oils.

While Goodyear would provide research and development (R&D) support, Gurgaon-based Assurance International would look after manufacturing, marketing and distribution. It will also provide aftersales assistance to consumers.

Assurance International-Goodyear Lubricants Country Head (Sales, Marketing and Operations) Sanjay Sharma told PTI that the company decided to enter the Indian market as it is among the top three in terms of automotive lubricant consumption globally.

"If you look at top three countries globally in terms of lubricant consumption, it is the US, China and India," he noted. Sharma said the company would like to focus on the after-market segment in the first phase. "We are looking at around 4-5 per cent market share by 2025 in the lubricant after-market segment amidst the multinational companies currently present in the country," he said.

The majority share in the country's automotive lubricants market is held by public sector oil companies which also run fuel pumps.

In the second phase, the company would also look at tie ups with automotive original equipment manufacturers (OEMs) in the country, Sharma said.

Commenting on the tie up with Assurance International, he said the company has presence across global markets with presence in petrochemicals, real estate and education, among others. "It is the authorised licensee for India and South East Asia for Goodyear lubricants and would be solely responsible for manufacturing, marketing and distribution for lubricants in India and south east Asia," Sharma noted.

The lubricant products would be manufactured at two facilities in Hisar (Haryana) and Mumbai (Maharashtra), he said.

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Ashok Leyland October sales up 1% at 9,989 units

induja group flagship firm Ashok Leyland reported 1% growth in total vehicles sales at 9,989 units in October.

The company had sold 9,862 units in the same month last year, Ashok Leyland said in a statement, reported ETAuto.

Total domestic vehicles sales stood at 8,885 units in October against 9,079 units in the year-ago period,

registering a decline of 2%.

Medium and heavy commercial vehicles (M&HCV) sales in domestic market were down 15% at 3,883 units last month, as compared to 4,570 units in the year-ago month, it added.

Light commercial vehicle sales last month stood at 5,004 units as compared to 4,731 units in March 2019, down 95 per cent, the company said. Earlier, Ashok Leyland reported 5 per cent decline in total commercial vehicle sales at 8,344 units in September.

The company had sold 8,780 units in the same month last year, Ashok Leyland said in a regulatory filing, reported PTI.

Domestic sales declined marginally at 7,847 units as against 7,851 units in September 2019, it added.

VECV sales up 12% at 4,200 units in October



VE Commercial Vehicles Ltd, a Volvo Group and Eicher Motors joint venture, reported 11.9% increase in sales for October 2020 to 4,200 units.

The company had sold 3,755 units in October 2019, VE Commercial Vehicles (VECV) said in a statement, reported ET Auto.

Eicher branded trucks and buses

recorded total sales of 4,130 units in last month as compared to 3,682 units in the year-ago month, up 12.2%, it added.

In the domestic market, sales of Eicher branded trucks and buses were at 3,815 units in October as against 3,309 units the same month a year ago, up 15.3, the company said.

Exports of the Eicher brand of CVs were at 315 units in October as compared to 372 units in October 2019, a growth of 15.3%, it added.

On the other hand, Volvo trucks posted sales of 70 units last month as compared to 74 units in October 2019, witnessing a decline of 5.4%, the company said.

Earlier, Eicher Motors Ltd said its unlisted arm, VE Commercial Vehicles Ltd (VECV) posted 7.3 per cent decline in total sales at 3,506 units in September. VECV had sold a total of 3,784 units in September last year, Eicher Motors Ltd said in a regulatory filing.

Sales of Eicher branded truck and bus stood at 3,450 units, as against 3,673 units in the year-ago month, down 6.1 per cent, it said, reported PTI.

Sales of Volvo trucks were down 49.5 per cent at 56 units last month, as compared to 111 units in September 2019.

Total exports were down 4.3 per cent last month at 510 units, as against 533 units in September 2019, the company said.

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Foundation stone of country's first multi-modal logistic park in Assam laid

ogistics infrastructure forms the backbone of transport business in particular and the logistics industry in general. And, this is something which the Modi-led clan, unlike its predecessors, learned in the beginning only. This also helped the Government of India in overcoming challenges and delivering results in time. Other than promoting road

infrastructure development and e-way bill system, the government soon realized the need to focus on delivering end-to-end multimodal transportation solutions in India.

Recently, union Minister for Road Transport, Highways and MSMEs Nitin Gadkari laid the foundation stone for country's first Multimodal Logistic Park at Jogighopa in Assam. The Rs 693.97 crore park will provide direct air, road, rail and waterways connectivity to the people. It will be developed under the ambitious Bharatmala Pariyojana of the Government of

India. Chief Minister Sarbananda Sonowal presided over the virtual function, which was attended by Union Ministers of State Dr Jitendra Singh, Gen (Retd) Dr V K Singh and Rameshwar Teli; Ministers from the Assam State, Members of Parliaments, MLAs and senior officers from the Centre and the State were also present on the occasion.

Speaking on the occasion, Nitin Gadkari said that his Ministry envisages developing 35 Multi-modal Logistic Parks (MMLPs) in the country, of which work on preparing DPR and feasibility report is underway. He said, SPVs will be formed for all these MMLPs, and professionally qualified CEOs will be appointed for each separately. The first

such MMLP is being made by NHIDCL in Jogighopa of Assam, which will be connected to road, rail, air and waterways. This is being developed in 317-acre land along the Brahmaputra. Gadkari said, the first phase of construction is scheduled to be completed by 2023. He informed that works worth Rs 280 crore have already been awarded, including Rs 171 crore for road construction, Rs 87



crore for erecting the structure, and Rs 23 crore for rail lines. The work will begin next month, he said. The Minister expressed hope that this project will provide direct or indirect employment to nearly 20 lakh youth in the State.

The Minister added that the distance of 154 km between Jogighopa and Guwahati will be covered by making a 4-lane road on this stretch, a 3-km rail line will connect Jogighopa station to the MMLP, another 3-km rail link will connect it to the IWT, and the road to newly developed Rupsi airport will be upgraded to 4-lanes for easier connectivity. He said, the MMLP will have all the facilities like, warehouse, railway siding, cold storage, custom clearance house, yard facility, workshops, petrol pumps, truck

parking, administrative building, boarding lodging, eating joints, water treatment plant, etc.

Gadkari informed that the initial report and master plan is ready for the 346 acre MMLP with JNPT in Wardha Dry port area of Nagpur. Feasibility reports are being prepared for the Bangalore MMLP, Sangrur warehouse complex in Punjab, Surat, Mumbai, Indore, Patna, Hyderabad, Vijayawada, and

Coimbatore. DPR is being made for MMLP near Chennai port, and studies have begun for MMLP in Pune and Ludhiana. Other 22 MMLPs are proposed in Ahmedabad, Rajkot, Kandla, Vadodara, Ludhiana, Amritsar, Jullundur, Bhatinda, Hissar, Ambala, Kota, Jaipur, Jagatsinghpur, Sundarnagar. Delhi, Kolkata, Pune, Nashik, Panaji, Bhopal, Raipur, and Jammu.

The Minister further informed that his Ministry has plans for National Highway works worth Rs 80,000 crore in Assam. He said, NH works

for 575 km worth Rs. 3,545 crore are going to be completed within this financial year. NH works of nearly Rs 15,000 crore will be awarded by next year, while DPRs will be completed for works of Rs 21,000 crore for the State. He said, under the CRIF scheme, 203 km NH length at a cost of Rs 610 crore has been approved for 2020-21. The Minister also announced clearing of a number of Road proposals from different MPs and MLAs for the State.

Gadkari also informed that a total of 12 accident black spots have been identified on National Highways in Assam, of which three have been temporarily improved. He said, all the black spots will be eradicated by the year 2023.

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Truckers in Chennai file complaint as banks deduct EMIs, fines

ruckers from Chennai have filed a police complaint against private banks which not only violated Centre's moratorium rule and deducted equated monthly instalment (EMI) but also collected fines for alleged late payments, reported TNN.

Bank statements of vehicle owners for the months of June, July and August suggest that Rs 300-Rs 500 was collected as fines from each of them for not paying EMI on time. "While the due date for my vehicle loan was 15th to 22nd of every month, ECS was submitted before that to deliberately levy fines," alleged a trucker from Chennai.

Most truckers resumed work only in August-September after lockdown was eased. Before that, almost 90% of the 3.3 lakh trucks remained idle. Only those transporting essential commodities and emergency services were allowed. To support them, Reserve Bank of India directed banks to offer vehicle loan moratorium till August 31.

"Despite filing complaints in the past about EMI threats, there has been no response from the RBI or Centre. This is causing more troubles to an already overburdened transportation sector," said the trucker. The sector had earlier demanded the state government waive road tax for the six months when their movement was restricted due to Covid.

Another member of the industry said the lockdown has aggrieved public transport operators, leaving many on the verge of bankruptcy. At present, each state has a different law and operators are burdened with financial crises and under these circumstances, they are unable to pay vehicle taxes, loans and insurance premiums.

"With almost zero income and multiple statutory and regulatory obligations, we urge the authorities concerned to take immediate action to

"With almost zero income and multiple statutory and regulatory obligations, we urge the authorities concerned to take immediate action to rescue the sector from a total collapse," he added. But the state transport department seems to be not ready to forego tax revenue. Of the total Rs 417 crore road tax revenue, trucks alone contribute around Rs 249 crore every year, according to official data

rescue the sector from a total collapse," he added. But the state transport department seems to be not ready to forego tax revenue. Of the total Rs 417 crore road tax revenue, trucks alone contribute around Rs 249 crore every year, according to official data.

While transporters are still struggling

to make ends meet, the festival season, coupled with kharif harvest procurement, has brought some respite for them. After rentals dropped 4%-5% in September, they have rebounded 10%-12% since October 1.

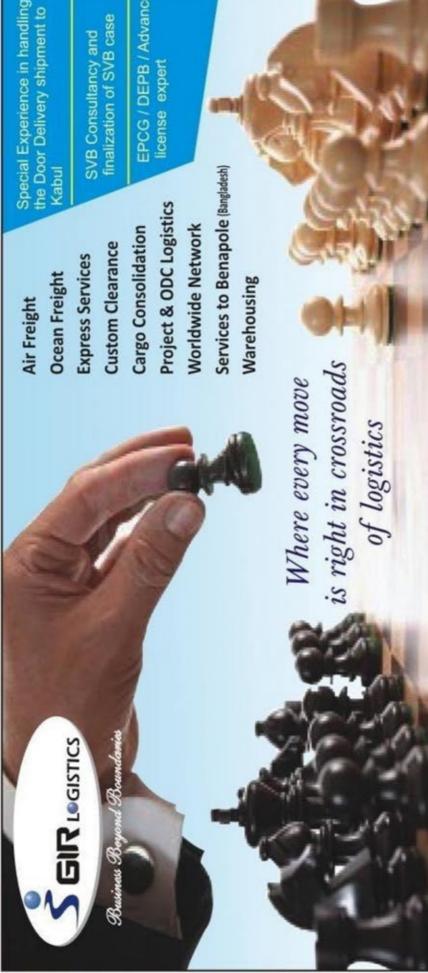
"Upto September, truck owners were losing between Rs 10,000-Rs 20,000 due to discounting and very low cargo availability. But now the freight rates are viable and about 75%-80% of the fleet is back on the roads. The truck fleet had shrunk to 30% of its full size during and after the lockdown in April-May," said Chennai-based transporter.

Festival demand is only one of the reasons for the uptick. "Freight rates have gone up in the last 8 days for several reasons. First, kharif harvest and procurement has started so agri goods movement is up 40% year-on-year. Also industry and factory gate goods movement is up by 10% as even MSMEs start full-fledged operation," said SP Singh, co-ordinator Indian Foundation of Transport Research & Training (IFTRT).

Transporters say the business size is already similar to last October. "In terms of value of business we have hit 110% of October 2019," said Ramesh Aggarwal, chairman-All India Transporters' Welfare Association.

Accordingly trunk route rates have firmed up particularly from Maharashtra to Delhi, Bengaluru, Chennai as well as Gujarat to rest of India. Transporters say the fleet usage would have been better if there was no driver shortage dogging fleet operators.

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FFFAI Chairman Elect Shankar Shinde elected as MD, IFCBA



Chairman-elect FFFAI he Chairman Elect, Federat

The Chairman Elect, Federation of Freight Forwarders Associations in India (FFFAI), Mr. Shankar Shinde has been elected unanimously as Managing Director of the International Federation of Customs Brokers Association (IFCBA) on November 10, 2020. IFCBA enjoys the status of Private Sector Consultative Group (PSCG) representation on World Customs Organisation (WCO). His election to IFCBA's crucial position once again underscores the growing importance of FFFAI and India in the international Logistics & Customs Brokers business.

Having more than 30 years of experience in Logistics and Customs Broking industry, Mr. Shinde is very well-known for his huge contribution to the entire industry. Apart from FFFAI and IFCBA, Mr. Shinde has also been associated with various industry associations including Nashik Customs House Agents

Association as President, International Federation of Freight Forwarders Associations (FIATA) and nominated by FIATA to represent them at Brihanmumbai Customs Brokers Association, Maharashtra Chamber of Commerce & Agriculture, etc. In addition, from FFFAI he is spearheading the International North South Transport Corridor (INSTC) project in collaboration with the Government of India.

"The international trade community depends on the work done by Customs Brokers and IFCBA serves Customs Brokers by keeping them at the centre of the international trading system. It is IFCBA's mission to promote the value and use of Customs Brokers worldwide," emphasized Mr Shinde while commenting on the importance of IFCBA.

Celebi Launches RFS from HYD CFS to CELEBI TERMINAL DEL

Celebi Delhi Cargo Terminal Management India Pvt Ltd, in collaboration with their business partners, Om Logistics Ltd and Batco Integrated Logistics Pvt. Ltd Hyderabad CFS, have commenced a dedicated bonded trucking service from Hyderabad to Celebi Terminal Delhi IGI Airport, w.e.f. Sept. 15, 2020, after successful launch at Kanpur, Ludhiana, NOIDA SEZ, Pithampur SEZ1 & SEZ2, Ahmedabad, Indore and Kolkata to provide their customers an option to move air cargo in an efficient, safe, process driven and cost effective manner.

As per Mr. Burak Kurt, CEO, Celebi Delhi Cargo Terminal Management India Pvt. Ltd: "We are happy to launch this Daily Bonded Service from Hyderabad which was the requirement of our customers. Now, cargo from Hyderabad which is not moving from Hyderabad Airport, can be custom-cleared at Batco CFS facility at Hyderabad and sent to Delhi Airport.

Burak adds: "Multimodal Logistics has a bright future in India and bonded trucking is the future in India and is here to stay."

"After Hyderabad, we plan to start bonded trucking from Jaipur in 2020. Besides starting temperature controlled road transport to Delhi from Indore and Ahmedabad, we are working on to commence Bonded Reefer trucking from Hyderabad CFS in the near future. Speed, Safety and Security are the key words that identify our Air Cargo Bonded Service" says Burak Kurt.

Mr. Akash Bansal, Executive Director, Om Logistics said "Om Logistics is a long term partner with Celebi for any trucking requirements they wish to offer to their customers, anywhere in the country and are willing to provide customized solutions to make it a value proposition for all stakeholders in business." As per Akash Bansal "In addition to Celebi's scheduled trucks operating between city pairs as per scheduled timetable, ad hoc trucks are available upon request." Akash adds 'we also offer first mile service to connect Celebi's bonded trucking"

Arvind Aggarwal, Senior Manager, Business Development, Çelebi Delhi Cargo Terminal Management India Pvt. Ltd said "Initially, we are starting with the full truck load service, which will be converted to all weight breaks shipments in the near future.

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Women in Logistics



Ms. Sujatha Swaminathan, National Procurement Manager, Genid Shipping & Logistics

Sujatha Swaminathan has an overall experience of 21 years in the Cargo Logistics industry. She has experience in multi-level activities including Sales and Tender management, Key Account management and Rate negotiation with shipping lines. She has worked with both multinational and Indian companies. Presently, she is with Genid Shipping & Logistics India Pvt. Ltd as National Procurement Manager, since 2019. Sujatha is a graduate in English Honours from Delhi University with a Post-Graduation in Public Relations from Bharativa Vidva Bhavan, New Delhi. She is a member of WISTA India, which aims at bringing together women in shipping. She is an ardent reader and likes listening to music.

Questionnaire

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

I have been in Cargo Logistics for almost 21 years now. It has been a wonderful learning journey all through. In fact, I am proud to say that the learning continues, for so vast and diverse is this industry. When I look back now, I feel happy for having had the courage and determination to make a career in this industry.

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

Incidentally, I got inducted into this field by chance in 1999. I was looking for a job and came to know of a vacancy in a company who were agents for Buyer's Consolidators. I joined them as a documentation executive and believe me, at that time, I had no inkling of what a bill of lading looks like, leave alone the contract terms under which the bill of lading is issued and so forth.

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

The reason I managed in this industry and still continue here, speaks volumes for the support and encouragement I received from my colleagues. In fact, I was the only lady member in a small team of about 10 people in my first company in Chennai. I firmly believe that if you personally have the urge to learn, nobody can stop you. I have always been sincere in my efforts and also did not restrict myself to my area of work alone, which has helped me.

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

I am a sea freight specialist and have experience in handling both Ocean export and import. As mentioned above, I started as a documentation executive then moved on to handling the operations of big Retail clients like Target Stores, Tesco, Hush Puppies, etc. I later moved to Corporate Sales and have travelled to Europe, with our agents, for business calls on customers. For over eight years now, I am in Product Management, especially sea freight, and manage / negotiate pricing for all our branches in India.

5. What is so interesting about the

Cargo industry that keeps you attracted to it?

The Cargo Logistics industry is vast like an ocean. It is like a mirage in the desert, whose horizon keeps on extending. This industry has changed and evolved so much over the years. Many manual jobs are now automated and can be done sitting in the office.

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

The logistics cargo industry has ample opportunity for both men and women. It is not biased towards any gender and the only criteria to achieve success is your ability to learn and also adapt to the changes brought in by new technology.

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

This would have been difficult without the support of my family and colleagues. Prioritisation of work, both at home and office, according to need and importance helps a lot in easing out the pressures of life. I am satisfied to have been there for my family, whenever required, without dilution of office work, at all stages in my career.

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

I take this opportunity to welcome women joining this industry. Opportunities are abundant and you can pick and choose your area of specialisation, according to your personal flair. The scope of work is time sensitive, hence communication plays a vital role. The dynamics of the industry keeps changing in line with the requirement, hence in this industry work is a constant learning process.

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Gandhinagar		1123/55, Multani Mohalla, Gandhi Nagar, Delhi - 110031	8010082244		
Phoolbagh	1	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	
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GOVERNMENT OF INDIA MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA UNSTARRED QUESTION NO. 4199 ANSWERED ON 19TH MARCH, 2020

UNIFORM ROAD TAX

4199. DR. T.R. PAARIVENDHAR: SHRI KOTHA PRABHAKAR REDDY:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सडक परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) whether the Government has taken a decision to levy a uniform road tax across the country
 on personal vehicles and if so, the details thereof along with the steps taken so far by the
 Government in this regard;
- (b) whether the Union Government has held discussion with State Governments in this regard and if so, the details and the outcome thereof;
- (c) the steps being taken to give relief to automobile buyers and help protect revenues of States in view of proposed implementation of uniform road tax; and
- (d) the remedial steps taken to resolve some contentious issues of revenue generation/sharing between the State Governments and the Union Government?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (d) Group of Ministers on Transport had discussed the issue of having uniform road tax and had recommended all States/UTs to rationalize motor vehicle taxes and develop a system for seamless movement of vehicles across the country. The matter of Road Tax Policy for Motor Vehicles is a State Subject. Central Government deliberates on this issue with the States in meetings of Transport Development Council (TDC) to arrive at a consensus decision.



GOVERNMENT OF INDIA MINISTRY OF ROAD TRANSPORT AND HIGHWAYS RAJYA SABHA UNSTARRED QUESTION NO-923 ANSWERED ON-19/09/2020

'INFRASTRUCTURE STATUS' TO LOGISTIC PARKS

923. SHRI PRABHAKAR REDDY VEMIREDDY:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

be pleased to state:

- (a) whether Ministry has sent any proposal to the Finance Ministry for giving 'infrastructure status' to logistic parks it has proposed and also permitting 100 per cent Foreign Direct Investment under automatic route in logistics parks;
- (b) if so, the details thereon and the response thereof; and
- (c) India's logistic costs vis-a-vis other countries and to what extent getting 'infrastructure status' to logistic parks helps in bringing down costs?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS [GEN. (DR.) V.K. SINGH (RETD.)]

(a) & (b) Infrastructure status has already been notified in the Gazette of India Extraordinary PART I – Section 1, No. 213 dated 28th August, 2020 by Ministry of Finance, Department of Economic Affair's granted to Logistics Sector, including Multimodal Logistics Parks comprising Inland Container Depot (ICD) with minimum investment of Rs. 50 crore and minimum area of 10 acre, Cold Chain Facility with minimum investment of Rs. 15 crore and minimum area of 20,000 sq ft, and/or Warehousing Facility with investment of minimum Rs. 25 crore and minimum area of 1 lakh sq ft.

The extant Foreign Direct Investment (FDI) policy is under the purview of Ministry of Commerce and Industry, Department of Industrial policy & Promotion permits FDI upto 100% under the automatic route for logistics sector subject to extant applicable laws/sectoral rules/regulations/security conditions. Till date no FDI proposal for logistics parks have been received by MoRTH.

(c) The logistics costs in India is estimated to be 13-14% of the GDP. The logistics costs in USA is 9-10%, in Europe 10% and in Japan 11% of their GDP. Various schemes / projects are planned and being implemented to bring the logistics cost to 8-10% of GDP in India.

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केरल में 8 राष्ट्रीय राजमार्ग-एनएच परियोजनाओं का शिलान्यास और उद्घाटन

केंद्रीय सड़क परिवहन, राजमार्ग और सूक्ष्म, लघु और मध्यम उद्यम मंत्री नितिन गडकरी ने आज केरल में 8 राष्ट्रीय राजमार्ग परियोजनाओं का उद्घाटन और शिलान्यास किया। इस समारोह में राज्यपाल आरिफ मोहम्मद खान, मुख्यमंत्री पिनराई विजयन और केंद्रीय राज्य मंत्री जनरल (सेवानिवृत्त) डॉ. वीके सिंह और वी. मुरलीधरन, राज्य के मंत्री, संसद सदस्य, विधायक और केंद्र और राज्य के वरिष्ठ अधिकारी उपस्थित थे।

इस अवसर पर गडकरी ने कहा कि प्रधानमंत्री के एक नए भारत के दृष्टिकोण के अनुरूप, भारत के सबसे बड़े बुनियादी ढाँचे के विकास कार्यक्रम में भारत माला परियोजना जैसी पहल के माध्यम से विश्व स्तरीय परिवहन बुनियादी ढांचे के विकास को प्राथमिकता दी गई है। उन्होंने कहा कि भारत माला परियोजना की परिकल्पना प्रमुख मूल-गंतव्य जोड़ों के बीच माल ढुलाई के वैज्ञानिक अध्ययन के माध्यम से कुशल माल और यात्री आवागमन को सक्षम बनाने के लिए तैयार की गई थी।

गडकरी ने बताया कि देश में 35,000 किलोमीटर राष्ट्रीय राजमार्गों को भारत माला परियोजना के हिस्से के रूप में विकसित किया जा रहा है। इसमें से 1,234 किलोमीटर के राष्ट्रीय राजमार्गों को केरल राज्य में भारत माला परियोजना के हिस्से के रूप में विकसित किया जा रहा है। इसके अलावा, 119 किलोमीटर लम्बे तटीय सम्पर्क मार्ग के भारतमाला / सागरमाला योजना के तहत उन्नयन की भी योजना है। कई प्रमुख कॉरिडोर जैसे कि दिल्ली मुंबई एक्सप्रेस वे, दिल्ली अमृतसर कटरा एक्सप्रेस वे, चेन्नई – बेंगलुरु एक्सप्रेस वे, आदि को भी भारत माला परियोजना के भाग के रूप में विकसित किया जा रहा है।

गडकरी ने कहा कि 1,760 किलोमीटर लम्बा मुंबई - कन्याकुमारी आर्थिक गिलयारा भी भारत माला पिरयोजना के हिस्से के रूप में विकसित किया जा रहा है। मुंबई से कन्याकुमारी तक देश के पूरे पश्चिमी तट क्षेत्र में सम्पर्क में सुधार लाने वाले इस गिलयारे से क्षेत्र की आर्थिक समृद्धि को बहुत अधिक सक्षम बनायेगा। मुंबई - कन्याकुमारी आर्थिक गिलयारे के एक हिस्से के रूप में, 650 किलोमीटर की लंबाई वाली 23 परियोजनाओं को 50,000 करोड़ रुपये के निवेश से केरल राज्य में विकसित किया जा रहा है। उन्होंने कहा कि केरल राज्य में उत्तर से दक्षिण तक पूरी लंबाई को पार करने वाले गिलयारे के केरल की जीवन रेखा बनने की उम्मीद है। गिलयारे से कासरगोड, थालास्सेरी, कण्नूर, कोझीकोड, एर्नाकुलम, कोच्चि, अलप्पुझा, कोल्लम और तिरुवनंतपुरम जैसे प्रमुख शहरों / कस्बों से सम्पर्क में सुधार हुआ है।

नितिन गडकरी ने कहा कि 11,571 करोड़ रुपये की लागत के 177 किलोमीटर लंबाई की 7 अन्य परियोजनाओं के निर्माण कार्य की स्वीकृत दी गई है और इनका निर्माण कार्य शुरू हो चुका है। इसमें चेरुथोनी नदी पर उच्च स्तरीय पुल का निर्माण शामिल है, जो 1 जून से 19 अगस्त, 2018 तक दक्षिण-पश्चिम मॉनसून के मौसम के दौरान प्राकृतिक आपदाओं के कारण पूरी तरह से क्षतिग्रस्त हो गया था। उन्होंने कहा कि सरकार राज्य की आर्थिक समृद्धि को सक्षम बनाने के लिए इन परियोजनाओं को तेजी से पूरा करने के लिए प्रतिबद्ध है। इन परियोजनाओं से केरल की तस्वीर बदल जाएगी।

गडकरी ने बताया कि वर्तमान में, केरल में 1782 किलोमीटर लंबाई के राष्ट्रीय राजमार्गे हैं। 488 किलोमीटर लम्बे राष्ट्रीय राजमार्गों का निर्माण 2014-20 के दौरान किया गया है, जिसमें 2009-14 की अवधि के मुकाबले 569 प्रतिशत की वृद्धि हुई है। उन्होंने कहा कि 2014-2020 के दौरान राष्ट्रीय राजमार्ग के निर्माण पर 3,820 करोड़ रुपये खर्च हुए हैं, जबिक राज्य में एनएच के रखरखाव पर 671 करोड़ रुपये खर्च किए गए। बाढ़ मरम्मत / साधारण मरम्मत के तहत 96.50 करोड़ रुपये का आवंटन किया गया है।

गडकरी ने कहा कि 19,800 करोड़ रुपये की लागत के कार्यों को 2024 तक पूरा करने का लक्ष्य है, जबिक 5327 करोड़ रुपये की 549 किलोमीटर की कुल लंबाई की 30 परियोजनाएँ कार्यान्वयन के अधीन हैं। उन्होंने मुख्यमंत्री से सड़क विकास के लिए पीपीपी मॉडल पर विचार करने के लिए कहा, जिससे बुनियादी ढांचे के निर्माण के लिये अधिक पूंजी निवेश प्राप्त होगा।

केरल में सड़कों के लिए बहुत अधिक भूमि अधिग्रहण लागत को रेखांकित करते हुए गड़करी ने रेत को रॉयल्टी मुक्त बनाने का आग्रह किया। उन्होंने राज्य जीएसटी से लोहा / स्टील, सीमेंट जैसी अन्य सड़क सामग्री को छूट देने के लिए कहा जिससे केरल के लिए सड़क निर्माण की लागत को कम करने में बहुत मदद मिलेगी। मंत्री ने इन मुद्दों पर विस्तृत चर्चा के लिए केरल के मुख्य मंत्री को दिल्ली आमंत्रित किया। उन्होंने केंद्रीय सड़क और राजमार्ग मंत्रालय के पूरे समर्थन का आश्वासन दिया।

गडकरी ने केरल के मुख्य मंत्री से सड़क पूरी करने के सभी मुद्दों को हल करने का आह्वान किया। गडकरी ने राज्य में राजमार्गों पर खतरनाक स्थानों की पहचान करने का आह्वान किया और इसे ठीक करने में मदद की पेशकश की। उन्होंने फिर दोहराया कि सुरक्षित सड़कें दुर्घटनाओं को कम करने और जीवन बचाने के लिए महत्वपूर्ण हैं।

सडक परिवहन और राजमार्ग राज्य मंत्री जनरल (सेवानिवृत्त) डॉ. वी के सिंह ने कहा कि ये परियोजनाएँ केरल को बहुत लाभ होगा। इन आर्थिक गिलयारों के माध्यम से सम्पर्क, व्यापार और वाणिज्य में सुधार होगा। उन्होंने कहा कि इस तरह का एक गिलयारा मुंबई से कन्याकुमारी तक केरल में उत्तर से दक्षिण तक गुजरता है। उन्होंने कहा कि 1700 किमी लंबाई के गिलयारे में

से, केरल में 650 लंबाई की 23 परियोजनाएं शामिल हैं, जिनकी लागत लगभग 50000 करोड़ रुपये होगी। इन परियोजनाओं से केरल में समृद्धि आएगी और आसरगोड, कोझीकोड, एर्नाकुलम, कोलम आदि जैसे कुछ प्रमुख शहरों से सम्पर्क में सुधार होगा।

केरल के राज्यपाल आरिफ मोहम्मद खान ने राज्य के लोगों की आकांक्षाओं को पूरा करने के लिए केंद्र सरकार को धन्यवाद दिया। मुख्यमंत्री पिनराई विजयन, विदेश मंत्रालय और केंद्रीय संसदीय कार्य मंत्री वी. मुरलीधरन और केरल के लोक निर्माण मंत्री ए. नमस्सिवम ने भी इस कार्यक्रम को संबोधित किया।

परियोजनाओं का विवरण (राष्ट्र को समर्पित):

परियोजना का नाम - एनएच -66 (ओल्ड एनएच -47) पर काजाकुट्टोम से मुकोला तक तिरुवनंतपुरम बाइपास को चार लेन में बदलना

लम्बाई (किमी) - 26.50

परियोजना की लागत (करोड रुपये) - 1120.86 रुपये

यह परियोजना परिवहन दक्षता में वृद्धि करेगी, परिवहन लागत कम करेगी, ढाँचागत विकास को बढ़ाएगी, जिससे क्षेत्र के समग्र विकास को बढ़ावा मिलेगा। उपयोगकर्ताओं की सुरक्षा सुनिश्चित करने वाली सड़क से दुर्घटनाओं में कमी आएगी, (कोवलम बीच / वर्कला बीच) पर्यटन के लिये बेहतर सम्पर्क प्रदान किया जा सकेगा, पद्मनाभ स्वामी मंदिर, मादरे दे दियुस चर्च (वेटटुकाडू चर्च), और बेमापल्ली मस्जिद आदि जैसे ऐतिहासिक / धार्मिक स्थानों के लिये और बेहतर सम्पर्क सुनिश्चित हो सकेगा।

शिलान्यास कार्य:

 परियोजना का नाम - एनएच -66 का (पुराना एनएच -17) थालापाडी
 17.200 किमी से चंगला 57.200 किमी के बीच छ: लेन का निर्माण लम्बाई (किमी) - 39

परियोजना की लागत (रुपये करोड में) - 1981.07

2. परियोजना का नाम - एनएच -66 का (पुराना एनएच -17) चंगला 57. 200 किमी से नीलेश्वरम 95.650 किमी के बीच छ: लेन का निर्माण लम्बाई (किमी) - 37.27

परियोजना की लागत (रुपये करोड में) - 1746-45

3. परियोजना का नाम - एनएच -66 का (पुराना एनएच -17) नीलेश्वरम 95.650 किमी से थालिप्परम्बा 137.900 किमी के बीच छ: लेन का निर्माण लम्बाई (किमी) - 40.11

परियोजना की लागत (रुपये करोड में) - 3041.65

4. परियोजना का नाम - एनएच -66 का (पुराना एनएच -17) पर थालिप्परम्बा और मुझापिलंगड के बीच 137.900 किमी से 170.600 किमी तक छ: लेन का निर्माण

लम्बाई (किमी) - 29.95

परियोजना की लागत (रुपये करोड में) - 2714.6

5. परियोजना का नाम - एनएच -66 (पुराना एनएच -17) पर पलोली पालम और मूदादी पुल तक छ: लेन का निर्माण और अन्य कार्य लम्बार्ड (किमी) - 2.1

परियोजना की लागत (रुपये करोड में) - 210-21

6. परियोजना का नाम - एनएच -66 (पुराना एनएच -17) पर कोझिकोड बाइपास 230.400 किमी से 258.800 किमी तक छ: लेन का निर्माण कार्य लम्बाई (किमी) - 28.4

परियोजना की लागत (रुपये करोड में) - 1853.42

7. परियोजना का नाम - एन एच -185 पर पर चेरुथोनी नदी पर 32/500 किमी उच्च स्तरीय पुल का निर्माण

लम्बाई (किमी) - 0.30

परियोजना की लागत (रुपये करोड में) - 23.83

कुल योग: 177 किमी. (11,571.23 रुपये)

राष्ट्रीय राजमार्ग संख्या-66 केरल की जीवन रेखा है जो दक्षिण में तिमलनाडु और उत्तर में कर्नाटक को जोड़ती है और यह कन्याकुमारी मुंबई काँरिडोर का एक हिस्सा है। यह देश के महत्वपूर्ण आर्थिक गिलयारे में से एक है। मुंबई-कन्याकुमारी काँरिडोर के महत्वपूर्ण हिस्से के रूप में, यह राज्य की आर्थिक समृद्धि में वृद्धि करेगा। आंशिक पहुंच के लिये नियंत्रित मार्गे के 4/6 लेन में बदलने से यातायात बाधामुक्त होगा, अंतर्राज्यीय सम्पर्क तेज और बाधामुक्त होगा, कोझीकोड, कोच्चि जैसे व्यापारिक केंद्रों के लिये विशेष रूप से लाभकारी साबित होगा, कृषि और मत्स्य पालन क्षेत्र का काया पलट होगा, केरल मसालों की वस्तुओं के व्यापार के अवसरों का परिदृश्य ही बदल जायेगा।

अन्य लाभों में सड़क-बंदरगाह परिवहन के बीच बेहतर तालमेल शामिल है, जो पोर्ट-लेड डेवलपमेंट 'को आगे बढ़ाएगा। यह राज्य के पर्यटन क्षेत्र को मजबूत करने और बड़ी संख्या में रोजगार और स्व-रोजगार के अवसरों की दिशा में एक प्रमुख प्रगित है। नई परियोजनाएं विभिन्न पर्यटन स्थलों, ऐतिहासिक स्थानों और धार्मिक स्थानों को बेहतर सम्पर्क प्रदान करेंगी। एनएच 66 को चौडा करना सभी केरलवासियों का दीर्घ-कालिक सपना है। केरल की जीवन रेखा एनएच 66 को चौडा करने के परिणामस्वरूप अन्य बुनियादी ढांचे का भी विकास होगा।

नई परियोजनाएं क्षेत्र के अकुशल, अर्ध-कुशल और कुशल जनशक्ति को रोजगर भी प्रदान करेंगी। ये अविभाजित राजमार्गों पर दुर्घटनाओं को कम करने और यात्रा के समय को कम करने के साथ ही वाहनों की रखरखाव लागत और ईंधन की बचत से सुरक्षित यातायात की दिशा में सुधार करेंगे। परियोजना के कार्यान्वयन से इलाके की सामाजिक-आर्थिक स्थिति समृद्द होगी। परियोजनाओं से कृषि वस्तुओं के परिवहन में सुधार होगा और अधिक से अधिक बाजारों तक पहुंच सम्भव होगी, जिससे वस्तुओं और सेवाओं की लागत कम होगी।

TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)

S.	Airmort	Ear.	The Mon	Freight (For The Pe	ricel A suit	То Ангент
	Airport			ith %		2019-20	
no.		2020	August 2019	Change	2020-21	2019-20	% Change
CAN	21 International		2019	Change			Change
			20215		=:020		
1	Chennai	23454	30215	-22.4	76939	155440	-50.5
2	Kolkata Ahmedabad	7837	13999 8808	-44.0	30155	61584	-51.0
4	Goa	4112 234	495	-53.3 -52.7	15950 551	46410 2264	-65.6 -75.7
5	Guwahati	1323	1764	-25.0	3672	9027	-59.3
6	Lucknow	866	1258	-31.2	2573	6391	-59.7
7	Jaipur	1089	1596	-31.8	2545	6989	-63.6
8	Trivandrum	2090	2558	-18.3	6693	12247	-45.3
9	Bhubaneswar	561	862	-34.9	1506	3922	-61.6
10	Calicut	1243	2585	-51.9	4113	12589	-67.3
11	Varanasi	271	369	-26.6	559	1447	-61.4
12	Coimbatore	548	1111	-50.7	1399	5201	-73.1
13	Srinagar	611	213	186.9	1256	4508	-72.1
14	Amritsar	71	151	-53.0	196	1269	-84.6
15	Mangalore	279	204	36.8	866	1080	-19.8
16	Portblair	134	496	-73.0	1255	2644	-52.5
17	Trichy	168	809	-79.2	621	3464	-82.1
18	Imphal	228 109	729 204	-68.7 -46.6	678	3248	-79.1 -40.4
19 20	Vijayawada	109	204		637	1069	-40.4
20	Tirupati Kushinagar	0	0		0	0	
Fota		45228	68426	-33.9	152164	340793	-55.4
	7 JV Internationa			2217	102101	510125	2011
-	-		-	21.0	21000	111161	40.0
22	Delhi (DIAL)	65486	83741	-21.8	210573	411164	-48.8
23	Mumbai (MIAL)		73626	-40.3	168893 99159	364170	
24	Bangalore (BIAL)	27751	32632	-15.0		159473	-37.8
25	Hyderabad (GHIAL)	9821	11952	-17.8	35052	61043	-42.6
26	Cochin(CIAL)	4517	8685	-48.0	17029	35118	-51.5
27	Nagpur (MIPL)	605	574	5.4	909	4511	-79.8
28	Kannur (KIAL)	0	0	-	0	0	-
Fota	al	152136	211210	-28.0	531615	1035479	-48.7
(C)	1 ST Govt./Pvt.						
29	Shirdi	0	0		0	0	
Tota	The second secon	0	0		0	0	
	10 Custom Airpo			_		0	_
30	Pune	2248	2172	20.1	4706	14939	605
31	Patna	1321	3172 1174	-29.1 12.5	3299	5262	-68.5 -37.3
32	Bagdogra	324	652	-50.3	1145	3213	-64.4
33	Indore	419	940	-55.4	1013	4661	-78.3
34	Visakhapatnam	244	396	-38.4	1170	2655	-55.9
35	Chandigarh	566	644	-12.1	1429	4116	-65.3
36	Surat	189	308	-38.6	1459	1856	-21.4
37	Madurai	125	353	-64.6	292	1245	-76.5
38	Aurangabad	25	36	-30.6	40	305	-86.9
-F53		40		-50.0		0	-00.9
			-	-	- 0		0.000
39	Gaya	0	0	-28.8	14553		-62.0
39 Fota	Gaya	0 5461	-	-28.8	14553	38252	-62.0
39 Fota (E)	Gaya al 58 Domestic Air	0 5461 ports	7675	7.	14553	38252	3
39 Fota (E) 40	Gaya al 58 Domestic Air Ranchi	0 5461 ports 454	7675 451	0.7	14553	38252 2431	-51.4
39 Fota (E) 40 41	Gaya al 58 Domestic Air Ranchi Raipur	0 5461 ports 454 358	0 7675 451 509	0.7	14553 1182 1032	38252 2431 2443	-51.4 -57.8
39 Fota (E) 40 41 42	Gaya al 58 Domestic Air Ranchi Raipur Agartala	0 5461 ports 454 358 146	0 7675 451 509 321	0.7 -29.7 -54.5	1182 1032 395	38252 2431 2443 1987	-51.4 -57.8 -80.1
39 Fota (E) 40 41 42 43	Gaya 1 58 Domestic Air Ranchi Raipur Agartala Jammu	0 5461 ports 454 358 146 73	0 7675 451 509 321 117	0.7 -29.7 -54.5 -37.6	1182 1032 395 186	38252 2431 2443 1987 624	-51.4 -57.8 -80.1 -70.2
39 fota (E) 40 41 42 43 44	Gaya 1 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal	0 5461 ports 454 358 146	0 7675 451 509 321 117 99	0.7 -29.7 -54.5	1182 1032 395 186 238	2431 2443 1987 624 513	-51.4 -57.8 -80.1 -70.2 -53.6
39 Fota (E) 40 41 42 43 44 45	Gaya 1 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun	0 5461 ports 454 358 146 73 90	0 7675 451 509 321 117	0.7 -29.7 -54.5 -37.6 -9.1	1182 1032 395 186	38252 2431 2443 1987 624	-51.4 -57.8 -80.1
39 Fota (E) 40 41 42 43 44 45 46	Gaya 1 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur	0 5461 ports 454 358 146 73 90	0 7675 451 509 321 117 99 19	0.7 -29.7 -54.5 -37.6 -9.1	1182 1032 395 186 238 8	38252 2431 2443 1987 624 513 64 2	-51.4 -57.8 -80.1 -70.2 -53.6 -87.5
Tota (E) 40 41 42 43 44 45 46	Gaya 1 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun	0 5461 ports 454 358 146 73 90 0	0 7675 451 509 321 117 99 19	0.7 -29.7 -54.5 -37.6 -9.1	1182 1032 395 186 238 8 0 156	38252 2431 2443 1987 624 513 64	-51.4 -57.8 -80.1 -70.2 -53.6 -87.5
Tota (E) 40 41 42 43 44 45 46 47 48	Gaya S8 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh	0 5461 ports 454 358 146 73 90 0 48	0 7675 451 509 321 117 99 19 0 231	0.7 -29.7 -54.5 -37.6 -9.1	1182 1032 395 186 238 8	38252 2431 2443 1987 624 513 64 2 1388	-51.4 -57.8 -80.1 -70.2 -53.6 -87.5
39 Tota (E) 40 41 42 43 44 45 46 47 48 49	Gaya S8 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur	0 5461 ports 454 358 146 73 90 0 48 106	0 7675 451 509 321 117 99 19 0 231 126	0.7 -29.7 -54.5 -37.6 -9.1	1182 1032 395 186 238 8 0 156 280	38252 2431 2443 1987 624 513 64 2 1388 886	-51.4 -57.8 -80.1 -70.2 -53.6 -87.5
39 Fota (E) 40 41 42 43 44 45 46 47 48 49 50	Gaya 158 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur Jodhpur	0 5461 ports 454 358 146 73 90 0 48 106 0	0 7675 451 509 321 117 99 19 0 231 126 0	0.7 -29.7 -54.5 -37.6 -9.1 - -79.2 -15.9	14553 1182 1032 395 186 238 8 0 156 280 0	38252 2431 2443 1987 624 513 64 2 1388 886 0	-51.4 -57.8 -80.1 -70.2 -53.6 -87.5 -88.8 -68.4
39 Tota (E) 40 41 42 43 44 45 46 47 48 49 50	Gaya S8 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur	0 5461 ports 454 358 146 73 90 0 48 106	0 7675 451 509 321 117 99 19 0 231 126	0.7 -29.7 -54.5 -37.6 -9.1 -79.2 -15.9	14553 1182 1032 395 186 238 8 0 156 280 0	38252 2431 2443 1987 624 513 64 2 1388 886 0	-51.4 -57.8 -80.1 -70.2 -53.6 -87.5 -88.8 -68.4 -56.3
39 Fota (E)	Gaya 158 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur Jodhpur Dibrugarh	0 5461 ports 454 358 146 73 90 0 48 106 0 0	0 7675 451 509 321 117 99 0 231 126 0 0	0.7 -29.7 -54.5 -37.6 -9.1 - -79.2 -15.9	14553 1182 1032 395 186 238 8 0 156 280 0 0 171	38252 2431 2443 1987 624 513 64 2 1388 886 0 1 391	-51.4 -57.8 -80.1 -70.2 -53.6

S. no.	Airport	August		%	For The Pe	eriod April 2019-20	%
/F13	50 D 1	2020	2019	Change			Change
-	58 Domestic Air					-	
55	Prayagraj	0	0		0	0	
56 57	Jabalpur Belgaum	0	0	- 7.	0	0	
58	Tuticorin	0	4	-	0	27	
59	Kanpur(chakeri)	0	22	-	0	71	
60	Rajkot	0	3	- 1	0	11	
61	Jharsuguda	3	5	-40.0	4	12	-66.7
62	Dimapur	14	18	-22.2	61	121	-49.6
63	Jaisalmer	0	0	de de cate	0	0	177.0
64	Juhu	12	36	-66.7	35	155	-77.4
65	Guggal(kangra)	0	0	-	0	0	1.70
66	Mysore	0	0	-	0	0	
67	Jorhat	0	0	-	0	0	
68	Gwalior	0	0		0	0	
69	Kolhapur	0	0	- 5	0	.0	
70	Kishangarh	0	0		0	0	
71	Cuddapah	0	0		0	0	
72	Kandla	0	0	*	0	0	
73	Porbandar	0	0	-	0	0	
74	Jamnagar	0	0		0	0	- 5
75	Pondicherry	0	0	- +	0	0	
76	Adampur						
	(Jalandhar)	0	0		0	0	-
77	Bikaner	0	0		0	0	-
78	Bhavnagar	0	0	-	0	0	_
79 80	Agatti	0	4	-	0	19	
81	Khajuraho Salem	0	0		0	0	
82	Bhuj	0	0		0	0	-
83	Barapani	- 0	- 0		- 0	- 0	_
03	(shillong)	0	0	- 20	0	0	
84	Pathankot	0	0		0	0	
85	Diu	0	0	- 2	0	0	
86	Bhuntar	0	0	- 2	0	0	
87	Bhatinda	.0	0		0	0	
88	Lakhimpur	-	1-0				
	(lilabari)	0	0	. 2	0	0	
89	Agra	0	0		0	0	
90	Ludhiana	0	0	- 7.	0	0	
91	Jalgaon	0	0	. 2	0	0	5
92	Pathankot	.0	0		0	0	- 1
93	Kalaburgi	0	0		0	0	
94	Shimla	0	0		0	0	-
95	Hindon	0	0		0	0	
96	Pakyong	0	0		0	0	
97	Tezpur	0	0		0	0	
E) 5	8 Domestic Airports	1395	2127	-34.4	3963	11562	-65.7
(F)	11 St.Govt. / Pvt	Airports					
98	Lengpui(aizwal)	27	34	-20.6	92	169	-45.6
99	Durgapur	0	0	-	0	0	
100	Nanded	0	0	-	0	0	
101	Nasik(Hal ozar)	0	0	-	0	7	13
	Vijayanagar	0	0	-	0	0	
	Pithoragarh	0	0	-	0	0	15
	Mundra	0	0	-	0	0	
	Jagdalpur	0	0	-	0	0	
	Hisar	0	0	- 2	0	0	- 3
106		0	0	-	0	0	-
106 107	Pasighat						
106 107 108	Bangalore(Hal)	0	0	-	0	0	-
106 107 108 (F) 1	Bangalore(Hal) 1 St.Govt. / Pvt Airports	0 27	0 34	-20.6	92	176	-47.7
106 107 108 (F) 1 (G)	Bangalore(Hal)	0	0				-47.7

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

(*) TENTATIVE

(IN '000 TONNES)

annomal ((CHANGE LOWERS)
PORT	TRAFFIC	P.O.L.	Other	Iron Ore	Ferti	Fertilizers	Coal	al	Containers	ners	Other	TOTAL	% VAR.
	PERIOD	(Crude, Prod., LPG/ LNG)	Liquids	Incl. Pellets	EIN.	RAW	Thermal & Steam	Coking & Others	Tonnage TEUs	TEUS	Misc. Cargo		AGAINST 2019-20
KOLKATA													
Vollata Dool Custam	TRF APRIL-SEPT: 2020	96	142	1	146	1	•	999	3963	248	1162	6175	
NOINGIG LOCK SYSICIII	TRF APRIL-SEPT. 2019	378	355	21	291	9		943	4992	346	1768	8754	-29.46
Holdin Doob Complex	TRF APRIL-SEPT, 2020	4317	2171	2304	85	185	493	4869	1285	29	3677	19386	
naidia Dock Collipiex	TRF APRIL-SEPT, 2019	4318	2541	1582	4	150	1070	7822	1622	90	3548	22717	-14.66
TOTAL: KOLKATA	TRF APRIL-SEPT: 2020	4413	2313	2304	231	185	493	5535	5248	315	4839	25561	1517500
	TRF APRIL-SEPT, 2019	4696	2896	1603	355	156	1070	8765	6614	436	5316	31471	-18.78
PARADIP	TRF APRIL-SEPT: 2020	13997	266	14622	227	2332	11388	4667	123	7	3931	52083	
	TRF APRIL-SEPT, 2019	19329	829	9941	208	1812	13516	6389	111	5	3417	55552	-6.24
VISAKHAPATNAM	TRF APRIL-SEPT. 2020	7793	930	9898	1148	457	2494	2526	4111	245	4622	32767	
	TRF APRIL-SEPT. 2019	9203	1039	6639	1031	220	3836	4335	4488	261	3959	34750	-5.71
KAMARAJAR(ENNORE)	TRF APRIL-SEPT. 2020	2073	52			ı	6436	213	1191	62	811	10776	
	TRF APRIL-SEPT, 2019	2543	77		53	i.	9655	408	1352	70	1674	15762	-31.63
CHENNAI	TRF APRIL-SEPT. 2020	4351	478	•	85	62	а		10835	561	2552	18380	
	TRF APRIL-SEPT. 2019	0089	774	•	'	69	3	,	14204	736	2893	24740	-25.71
V.O.CHIDAMBARANAR	TRF APRIL-SEPT. 2020	253	472		450	155	3674	3073	7222	353	1247	16546	
	TRF APRIL-SEPT. 2019	310	673		102	306	3370	3005	8521	425	1979	18266	-9.42
COCHIN	TRF APRIL-SEPT, 2020	7604	296		- 1	108	-		3939	285	633	12580	
	TRF APRIL-SEPT. 2019	11331	247		22	74	1		4311	312	099	16645	-24.42
NEW MANGALORE	TRF APRIL-SEPT. 2020	10145	1020	2158	312	47	1141	257	1044	70	411	16535	
	TRF APRIL-SEPT. 2019	1066	892	2296	256	58	2439	472	1120	78	430	17864	-7.44
MORMUGAO	TRF APRIL-SEPT. 2020	137	33	2148	Ξ		578	3584	155	11	1906	8552	
	TRF APRIL-SEPT. 2019	311	123	714	27		770	3836	206	16	1640	7627	12.13
MUMBAI	TRF APRIL-SEPT. 2020	16148	724	3011	203	37	1290	829	84	00	2132	24458	
	TRF APRIL-SEPT. 2019	18421	1048	3290	171	54	2125	1212	191	15	3617	30099	-18.74
J.N.P.T.	TRF APRIL-SEPT. 2020	1726	1077		100	E:	6		23935	1925	202	26940	
	TRF APRIL-SEPT. 2019	2025	1352	9		i i	0		30574	2573	459	34410	-21.71
DEENDAYAL	TRF APRIL-SEPT. 2020	26441	4755	77	2090	73	7031	207	3529	228	6916	53372	
	TRF APRIL-SEPT. 2019	32224	5225	277	2388	46	8199	019	3316	214	8762	61047	-12.57
ALL PORTS	TRF APRIL-SEPT. 2020	18056	12946	33006	4757	3473	34525	20891	61416	4070	32455	298550	
	TRF APRIL-SEPT. 2019	117094	15175	24760	4613	2795	44980	29032	74978	5141	34806	348233	-14.27
% Variation from previous year	ear	-18.80	-14.69	33.30	3.12	24.26	-23.24	-28.04	-18.09	-18.09 -20.83	-6.75	-14.27	

Source: I.P.A.

MNC LOGISTICS VETERAN



Mr. Shesh Kulkarni MD- India, Noatum Logistics

"Shesh Kulkarni is a logistics veteran with over 30 years of work experience in the Industry.

Over the years, Shesh has been cofounding Member of Leading Freight Companies like BAX & UTI, here in India. Presently, he is MD for INDIA operations of Noatum Logistics. In the past, he has served on the Board of many Industry bodies such as CII, AMCHAM, BCIC, ACAAI, Bangalore Air Cargo Club, etc., to name a few. Through his tenure with some of the industry associations, he has served as Chairman for AMCHAM, ACAAI, and BANGALORE AIR CARGO CLUB. In other instances, he headed the Logistics Vertical and was an integral part of larger Industry representation body with Govt. of India and State Governments."

Questionnaire

1. How long have you been in operation?

Noatum Logistics acquired MIQ Logistics (where I worked at that time), globally, in 2019. In India, our organisation's presence has been for over 20 years. However, worldwide, Noatum Logistics is present for over 50 years, with its International HQ in Spain with direct presence in over 28 countries. Our reach covers all major

markets around the globe.

2. What kind of Business Model does your organisation follow? How many branches / employees do you have?

Noatum Logistics in India has presence in all key major cities. We have 6 offices in Bengaluru, Kolkata, Mumbai, Chennai, Delhi & Hyderabad. Our area of expertise is across various supply chain activities, covering: 3PL services across all major industries such as Pharma, Apparels, Automotive, Engineering, Electronics, Retail, etc. Directly and indirectly, we employ and support a large pool of experienced people.

3. How can Technology help in the growth of the Indian Logistics industry? Where is your organisation positioned in the relevant Technology?

With each passing year, Technology is increasingly becoming a Key necessity to the working of Logistics companies, starting from Data compilations, analysis, mapping, track and trace, customised reporting decks, etc. All these activities require some real-time data and we, as an organisation are very well invested in all these aspects and our team of experts who are based in Spain and a few other parts of the world spend considerable time and resources integrating and upgrading the IT infrastructure for all Noatum organisations. The parent company of Noatum Logistics, Noatum Maritime manages 16 ports in Europe, where the importance of IT in port management is critical the world over. This drive and initiative is visible across all Noatum organisations, which believes in staying relevant.

4. Who are your present clients?

We work across various industry verticals all over the world and in India. By virtue of that fact and with a large global presence, we work with many large International and Indian Multi-National companies. Noatum in India and worldwide, is associated with many leading Names and Brands in diverse segments.

5. What are the special services offered by you?

As I have said earlier, we have a strong presence across all aspects of Logistics Management which are all part of our USP. Besides, last year, we handled 4 vessel loads of special Project Cargo, ex Mundra Port. On average, we do a couple of such projects, annually.

6. How do you see the Logistics Industry in the coming year?

Logistics Industry will go through a sea change and prospects are very bright. Increasingly, the trade is attracting more new talent, introducing new techniques and use of new technology is on the rise, both integrated and stand-alone service providers are reinventing themselves. I think that as Indian Manufacturing Industries keep upgrading themselves, one will start to see a huge shift and growth in the Logistics sector. As growth in manufacturing and general demand is the key, urbanisation in India is growing at a very fast rate. The last data I saw indicated an urbanisation rate of 36% and in some Indian states it is even higher. With road Infrastructure getting better and bottlenecks being cleared, road surface transport companies are constantly upgrading their reach and services, it is just a matter of time for results to be visible to all. Logistics Industry will be the biggest beneficiary.

COVID has been a dampener for sure, but, I guess the positivity with which our present Govt. is pushing improvement on all fronts, Logistics Industry and all Industries will see huge gains. Only one aspect which needs closer attention from Govt. is the "Cost of raising Capital in India", which is still very high, as compared to other developed economies. If that is reined in, then Indian industries will outperform all expectations and it will be "Advantage India" globally.

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