



# परिवहन प्रगति

Monthly Magazine of All India Transporters Welfare Association

# Parivahan Pragati

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



## Logistics Infrastructure Should Be **Conductive**

Extension Of Validity Of Motor Vehicle Documents Ends On October 31, 2021

► **Page 16**

Sibros To Provide Connected Software-based Solutions For Volta Trucks

► **Page 30**

5 Top Trends That Will Re-shape Logistics And Transportation

► **Page 24**

LCV Market To See Double Digit Growth In FY22

► **Page 32**

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# contents

- 04 Editorial**  
► Logistics Infrastructure
- 06 Outlook**  
► Road Transport - Advantages  
► EVs To Drive Growth In Freight Activities
- 10 Robbery**  
► Gurgaon: Man Held Hostage; Truck Robbed By Three On NH-48 In Manesar
- 12 Dedicated Freight Corridors**
- 14 Issue**  
► Without Tax Hikes, Petrol Would Have Cost Rs. 66 Now, And Diesel Rs. 55
- 16 Reminders**  
► Extension Of Validity Of Motor Vehicle Documents Ends On October 31, 2021
- 18 CII Goa Conference And Expo**
- 20 AITWA Launches LotS**
- 21 Truck Driver's Sons**  
► Truck Driver's Sons Soon To Be Engineers
- 22 Must Know**  
► Here's Everything You Need To Know About The New BH Series Number Plates
- 24 Build Business**  
► 5 Top Trends That Will Re-shape Logistics And Transportation
- 26 Government Policies & Initiatives**  
► India and US Have An Important Role To Play In The Post Covid 19 Economic Recovery  
► Delhi-Mumbai Expressway To Be Operational By March 2023  
► Emergency Landing Facilities Will Be Developed At 19 Other Places To Strengthen Country's Security  
► Government Focuses On Importance Of Network Of Modern And High Quality Roads For Economic Development  
► Government Stresses On Fixing Driving Hours For Truck Drivers Of Commercial Vehicles, Calls For A Policy At Par With European Standards  
► Agriculture Supports Fuel Energy Security Of The Country  
► Re-Aligning Policies Towards Creating A Business-Friendly And Hassle-Free Environment

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- 30 Technology**  
► Sibros To Provide Connected Software-based Solutions For Volta Trucks
- 31 Feat**  
► Futuricum Electric Truck Sets New Guinness World Record With 1,000 Km On A Single Charge
- 32 Forecast**  
► LCV Market To See Double Digit Growth In FY22
- 34 Industry**  
► Hyundai To Offer Hydrogen Fuel Cell Versions Of All Commercial Vehicles By 2028  
► Daimler India Ready For Prolonged Truck Ucycle  
► Volta Trucks Picks Former Austrian MAN Plant To Build Trucks  
► Three-day Transport Expo Begins In Jaipur  
► Ashok Leyland Domestic Sales Up 12% At 8,787 Units
- 36 Warehousing**  
► Warehousing And Its 3 Key Parts
- 38 New Launch**  
► Volvo Trucks India Launches FM, FMX Range Of Heavy Duty Trucks  
► Apollo Tyres Introduces Bhim Range Of Tyres
- 40 Issue**  
► Where To Park Heavy Vehicles At Night In South Delhi?
- 42 Freight Tiger New Funding**  
► Freight Tiger Raises \$6.5mn LED By Mathew Cyriac's Florintree
- 44 AITWA - IRTDA Data**
- 46 Women In Logistics**
- 47 Parliament Session**
- 48 Government Policies & Initiatives**  
► सरकार ने आर्थिक गतिविधि के स्तर को बढ़ाने के लिए अच्छी तरह से विकसित बुनियादी ढांचे के महत्व पर जोर दिया  
► केन्द्रीय मंत्री ने जेड-मोड़ और जोजिला सुरंगों की प्रगति की समीक्षा की
- 50 Newspaper Cutting**
- 52 Statistics - Air Freight**
- 53 Statistics - Ocean Freight**
- 54 Corporate Profile**  
► The Family Man



# Logistics Infrastructure

**I**n just a decade India has evolved and currently experiencing an economic size of more than double to \$ 1.37 trillion. This growth has been accompanied by a phenomenal rise in the volume of freight traffic movement over the period.

However, logistics infrastructure and services in the country have arguably not developed at the same pace. Contrary to this the government has been claiming of introducing various plans at different junctions to boost the sector.

The people running the government must search their souls and at least put the following things right:

## Roadside amenities:

A couple of years back Union Minister for Road Transport and Highways, Nitin Gadkari, stated that the government will take up to implant international standard infrastructure and build roadside amenities with government- people participation. But since then we haven't heard anything on this. The government must understand that road goods carriers are crucial in our day to day life. And, taking care of truck drivers is also an important aspect, so that they stay fresh all the time when they drive. Right from restrooms to a hygienic dhaba, TV channels to a salon, a vehicle parking stands to a local market in the vicinity is a must. After all, they travel long distances to take care of our regular needs (vegetables to medicines) safely, no matter where we reside, in the plain or hilltop.

## Developing vehicle stands adjacent to city entries:

Every state government has fixed an entry time for commercial vehicles to enter a city within the state. But, states are yet to offer provisions to make these vehicles stand. This has often led to chaos at the state borders, disturbing

the smooth movement of private vehicles. Escaping from such traffic jams will be a herculean task until state governments offer parking space for commercial vehicles along with a resting facility for drivers.

## Street lights and cat eyes:

Materials and construction technologies are just not enough for innovative road transport technologies. It also has to include Solar-powered Led Cat Eyes that is embedded within the road surfaces to indicate road direction at night or rainy and fog weather. Advanced Led-lighting also informs road users about safety and dangers, and motion sensors activate lighting only when it is needed. Further, roadside hoarding/signages/kiosks distract drivers, causing an accident. There must be a ban on these or must be allowed to put at a safer distance for drivers.

## Monitoring roads regularly:

The government's duty does not end at road construction. Roads must be monitored at frequent intervals and repaired whenever required, to avoid accidents.

## Restrooms:

Truck drivers spend a long span of their life on highways. But it is not possible to cover long distances without proper sleep and rest. Therefore, the All India Transporters' Welfare Association (AITWA) suggested the government build restrooms with all the basic facilities of hygienic toilets, bathrooms, dormitories and eateries at an interval of 100 km. This will keep drivers fresh and help avoid many fatal accidents. Union minister agreed to the suggestion and promised to improve the lifestyle of drivers by developing such restrooms on highways but we are yet to see it getting materialized.

## Emergency help:



**Ashok Gupta**

The mouthpiece of transporters and their employees, AITWA, asked the government to make ambulances available on national highways, which is a must as otherwise saving the life of an accident victim is rare. Besides, the welfare organization also requested the government to implant an emergency telephone at every 100 km. This has brought down the accidental death rate but we have still a long way to go.

## Human resources:

Road transport infrastructure is also about developing driver training schools. Currently, there is a lack of skilled drivers. Perhaps this is the reason why there is a lot of accident happening on highways. First, training is a must for prospective drivers and then only offer them the license to drive one.

In our opinion, getting a rosy picture of the logistics sector just on paper or in some well-ornated piece of writing will take us to nowhere. A constructive approach will not only better the sector but also the country's economy. If the government can focus on the above pointers, the logistics sector and road goods carriers will have more to offer to customers and the government.

X





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# Road Transport - Advantages

**Mahendra Arya, National President, AITWA**

**F**or any economy, the logistics sector, encompassing transportation, warehousing, and infrastructure, plays the pivotal role of the catalyst in its economic activities and growth of key sectors. However, for the logistics sector, its costs, whether by sea, land or air, dictate the terms of its business. An efficient logistics system can reduce the cost and provide a competitive edge to propel economic activities.

The transportation costs contribute a major share, 65 per cent, of the total logistics costs, wherein the transportation cost by road is projected to be very high. But in reality, it is inflated and can come down by 4-5 per cent if the taxes and duties imposed by the government are lifted. Furthermore, a consigner will always have to depend on road goods carriers for the last mile delivery, as neither trains nor ships and flights can reach every nook and corner of the country.

The current logistics system is sailing through stress and its performance suggests that one of the key challenges of the sector is the inadequacy of transportation logistics infrastructure. Perhaps this is the reason why the government of India is more focused on exploring and establishing the waterways. 10 major rivers are already identified and the plan is to add 101 more rivers to the list.

Heavy investment is already done to build waterways but we will have to wait and see whether it becomes that effective like it was expected or not.

Will Nitin Gadkari's (Minister of Road Transport and Highways) statement hold? Will the waterways reduce logistics costs by at least 2 per cent?

The railways, on the other hand, carry 26 per cent freight. But, by increasing its use, will the railways be able to

***The railways, on the other hand, carry 26 per cent freight. But, by increasing its use, will the railways be able to significantly reduce the cost of logistics in India. Going by its reach and the prevalence of short-haul movement of goods, the scope for its growth and cutting down the logistics costs seems very unrealistic.***

***However, the government has invested in railways to better its goods carrying facilities***

significantly reduce the cost of logistics in India. Going by its reach and the prevalence of short-haul movement of goods, the scope for its



growth and cutting down the logistics costs seems very unrealistic. However, the government has invested in railways to better its goods carrying facilities.

As per as air cargo is concerned, the demand for it is limited by cost. It is typically priced 4-5 times that of road transport and 12-16 times that of sea transport.

Perhaps that is why the Indian government is concentrating on railways and waterways to make the logistics sector effective. However, roadways are still crucial means of transport in India. They are the most heavily used mode of freight delivery service across the nation. Though the government has made many announcements to improve the infrastructure, anyone barely knows when and how the government's announcements are going to be fulfilled. At times, it takes years to realize a proposal.

For instance, as of July 2021, 35 centres for multi-modal logistics parks (MMLP) has been identified by MoRTH but only MMLP's in Bangalore, Chennai, Guwahati and Nagpur are under implementation, and the rest are in pre-planning and DPR is yet to be prepared. So, if this is the status after 2 years, then think, when will transporters be able to utilize MMLP's benefits?

With the evolution of the transport industry along with the mix of many freight delivery service companies, it



has become very difficult for the person in need of transport facilities to decide which mode of transport would best suit his requirements. Therefore, it has become vital to know the distance, the volume of delivery goods and speed of service before deciding the mode of transportation.

Though road freight carriers appreciate the government's effort to build options for transportation, the services offered by road transport is matchless to date.

#### **Advantages of road transport:**

##### **Expense – Less!**

Road transport services have several advantages when compared to other modes of transport. When you look at the capital required for road transport, it is very less than the other means of transport like air, water or rail. Even the charge for constructing, maintaining and operating roads is very less than that of railways and air transport.

##### **Reaches customer's doorstep!**

The unmatched benefit of road transport is that it gives door to door service for all the freight deliveries. It is the only extensive system that gives transportation to the final destination. Most importantly, it facilitates the supply of perishable goods from point of production to point of consumption. This is not the case with a rail or air transport system, they require a truck/vehicle to make the last mile delivery.

##### **Remote area, so what!**

Does not matter how interior a place is, road transport is best applicable for transporting goods to and from remote areas that are or are not connected by railways, airways or waterways. Be it about the mobility of men and materials for industries or supplying daily needs like vegetables and medicines.

##### **Flexible, as per customer's need!**

Flexibility is another benefit that road transport possesses. The routes and timings can be altered easily and quickly according to individual needs without much problem.

##### **Distance – suitable even if it is short!**

Road transport provides a faster and less costly means of transporting goods over short distances. While



other modes of transport requirements in multiple loading and unloading, in road transport, goods can be loaded directly into a single vehicle and later transported directly to the final destination.

##### **Minimum risk of damage in transit!**

There could be multiple instances of loading and reloading but you can rest assured of very little chance of harm to the transported goods. Hence road transport is best suited for transporting delicate goods that have more possibility of being damaged during numerous stages of loading and unloading.

##### **All most no charges for packing!**

A very minimal cost is applied for packing goods in road transport.

##### **Works even on short notice!**

When someone needs to transport goods with short notice, then road transport is the preferred option. Other transports require extra time to book

the goods and take their delivery.

##### **Less investment & maintenance!**

With road transport, you will not only need only less investment to start with but the capital for operating and maintenance is relatively less. When you consider all the costs of multiple loading and unloading, packaging, etc. the overall cost of road transport will be less.

##### **Can think of initiating own road service!**

If someone has to make frequent delivery of products or any other business-related items, then he/she can start his/her road services by private vehicles, depending on capital investments. This will ensure on-time delivery of products. Road transports also have provisions to use any type of vehicle like private cars, public buses, sharing vehicles, two-wheelers, etc. This will meet the needs of different kinds of services.

##### **Connects other modes of transport!**

Whatever may be the mode of transportation used for long-distance deliveries, the end destinations in both the starting and end phase require the use of road transport. It works as a bridge and connects to other modes of transport.

##### **Second largest job creators!**

Road transportation is the largest job creators after the agriculture industry. More the government takes care of the industry better will be for the nation, after all, the biggest issue of unemployment will be addressed.

To summarize, there is a wide range of advantages that road goods carriers can offer. The government needs to understand this and offer additional weightage to road transport over other means of transportation. Because without it every corner of the country comes to standstill and the economy too goes for a slumber.



# EVs To Drive Growth In Freight Activities



**S. K. Kedia**  
National Treasurer, AITWA

**O**ne of the evergreen business theories claims that the rise in demand for goods or services leads to the growth of the industry! Currently, the logistics sector is weaved around this theory. The rising demand for goods and services in India has supported the country's rapid economic growth over the past decade. And, on the process, it also has driven growth in freight activity.

However, this has led to the consumption of more oil and carbon emissions. This could only be alleviated by electrifying the trucks and delivery vehicles, which would reduce the import of \$97 billion oil annually and 7 gigatons of carbon emissions between now and 2050. This will be hailed as one of the largest decarbonization opportunities in the

transportation sector in India.

Thankfully, there is a support system and policies that can help replace diesel trucks with electric trucks in the country! The government of India has taken all the positive steps to keep the environment unpolluted.

To start with, the government of India has made vehicle electrification a signature policy priority, with \$1.4 billion allocated to purchase incentives for electric vehicles (EVs) and \$2.4 billion approved for production-linked incentives for batteries.

Further, in its list, improving air quality in Indian cities is a top priority. Outdoor air pollution caused over 1 million deaths in 2019 in India, and in New Delhi, four out of 10 children suffer from respiratory ailments.

Also, the government of India aims to make India a world leader in electric mobility solutions and manufacturing hub for expert competitive batteries. This is India's National Mission on Transformative Mobility and Battery Storage.

But unfortunately, much of the focus of the EV push has lost its direction and gone toward passenger vehicles, overlooking the massive opportunity for energy and emissions savings hiding in plain sight in road freight vehicles.

## **Avenues opening because of increase in demand for services**

At present, commercial activities in India generate 4.6 billion tons of freight annually, which means the transfer of goods of over 3 trillion tons/km. Due to rising income levels, higher exports, a rapidly growing e-commerce sector and a growing retail sales market the compound annual growth rate (CAGR) is exceeding and setting a new benchmark. Currently, CAGR is expected to increase by 7 per cent, which means the total goods transport demand of 16 trillion tons/km in 2050. This activity will uplift road transportation, especially road freight transport, leading to nearly 3 trillion vehicle kilometres travelled by freight vehicles in 2050.

Research suggests that every diesel truck in India emits 1,300 tons of carbon dioxide over its lifetime. With sales growing at 10 per cent CAGR

(between 2014 and 2019), the cost of inaction grows greater each year. This growth-in-demand creates an opportunity to pursue an alternate technology in form of zero-emissions trucks. Urgent action is required to draw the framework for this.

## **Reduce final-mile delivery cost and air pollution and carbon emissions**

Final mile delivery or the last leg of delivery accounts for more than 50 per cent of the total logistics cost and disproportionately contributes to air pollution and carbon emissions. With exponential growth in e-commerce, efficiency in final-mile distribution will be critical to reducing costs and emissions.

Here, electric delivery vehicles create a case themselves. Not only has it presented an opportunity to reduce operational costs but also vehicular emissions. No doubt that the consumers and society will be impacted positively by these benefits.

RMI has already partnered with the government of Delhi and 36 private companies to electrify final-mile delivery in Delhi. The program, known as Deliver Electric Delhi, aims to demonstrate and quantify the savings associated with electric delivery vehicles with the eventual goal of transitioning 100 per cent of final mile deliveries to electric at a national scale.

## **A corridor for medium- and heavy-duty electric trucks is a must**

Thanks to technology! It is the last technology that is transforming medium- and heavy-duty electric trucks and also reducing their prices. However, plans to make electric vehicles (EVs) available inside India are not progressing fast. To achieve technologically competitive vehicles on the road a dedicated push to the policy will be required.

Look at the Indian roads, no heavy-duty electric trucks are plying. This is a shame. Further, to be benefited from this technology, an electric trucking corridor is needed. Over 50 per cent of all freight transport in India is concentrated on seven corridors. RMI is already in talking terms with state governments and industry players to identify a promising corridor and outline the framework for the corridor.



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## KEY FACTS

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(in 2017-18)

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Strength



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Vehicles/day  
Managed on Road



12000

Cargo Ships  
(Coastal Waters)



6

Warehouse  
Covered Area



12 (million sq. Ft.)

Own Branch  
Network



1400+

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# Gurgaon: Man Held Hostage; Truck Robbed By Three On NH-48 In Manesar

**T**he condition of highways may have improved but there is no stop to the highway robberies. There have been cases of robberies on regular basis and this never-ending issue has been a headache for road goods carriers. On September 14, Tuesday, national highway-48 passing through Manesar (Haryana) witnessed a similar case.

An FIR was registered which talked about robbery against the accused under sections 365 (kidnapping), 392 (robbery) and 34 (common intention) of the Indian Penal Code (IPC) at Manesar police station on September 14, said police.

Three unidentified men kidnapped a man and robbed a truck, allegedly on gunpoint, on national highway-48 in Manesar. Police said the accused men are yet to be arrested.

According to Express News Service, the police revealed that the incident took place around 2 am on Tuesday when two men, identified as Pankaj Kumar, who works as a driver at a cargo moving firm, and his brother-in-law, Karan, both residents of Basti district in Uttar Pradesh, were going from Alipur to Gujarat to ferry some cargo.

The complainant, Kumar, said, "We had reached near a petrol pump on the highway in Manesar when I stopped the truck to withdraw some cash from

an ATM and to take a breather. My brother-in-law, who works with me, was waiting in the truck. As I returned after withdrawing the cash, I noticed

***The complainant, Kumar, said, "We had reached near a petrol pump on the highway in Manesar when I stopped the truck to withdraw some cash from an ATM and to take a breather. My brother-in-law, who works with me, was waiting in the truck. As I returned after withdrawing the cash, I noticed that two unidentified men had climbed the truck and had held my brother-in-law hostage."***

that two unidentified men had climbed the truck and had held my brother-in-law hostage."

He added that a third accused was waiting in a car, parked adjacent to the truck. "The accused kidnapped my

brother-in-law and fled away with the truck on the highway. The third car was driving ahead of the truck and giving directions. The accused were armed," said Kumar.

Subhash Boken, spokesperson, city police, said, "The accused are yet to be identified. A case has been registered. We are checking CCTVs in the area to trace the accused."

An FIR was registered against the accused under sections 365 (kidnapping), 392 (robbery) and 34 (common intention) of the Indian Penal Code (IPC) at Manesar police station on September 14, said police.

Highway robbery has always been a major concern for truck drivers or highway commuters, especially while travelling at night. Robbers hardly show humanity and therefore they are a life threat to drivers. All India Transporters' Welfare Association (AITWA) has been requesting the government to resolve this issue but somehow this issue is not addressed seriously, and often we hear about highway robberies.

Agreed, there are many small bylanes near highways that help the robbers to execute their plan and run away but we believe that a special task force can benefit all to overcome this issue. Identifying the regular robbery spots is a must and then this force can be implanted to catch hold of these robbers.

X

***"Success is where preparation and opportunity meet." - Bobby Unser***





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# Dedicated Freight Corridors

Indian Railways (IR), have always had a major presence in India, with its huge network rated as second largest in the world. However, though at independence the market share of cargo by Railways: Road, was 70:30. More than the surge of Road segment, Railways have only themselves to blame for reversal of the above ratio in favour of Road, with their slow, unpredictable service standards, cost inefficiencies, archaic practices, poor maintenance, etc.

## The Game Changer

The Dedicated Freight Corridor Corporation (DFCC) is responsible for the flagship project of Indian Railways. DFCC was incorporated as a company under the Companies Act 1956, on October 30, 2006. The state-of-the-art project involves the construction of six freight corridors covering the entire country. The purpose of the project is to provide a safe and efficient rail freight transportation system. It is India's most ambitious railway infrastructure initiative since independence.

Starting with the construction of two freight corridors, the Eastern DFC (1873KM) from Ludhiana (Punjab) to Dankuni (West Bengal) and Western DFC (1504KM) from Jawaharlal Nehru Port (JNPT) in Maharashtra to Dadri (U.P.) are being undertaken and expected to become fully operational by 2022. (See chart below)

Segment	Length (km)	Status	Start Point	Termination Point
Western Dedicated Freight Corridor	1504	Partly Operational	Dadri	JNPT, Nava Sheva
Eastern Dedicated Freight Corridor	1873	Partly operational	Ludhiana	Dankuni
East-West Dedicated Freight Corridor	2000	Announced in Budget 2021-22	Dankuni	Bhusawal
North-South Dedicated Freight Sub-Corridor	975	Announced in Budget 2021-22	Vijayawada	Itarsi
East Coast Dedicated Freight Corridor	1115	Announced in Budget 2021-22	Kharagpur	Vijayawada
Southern Dedicated Freight Corridor	892	Proposed	Madgaon	Chennai
<b>Total</b>	<b>8359</b>			

## KEY

**Green background** for the systems that are under construction. **Purple background** for the systems that are currently in planning and **Red background** for the systems proposed under this initiative.



The cost of the project, to construct this double line electrified freight corridor which is expected to facilitate freight trains to travel three times faster while pulling heavier loads is estimated at USD \$13 bn. The quicker, cheaper, and more reliable movement of goods will contribute to reducing India's inordinately high logistics costs and help bind the country into a single market.



Heavy Mechanised Track Laying Equipment Photo Credit: World Bank

During the 15 years since then, they are building rail transport which is faster, heavier, cheaper and multi-modal friendly. DFCC intends to position logistics parks and high tech freight terminals all along these dedicated freight corridors to enable mechanised handling of cargo and value added services. Adoption of heavy haul systems, automated signalling, automated track and vehicle inspection regime, enhanced average speed, computerised train control, IT enabled freight information and customer interphase systems, etc., will offer high scale throughput with time certainty and lower unit cost, which will propel enriching of freight basket for IR and DFCC. The focus on ease of transactions for customers will be emphasised. DFCC will endeavour to bring flexibility in its service offering and structure products like mini rake, long hauls, RO-RO trains, bulk cement / fly ash trains, hopping parcel



trains, double-decker container trains, etc.

Technology has provided efficiency, quality, transparency and ease in performance to the logistics industry. IOT (internet of things), robotics automation, drones, self-driving vehicles, cloud computing, etc., are some of the shining examples which have given the logistics industry innovative dimensions, like, for example, drones are now being used for variety of purposes like in-track inspections, construction surveys, etc. DFCC is using mechanised track laying and mechanised erection of overhead equipment during construction. It is also using drones for monitoring of the project and is in the process of procuring automated inspection system for track rolling stocks, etc., which will offer efficiency in asset maintenance. DFCC will promote sophisticated mechanisation in loading / unloading at its logistics parks, freight terminals, etc. IT and computerised automation will be put to use in customer care. To a major extent, the client base of Indian Railways will also be common to DFCC. Terminals which fall on the side of the corridor track will be connected to it. Cargo presently moving on east west quadrilateral routes will be diverted on DFCC routes to a great extent.

It is estimated that the Indian logistics industry will grow at a rate of 8-10% in the medium term. The growth in last 4-5 years was 7.8%. Indian logistics was ranked # 44 globally, as per World Bank (WB) logistics performance index (LPI) 2018. Further, India is poised to become the largest job creator in logistics in 3-4 years. Increasing consumerism is another driver for logistics. Warehouse automation was expected to grow by 10-12% to USD \$ 3.49 billion dollars in 2020-21. Freight movement in India has a present market of approximately 4.5 billion tonnes, but present transport infrastructure is inadequate and needs to play an important role to meet the growing demand of cargo transportation of products and services.

#### **DFC Features & Advantages**

The dedicated freight corridor (DFC), is set to transform the Indian Railways network and revolutionize the freight transportation system.

- The operational network will lower the cost of overall freight operations and will eventually be tracked digitally. The freight corridors are expected to decongest the existing Indian Railway network.
- It will increase the average speed of goods trains from the existing 25 kmph to initially, 46 kmph and then to 70 kmph over a period of time
- In a major 'Make in India' enterprise, powerful new locomotives that can pull the 6,000 tonnes freight trains at 75-100 km/hour are already being manufactured in Madhepura, Bihar, in collaboration with the French company Alstom.
- It will, further, allow running heavy haul trains and carry an overall freight load of 13,000 tonnes

- The corridor will facilitate the running of longer and double-stack container trains
- It will connect the existing ports and industrial areas for faster movement of goods
- The DFC project will be an energy-efficient, (with reduced carbon footprint) and environment-friendly rail transport system, as per global standards
- The initiative has also opened new opportunities for Indian construction companies, by exposure to new technology and investment in state-of-the-art machinery.

#### **National Impact**

All told, the corridors will have significant economic, environmental and social impact on our economy.

They will help India reduce its unduly high logistics costs from some 13-15% of GDP, helping it move towards the target of 8%, bringing those more in line with global standards.

This will ease congestion on India's overcrowded roads and highways, which carry an overwhelming 60 percent of the country's freight, and make the roads safer.

Despite all the advantages, the biggest initial negative impact is likely to be on the Road transport sector, which has done a great job over the years when railways failed to achieve its true potential over all these years, (it is believed that each kilometre-long freight train on the DFC will replace some 72 trucks on average).

However, it can be nobody's case that the railways should downplay its role and not try to fulfil its promise. One cannot say I am OK – You are not OK, so leave the market to me. One can expect some Luddite attitudes to be at play and make uninformed objections, to halt progressive initiatives (remember the noise made when computers were introduced in India).

It must also be remembered that despite this huge investment, the railways estimate their share to go up from 30 to 45 %. They are not going to swamp the market, nor reach every nook and corner of the country. However, Road Transporters have to upgrade their game and offer the flexibility and reach unmatched by any other Transport system.

Take any other practical mode of transport in our country, i.e., Air, Rail, Waterways, etc., only Road can offer true "Door to Door" service by itself. Every other service will need Road linkages to provide the first mile and last mile connectivity. Hence, it should be clear to any objective observer that Road needs to be encouraged to improve our logistics performance. Instead, Road operators are being bled, with high cost of critical materials, corruption on the roads, arbitrary interpretation of penalties under GST rules & regulations.

**Vinod Kaul**

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**e-mail: kaulv22@gmail.com**

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## Without Tax Hikes, Petrol Would Have Cost Rs. 66 Now, And Diesel Rs. 55

Crude Costs Less Today Than It Did In 2014, So Why Are Fuel Prices On The Boil?

An Analysis Shows High Central Taxes Are Behind Soaring Fuel Prices

Over the past few years, the Centre has turned petrol and diesel into a blank cheque heaping taxes on them at higher and higher rates.

For example, in June 2014, the oil marketing companies (OMCs) sold petrol to dealers at Rs. 49/ltre. With dealer's margin, and central and state taxes, the retail price came to Rs. 74/ltre. So, OMCs got 66% of the final price while 34% went to dealers, and the Centre and states.

Now, the share of OMCs has reduced to 42% while dealer commission and taxes add up to 58%. The maximum increase has been central taxes, which

have increased from 14% of the retail price in 2014 to 32% now. The share of state taxes has increased from 17% to 23% in the same period. Had taxes remained 2014 level, a litre of petrol would have cost Rs. 66 today, not Rs. 100 plus.

The share of taxes in diesel has increased even more dramatically. Since 2014, central excise has increased from 8% to 35% of the retail price while state taxes/VAT has gone up from 12% in 2014 to 15%. At the 2014 level of taxes, a litre of diesel would have cost Rs. 55 today, not Rs. 91.

### Bonanza for the Centre

The centre has profited the most from high taxes on petroleum. Its tax collection grew by 164% from Rs. 1.7 lakh crore in 2014-15 to 4.6 lakh crore in 2020-21. States' collections have

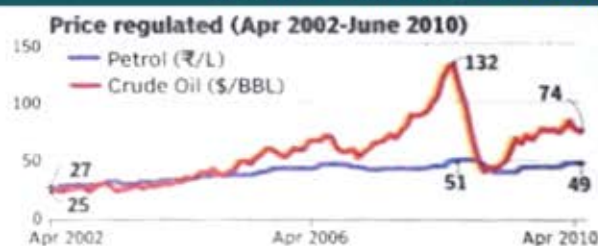
been more or less stagnant since 2017-18 when they crossed Rs. 2 lakh crore. The increase in central collections in the economic slowdown between 2018-19 and 2020-21 can be mostly attributed to taxes, which increased from less than 20% in 2018-19 to over 30% in 2020-21.

### Regulated prices less of a pinch

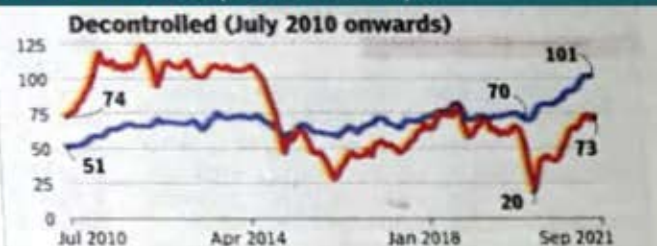
From 1975 to June 2010, petrol prices were regulated. Diesel was decontrolled until October 2014. A comparison of domestic fuel prices with international crude rates shows the control regime was more consumer-friendly. In the decontrolled period, the decline in international crude rates has not been passed on to users. Instead, the government keeps increasing taxes on fuel to fill its coffers. The numbers prove this.

Source: TOI

### AVERAGE RETAIL PRICE OF PETROL IN DELHI VS CRUDE (INDIAN BASKET)

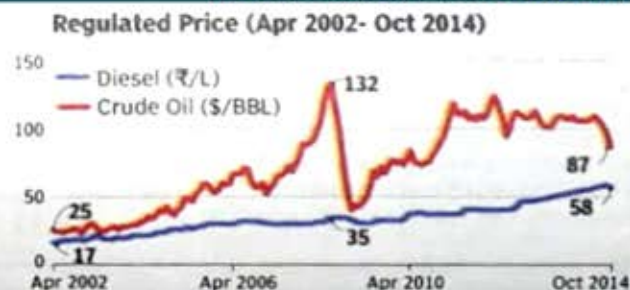


➤ In July 2018, India bought crude at an average \$73 per barrel, the same as September 2021, but while petrol cost ₹76/litre in Delhi then, it touched ₹101 last month

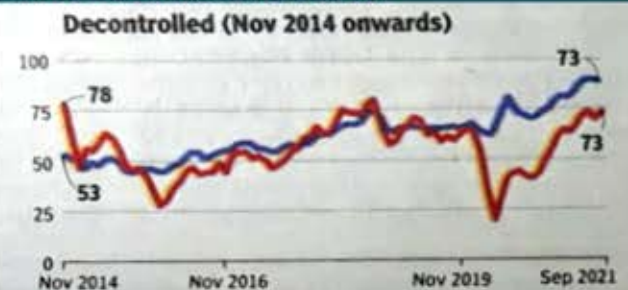


➤ When crude rose to \$80 per barrel in October 2018, petrol rose to ₹82/litre. But when crude crashed to \$43 by July 2020, petrol returned to ₹80 after a brief decline

### AVERAGE RETAIL PRICE OF DIESEL IN DELHI VS CRUDE (INDIAN BASKET)



➤ In November 2014, crude was at \$78 while diesel was at ₹53. When crude started slipping from the next month, diesel fell. But May 2016 onwards, it have risen steadily



➤ By September 2018, crude was back at November 2014 levels, but diesel cost ₹73. In September 2021, crude was below November 2014 levels, but diesel cost ₹89

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# Extension Of Validity Of Motor Vehicle Documents Ends On October 31, 2021

**T**he extension of validity of motor vehicle documents like driving licence (DL), registration certificate (RC) and permits that the government announced ends on October 31, 2021. This decision was taken in view of the ongoing COVID-19 pandemic.

Dec 2020, 26 March 2021 and 17 June 2021 regarding extension of validity of documents related to Motor Vehicles Act, 1988 and Central Motor Vehicle Rules, 1989. According to the MoRTH, it was advised that the validity of Fitness, Permit (all types), License, Registration or any other

this advisory in letter and spirit so that citizens, transporters and various other organization, which are operating under this difficult time, may not get harassed and face difficulties.

Taking into consideration the need to prevent the spread of COVID-19, it is further advised that all of above

***This covers all documents whose validity has expired since 1st Feb, 2020 or would expire by 31st of Oct 2021, Enforcement authorities are advised to treat such documents valid till 31st of Oct 2021***



referred documents may be treated to be valid till 31st of Oct, 2021. This covers all documents whose validity has expired since 1st Feb, 2020 or would expire by 31st of Oct 2021, Enforcement authorities are advised to treat such documents valid till 31st of Oct 2021. This will help out citizens in availing transport related services, while maintaining social distancing.

The Ministry of Road Transport and Highways (MoRTH) said to PTI that it had advised the enforcement authorities, dated 30th March, 2020, 9th June, 2020, 24th Aug 2020, 27th

concerned document(s) might be treated to be valid till 30 Sept, 2021.

In addition, the advisory board of ministry said that the states and union territories are requested to implement

**Transporters are requested to complete their vehicle-related documents; otherwise, they might have to face heavy penalties. Remember only a few days left!**  
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# Truck Driver's Sons

## Soon To Be Engineers

**I**t is an inspiring story, a story that can motivate thousands who are talented, dedicated and economically weak.

It is a tale for all generations. Two sons of a truck driver from Rajasthan's Jodhpur are gearing up to be engineers in another year. They are the sons of 45-year-old driver Mangnaram Bishnoi, a resident of Kansar village of Jodhpur.

Both of his sons – Mahendra Kumar Bishnoi and Shyam Sunder Bishnoi – have been cleared NEET and JEE-Advanced, respectively, in the year 2018. Making their base in Kota for a year, they sacrificed a lot to achieve this. Don't be surprised if I say the brothers didn't come home even once in these twelve months, but yes, they did.

While Mahendra Kumar Bishnoi cleared the National Eligibility cum Entrance Test or NEET-UG, Shyam Sunder Bishnoi cracked JEE-Advanced. The journey, however, wasn't easy for the family as Mangnaram had to face many financial hurdles to provide the best possible education to his children.

The truck driver told TOI that he had to take loans from different banks to send his children to Kota. He added that a large part of his salary goes towards the repayment of this loan. Since Mangnaram travels a lot, he is not able

to meet his family for months. Even when he got news of his second son clearing the exam, he was stuck in a

amount required for their coaching and stay in Kota. The second came after six days when I was struggling in a long jam at the Delhi-Haryana border," he said.

Mahendra also recalled their days of struggle and said that they had to borrow clothes, utensils and bags to go to Kota. Both the brothers are extended their stay in Kota for counselling but want to meet their father before going to college.

They want to make necessary arrangements for their father so that he doesn't have to drive a truck anymore.

In 2018, the Central Board for Secondary Education (CBSE) had released NEET 2018 result on June 4 with 7.14 lakh students qualifying for admissions to 66,000 seats in medical and dental courses across the country. Kalpana Kumari from Bihar bagged the all-India rank 1 with a percentile of 99.99.

A few days later, IIT-Kanpur declared the Joint Entrance Examination (Advanced) 2018 results on June 10, 2018, along with all India rankings. Pranav Goyal, a resident of Haryana's Panchkula has emerged as the topper by scoring 337 out of 360 marks.

The days are not very far when Mangnaram will taste the fruits of his hard work, as his both sons will come out winners from their respective engineering colleges. No doubt, Mangnaram will be a proud father of two engineers!



***The truck driver told TOI that he had to take loans from different banks to send his children to Kota. He added that a large part of his salary goes towards the repayment of this loan. Since Mangnaram travels a lot, he is not able to meet his family for months.***

traffic jam on the Delhi-Haryana border.

"On June 4, 2018 evening, I received a call from Mahendra informing his rank of 5,140 in NEET. But, unfortunately, I fell way short of the

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# Here's Everything You Need To Know About The New BH Series Number Plates

As per the current laws in India, people who are frequently required to move from state to state, are also required to change the registration of their vehicles as they do. However, that seems to be a problem of the past. The Ministry of Road Transport & Highways (MoRTH) has introduced a new "BH" series (Bharat Series) number plate/registration mark for vehicles, reported Express Drives. This new BH series of vehicle registration will help remove the need to change the registration when the owner moves from one Indian state to another.

The format of the registration number, and on the plate would feature the year of registration, the BH code, followed by an alphanumeric suffix with a series of four numbers and two letters. So for a vehicle registered in 2021, it would read "21 BH 0000 AA".

However, there is a catch. Currently, the facility is only available for defence personnel, central and state government officials, and select private sector companies who have locations in four or more states. Additionally, only two years of road tax would be applied at a time. However, after the completion of the 14th year, it would be levied annually, but half the amount charged earlier for the vehicle.

Although the scheme will not directly impact the transport industry in a big

way just yet, it's a positive beginning, and if implemented in the right way and with the right intentions, it could eliminate a lot of 'middlemen'. Just like the GST eliminated such

'middlemen' at the Octroi nakas that harassed transporters no end. Once transporters are brought under its umbrella, there will be a lot more transparency between the regional transport offices (RTOs) and transporters.

Further, the current regulations under Section 47 of the Motor Vehicles Act, a vehicle owner is not allowed to ply a vehicle in another state for more than 12 months. The vehicle is required to be re-registered in the new state should it exceed that tenure.

However, the process to change the registration is lengthy and arduous – navigating through a lot of red tape. The vehicle owner would be required to first

get a NOC from the current state of registration. Following this, the vehicle would be assigned a new registration number after the road tax is paid, on pro-rata basis, to the new state. The refund from the initial state is what consumes the most amount of time to process. The government has not developed a process where it is managed internally, directly from one state to another as yet.

The new BH Series would help remove the need to re-register a vehicle should the owner move to a different state. So if you are someone with a job that requires frequent transfers from one location to another, and if you're eligible, the new BH series would be of great help.



*Just like the GST eliminated such 'middlemen' at the Octroi nakas that harassed transporters no end. Once transporters are brought under its umbrella, there will be a lot more transparency between the regional transport offices (RTOs) and transporters*

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*"Success is how high you bounce when you hit bottom." - Gen. George Patton*





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# 5 Top Trends That Will Re-shape Logistics And Transportation

**L**ogistics and transportation are both significant contributors to national economies.

Last year has shown another side of it, how vital transportation and logistics are to the smooth-running of society? It also has thought us to think differently about how we do things.

Marketing gurus have predicted investment in infrastructure, warehousing, and a drive toward increased digitization as areas of focus in the coming decade. With their analysis in mind, here are five logistics and transportation trends to watch out for in second half of 2021.

## 1. Digital twins with next generation control towers

'Digital Twins' are virtual representations of real-life objects, processes, or systems. Their ability to aid planning and responses to unforeseen circumstances are second to none. Even NASA relied on early digital twin technology to rescue the Apollo 13 astronauts in 1970.

Within logistics, a digital twin can model the entire supply chain from the producer through to the customer. It delivers greater insight, understanding, and ability to spot opportunities along with risks. Using sensors and machines linked to the Internet of Things, a digital twin gets a live feed of information that helps it keep up with operations - even if they span the globe.

Combining digital twin technology with supply chain control towers allows for real-time monitoring from a central hub. That, with full-bodied scenario testing, brings a whole new level of supply chain understanding within reach.

Unplanned risks can be mitigated quicker. Worst-case scenarios can be

tested without putting operations at risk. Best of all, the data gleaned delivers insights that can help grow a business' bottom line.

## 2. E-Commerce will continue to rise

Speed, convenience, virus-free browsing, and a general tendency to

is busy trying to reduce its footprint, transport emissions are on the rise.

As climate change heats up and instances of wild weather increase, more and more focus will be turned to the transport sector.

Fortunately, RMI and a few state governments are working on the problem. If automotive manufacturers also join in, it will be a great step toward saving the environment.

## 4. Increasing last-mile delivery demands

The World Economic Forum predicts that 60% of the world's population will be living in cities by 2030. That'll increase to 70% by 2050. All this urbanization points to an expectation of growth in the area of 'last-mile logistics'.

Transportation and logistics companies will need to consider how to minimize congestion, emissions and still meet the customer's expectation of 'now' when it comes to delivery times.

## 5. Everyday digital training

The switch toward digital learning is expected to become even more pronounced, thanks to the pandemic, more millennials joining the workforce, and our love of mobile.

The need to upskill and reskill employees, fast, was one of the hallmarks of last year. Now that businesses know how to do this, a trend for the next decade is greater adoption across the industry. Zoom training and computer-based learning are slowly decreasing their popularity and digital mobile-first solutions are taking over them to integrate seamlessly into daily workflows. Not only is it easier to fit into a busy day, but more closely mimics peoples' interactions with technology as consumers, making it a more engaging experience.



do more online by most will keep pushing up online sales volumes.

India is heading more towards online shopping, which means demand for warehousing, transportation, deliveries, and everything else that gets the product from the screen into the customer's hands is also going to go up.

This trend signifies a gargantuan opportunity for the transportation and logistics sector. Expansion is a must for businesses that want to keep up with demand. Attracting, training, and retaining new talent will become more and more pressing as e-commerce continues to grow.

However, the sector will have to grasp the opportunity e-commerce presents and address their labor shortage issues.

## 3. Increasing demand for zero-emissions transportation

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## India and US Have An Important Role To Play In The Post Covid 19 Economic Recovery

**U**nion minister for Road Transport and Highways Nitin Gadkari has said the US and India have an important role to play in the post Covid 19 economic recovery. Addressing the 17th Indo-US Economic summit he said there should be informed discussion on this subject at various levels since the recovery needs new ideas and approaches. He said anew thought process is needed and a creative agenda to view new

pathways of recovery.

Gadkari said a lot of importance is being given to innovation, research and technology in shaping the future of the infrastructure sector. He said he sincerely hopes more and more investors from the US will come and invest in roads and highway projects in India which is the gold mine for all stake holders. He said insurance fund, pension funds have tremendous opportunity for investment in road

infrastructure in India.

The Minister said it will be a win-win situation for both the countries. He said technical and financial eligibility criteria for bidders have been relaxed and project package size optimized to expedite the work.

Gadkari said various models for monetization of roads involving the private sector including foreign investors have been experimented successfully.

## Delhi-Mumbai Expressway To Be Operational By March 2023

**O**n a two day visit Union Minister for Road Transport and Highways, Nitin Gadkari reviewed the progress of work on Delhi-Mumbai Expressway at Sohna in Haryana, Dausa and Bundi in Rajasthan, Ratlam in Madhya Pradesh. In Sohna, Gadkari along with Chief Minister of Haryana, M.L. Khattar and Union Minister, Rao Inderjit Singh reviewed the progress of the expressway. In Haryana, 160 km of road construction will take place out of which 130 kms of work has already been awarded. The Minister said by joining Haryana with Rajasthan, Madhya Pradesh, Gujarat and Maharashtra, this expressway will promote prosperity and development in the area.

Gadkari said that in Delhi NCR region 15 projects have been sanctioned worth Rs. 53000 Crores in which the work is on for 14 projects. With the completion of these projects the air pollution in Delhi NCR will be drastically reduced and the problem of traffic jams will also be resolved. He

said that 1,380 kms long Delhi Mumbai Expressway is the longest expressway of the country and will be ready by March, 2023.

In Dausa in Rajasthan, Gadkari was joined by State Minister Dr. B.D. Kalla and Members of parliament Smt. Jaskaur Meena, Dr. Kirodi Lal Meena and former MP Ramnarain Meena. In Rajasthan, 374 kms road construction will take place at a cost of Rs. 16,600 crores. Gadkari said this expressway will help in the development of Alwar, Bharatpur, Dausa, Swai Madhopur Tonk, Bundi and Kota districts. He said with the development of this section of Delhi-Mumbai Expressway, the distance between Delhi to Jaipur will be covered in two hours only.

Gadkari inspected the progress of Delhi-Mumbai expressway at Ratlam in Madhya Pradesh along with Members of Parliament Sudhir Gupta,



Guman Singh, Anil Firozia. Gadkari said 245 km of expressway in the state will be constructed at a cost of Rs. 11,000 crores. He said the Delhi-Mumbai Expressway and Chambal Expressway will be the growth engines for Madhya Pradesh. He said they will open several avenues for employment and promote handloom and handicrafts and other enterprises in the region. He said, Ratlam is the main center of Delhi-Mumbai Expressway and with the support of the State Government all efforts will be made to develop logistic hubs for industrial development.

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## Emergency Landing Facilities Will Be Developed At 19 Other Places To Strengthen Country's Security

**U**nion minister for Road Transport and Highways Nitin Gadkari has said that Emergency Landing Facilities will be developed at 19 other places to strengthen country's security. Inaugurating the Emergency Landing Facility on National Highway 925A in Rajasthan with Defence Minister Rajnath Singh he said this highway run-way will further strengthen the country's security in protecting the borders which are strategically important.

Gadkari said at 19 other places in the country on Phalodi – Jaisalmer road and Barmer – Jaisalmer road in

Rajasthan, Kharagpur – Balasore road in West Bengal, Kharagpur – Keonjhar road and near Panagarh/KKD, Chennai in Tamil Nadu, on Puducherry road, in Andhra Pradesh on Nellore – Ongole road and Ongole – Chilakaluripet road, in Haryana on Mandi Dabwali to Odhan road, near Sangrur in Punjab, on Bhuj-Naliya road in Gujarat and on Surat-Baroda road, in Jammu and Kashmir in the Banihal-Srinagar road, Leh/Nyoma area in Assam and on the Jorhat-Baraghat road, near Sivasagar, Bagdogra-Hashimara road, Hashimara-Tezpur route and Hashimara-Guwahati road in Assam,

Emergency Landing facilities will be developed.

The Minister said under the leadership of Prime Minister Narendra Modi ji, the construction of world class National Highway is being done at record speed. He said now our National Highways will also be of use to the army, which will make our country more secure and always ready for emergency situations.

Union Minister of Jal Shakti Gajendra Singh Shekhawat, Chief of Defense Staff General Bipin Rawat and Air Chief Marshal R. S Bhaduria were also present on the Occasion.

## Government Focuses On Importance Of Network Of Modern And High Quality Roads For Economic Development

**U**nion Minister for Road Transport and Highways Nitin Gadkari has emphasized on importance of network of modern and high quality roads for economic development and creating employment opportunities. Interacting with media at the Bharuch section in Gujarat on the second day of the two-day review of progress of work on Delhi-Mumbai Expressway he said the Expressway will reduce travelling time not only between Delhi and Mumbai but also between other major cities. Gadkari said in Gujarat, 423 km of road is being constructed at a cost of Rs 35,100 crore. He said under this expressway, 60 major bridges, 17



interchanges, 17 flyovers and 8 ROBs will be built in the state.

The Minister said 33 wayside amenities are also proposed to be build on this expressway to provide world class transport facilities as well as generate employment opportunities in the state.

During this visit, Gadkari inspected

the place where the world record for fastest road construction in a day was set in February 2021. He also inspected iconic bridge built across the Narmada river near Bharuch. The 2km long extradosed cable span bridge will be India's first 8 lane bridge to be built across the expressway.

Along with the iconic interchange near Bharuch, the project will become the face of the expressway development in the country.

In Madhya Pradesh Gadkari launched 34 road projects covering 1356 kms with outlay of Rs 9577 crores.

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## Government Stresses On Fixing Driving Hours For Truck Drivers Of Commercial Vehicles, Calls For A Policy At Par With European Standards

**U**nion Minister of Road Transport and Highways Nitin Gadkari has emphasised on deciding driving hours for truck drivers of commercial vehicles, similar to pilots, to reduce fatigue-induced road accidents. In a National Road Safety Council (NRSC) Meeting with the Non-Official Co-Opted Individual Members he directed officers to work on a policy to include On-Board Sleep Detection Sensors in Commercial Vehicles, at par with European standards. The minister directed the Council to meet in every two months and share their updates. Gadkari said he would also write letters to CMs and Collectors to ensure that District Road Committee meetings happen regularly.

The new NRSC was formed by the Ministry on 28.07.2021. The meeting was attended by all the 13 Non-Official Co-Opted Individual Members. Union Minister of State for Road Transport and Highways General V K Singh attended the meeting along with the senior officials of the Ministry. During the meeting, the Members made various important suggestions in the area of improvement of road safety.

The Minister advised all the Members to work in diversified areas of road safety so that more lives can be saved on road and the Members have also been requested to share their experience to each other. He also directed the Ministry officials to work in close coordination with the NRSC Members and implement their suggestions on priority. The achievements made in the areas of Road Safety would be brought out through a monthly magazine.

## Agriculture Supports Fuel Energy Security Of The Country



**U**nion Minister for Road Transport and Highways Nitin Gadkari has said agriculture is our real strength and we are intended to diversify it into the energy and power sector. Addressing Bio-Energy Summit 2021 'Farm-2-Fuel : Sustainable Bioenergy Solutions for Aatmanirbhar Bharat' he said India's fuel energy security can be well supported by Agriculture as It provides opportunities for concepts such as waste to wealth and waste to energy and ultimately leading to the benefit of all.

The Minister said these targets will be achieved through a five-phased strategy which includes: adopting biofuels and renewables, implementing energy efficiency norms, improving refinery processes, increasing domestic production and achieving demand substitution. He said this strategy uses a strategic role for biofuels in the Indian energy basket. The Minister said the announcements on advancing of the target year for 20% ethanol-blending by five years to 2025, 5% blending of biodiesel in a diesel by 2030, directing Oil companies to sell 20 percent ethanol-blended petrol from April 1, 2023, and BIS specifications for higher ethanol blends - E12 and E15 gives an indication the

importance that government gives to biofuels and alternative source of energy.

Gadkari said both Brazil and India are stepping ahead on the sustainable energy roadmap. He said through technology transfer and sharing our experiences, we can surely establish a self-reliant energy ecosystem in our countries. He said India is one of the fastest-growing economy leading through sustainable and climate-neutral development. He said Society should be livable, workable, and sustainable for all with an important focus on ethics, ecology, and the environment. Gadkari said India is committed to meet the Paris Climate Agreement, where efforts are centered to reduce carbon emissions by 33 to 35% by 2030.

The Minister said necessary steps are being taken to decarbonize the transport sector by reducing the harmful Green House Gas (GHG) emissions. He said we are committed to adopt import-substitute, cost-effective, indigenous, and pollution-free modes of transport in the country.

Gadkari said India is committed to an eminently achievable clean energy-based economy, through an annual road-map for production, supply of ethanol till 2025-26, and systems for its countrywide marketing.



# Re-Aligning Policies Towards Creating A Business-Friendly And Hassle-Free Environment

Union Minister for Road Transport and Highways Nitin Gadkari has said that the Government has been at the forefront in supporting the industry by re-aligning its policies towards creating a business-friendly and hassle-free environment. Addressing a Webinar on "Ease of Business for Driving Investment in Roads and Highways Sector" he said we are passing through a very challenging time, both on account of the health of people and the economy of the nation due to the pandemic. However, now there seems to be positivity slowly coming all around across the globe. The Minister said various initiatives and schemes of Roads and Highways Ministry speaks volumes of the hard work and commitment that has gone into such efforts. He said this prompt and positive approach of the Government in the recent past has led to an increase in speedy implementation of Government projects.

Gadkari said a well-developed infrastructure has multiple benefits. Firstly, it increases the level of economic activity, it improves the revenue base of the Government, and lastly ensures expenditure is focused on productive areas. He said the COVID-19 pandemic had caused a slowdown in India, but due to the supportive policies of the government across all sectors and due to the commitment of all stakeholders, India's GDP in Quarter-1 of 2021-22 grew to a record high of 20.1%. He said the Government has given a massive

push to the economy by allocating about 1.4 trillion dollars for infrastructure to be invested until 2025.

Gadkari said the National Master Plan of 'Gati Shakti' scheme of more than Rs. 100 lakh crores is focused for holistic and integrated infrastructure

***Gadkari said the National Master Plan of 'Gati Shakti' scheme of more than Rs. 100 lakh crores is focused for holistic and integrated infrastructure development in the country. He said the Gati Shakti Master Plan will provide the framework for the National Infrastructure Pipeline program and is aimed at making Indian products more competitive by cutting down the logistics costs and improving the supply chains***

development in the country. He said the Gati Shakti Master Plan will provide the framework for the National Infrastructure Pipeline program and is aimed at making Indian products more competitive by

cutting down the logistics costs and improving the supply chains. He said the highways sector in India has been at the forefront of performance and innovation and the government has successfully rolled out several projects to speed up the construction of roads in the country by renewing the interest of private developers.

Gadkari said the Government has integrated various infrastructure projects under the Infrastructure Vision 2025. He said a Minister level Group of Infrastructure has been created under his Chairmanship to resolve approval or clearance issues related to environment and forest, railways defence and civil aviation. Towards green initiatives, the Minister said we are encouraging the installation of solar panels, rain-water harvesting, and artificial groundwater recharge systems along the highways.

Gadkari said to facilitate long-term investment into infrastructure, the Government is in a process of setting up a new Development Finance Institution (DFI). He said the growing use of advanced technologies such as drone survey recording, network survey vehicles and LiDAR technology (light detection and ranging) for designing and surveys will be extremely helpful for India's vision of establishing world-class infrastructure. He said Complex tax structure and paper work has now been replaced by a simpler and efficient system under the new GST regime. He said each and every stage from tendering to payment to contractors has now been digitalized.

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## Sibros To Provide Connected Software-based Solutions For Volta Trucks



**E**lectric commercial vehicle manufacturer and services provider Volta Trucks announced that Sibros will provide its connected software-based solutions for the Volta Zero, reported ETAuto.

The automaker claims that Volta Zero is the world's first purpose-built full-electric 16-tonne commercial vehicle created specifically for city centre freight distribution.

According to a media release, the partnership will provide end-to-end software and data solutions that begin with the integration of the Sibros OTA Deep Logger to provide Volta Trucks with real time, relevant, vehicle and fleet data management.

The connected vehicle platform will allow customers access to driver alerts, charging infrastructure, over-the-air updates for navigation and content as well as service, insurance, and maintenance data. This will increase productivity and bring efficiency and profitability to its

customers' businesses. It will provide Volta Trucks with full transparency and control over what data is collected and who it's shared with, enabling customers to benefit from, and better understand, their data, the release said. Hemant Sikaria, CEO and co-founder of Sibros, said, "We are thrilled to partner with Volta Trucks to accelerate the development of their connected platform for vehicles and fleets."

"They are bringing some of the most visually stunning and innovative electric vehicles to market with a world class team that combines new age thinking with classic OEM expertise. OTA software updates, data management and analysis are all crucial components in bringing customised, safe and sustainable vehicles to the world," he said.

This partnership is a natural step for Volta Trucks. We will now be able to perform remote diagnostics and data analysis for use towards our ambition of zero downtime and better operational efficiency for our partners

and customers Ian Collins, Chief Product Officer, Volta Trucks

Ian Collins, chief product officer of Volta Trucks, said, "This partnership is a natural step for Volta Trucks. We will now be able to perform remote diagnostics and data analysis for use towards our ambition of zero downtime and better operational efficiency for our partners and customers."

"We are confident that working closely with Sibros will enable us to revolutionise last-mile logistics and allow us to easily expand and scale our business, while concentrating on our goal of being the safest large commercial vehicle manufacturer," he said.

Volta Trucks will utilize data insights to increase vehicle efficiencies, bringing increased productivity and profitability to its customer's businesses. Volta Trucks will also be able to use the connected platform to share data with its global partners looking to develop solutions based on those insights, the release added.

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*"Success is a journey, not a destination." - Arthur Ashe*



# Futuricum Electric Truck Sets New Guinness World Record With 1,000 Km On A Single Charge

**C**ollective efforts by express and package service provider DPD Switzerland, e-truck brand Futuricum and tyre manufacturer Continental have landed them in the Guinness Book of World Records, reported Express Drives. The new record is for the longest distance covered by an electric truck in one full charge at a whopping 1,099 km. The truck used for the record had been in use by DPD for about six months in regional traffic.

"For DPD Switzerland, we have converted a Volvo FH to an electric drive. The 19-ton truck now has over 680bhp and, with a capacity of 680kWh, the largest truck battery in Europe on board," explained Adrian Melliger, CEO of Designwerk Products, the company behind the Futuricum brand.

The truck was run around a 2.8-km high-speed oval track at the Contidrom, Continental's in-house test centre near Hannover. Two drivers completed 392 laps of the track in shifts of 4.5 hours each clocking an average speed of 50 km/h which is a realistic speed during everyday driving. The distance was covered in a total of 23 hours.

"We decided to invest in electric mobility at an early stage. The Futuricum truck has been traveling between the depot in Möhlin near Basel to the distribution center in Buchs/Zurich for about six months now," said Marc Frank, strategy and innovation director at DPD Switzerland. "The e-truck can master the roughly 300 km every day without

any problems. We are proud that we have now been able to officially document our performance level."

Further, for the record drive, the electric truck was on the road with the

***Further, for the record drive, the electric truck was on the road with the swap body but without a load.***

***The unladen weight in this configuration is 15.5 tonnes, without the swap body it is 12.4 tonnes – and 6.6 tonnes payload.***

***Designwerk justifies the "empty drive" with better comparability – payload and the energy requirements of ancillary consumers are different depending on the purpose and, in some cases, the drive***

swap body but without a load. The unladen weight in this configuration is 15.5 tonnes, without the swap body it is 12.4 tonnes – and 6.6 tonnes payload. Designwerk justifies the

"empty drive" with better comparability – payload and the energy requirements of ancillary consumers are different depending on the purpose and, in some cases, the drive.

"We want to offer the industry a serious alternative for diesel vehicles. That is why we have set ourselves a target with a signal effect: at least 1,000 kilometres range without intermediate charging," said Adrian Melliger, CEO of the Designwerk Group, reported Electrive.com. "The 50-km/h speed is a realistic figure in mixed urban/rural traffic: there are many other criteria, such as headwind, the condition of the road and ground temperature, that we cannot influence. We want to set an example for the performance of electric mobility with the record drive."

The record run could have been even better under better conditions. With an outside temperature of around 14 degrees and a track temperature of 23 degrees, it was too cool. The wind with an average of 18 km/h and gusts of up to 40 km/h also increased the resistance somewhat. Ideally, there would have been no wind, 25 degrees air temperature and 50 degrees asphalt temperature. Then the interaction of air resistance and tyres would have delivered the best result.

To note, with 680 kWh, the record-breaking truck is not the model with the largest battery in the Futuricum range: Due to demand from some customers, the Swiss company also offers a semi-trailer truck with 900 kWh. If you subtract the usual buffers, around 765 kWh should be usable.



# LCV Market To See Double Digit Growth In FY22



**V**olumes in the light commercial vehicle (LCV) truck segment is all set to bounce back in FY22 with a double digit growth, riding on the back of demand from e-commerce, parcel services, FMCG, poultry, construction and cold storage segments. "The industry has bounced back. We will see a pretty strong comeback," said Veejay Nakra, chief executive officer, automotive sector, Mahindra & Mahindra, reported Financial Express. The small commercial vehicle segment recovered faster while the other segments have recovered in the last three months with the HCV segment coming back very strongly, Nakra said. However, the passenger and bus segment was still waiting for a buoyancy in the market, he said. The LCV segment sold around 36,000 units in FY20 which decreased to 30,000 units in FY21 but after an initial decline in FY22, in the last two

months there has been a recovery with a 10-15% growth in sales expected in FY22, Nakra said. The industry was expected to reach the FY20 pre-Covid levels by end of this year.

Around 50% of the LCV market in the

***Gupta said the company had invested ₹650 crore in developing the Furio range of trucks. The LCV will be manufactured at Mahindra's facility in Chakan, Pune. The Furio 7 LCV trucks was targeting both intra-city and inter-city applications***

country was in the 3-6 tonne category and the remaining 50% was in the 6-7.5 tonne category. The market was shifting towards the 6-7.5 tonne category so Mahindra Truck and Bus, a division of the Mahindra Group, decided to enter this segment with the Mahindra Furio 7 range of LCV trucks, Jalaj Gupta, business head, commercial vehicles division, Mahindra & Mahindra, said. Gupta said the company had invested ₹650 crore in developing the Furio range of trucks. The LCV will be manufactured at Mahindra's facility in Chakan, Pune. The Furio 7 LCV trucks was targeting both intra-city and inter-city applications. The LCV Furio 7 platform with three variants — four tyre cargo, six tyre cargo and a six tyre tipper. They were in the price range of ₹14.79-16.82 lakh (ex-showroom Pune).

Majority of the segment was dominated by single vehicle owners and driver owners who were sensitive to rising fuel cost and were looking for higher payload and the Furio was designed to meet these needs, Gupta said. Mahindra was offering a more mileage or truck back guarantee and a guaranteed resale value after five years offer to make a dent in the highly competitive LCV market.

The cargo vehicles were being launched in 38 locations in 13 states, which accounted for 85% of the market while the tippers would be available in 26 locations across 11 states, which was 90% of the market, Gupta said. There were no production constraints and would be ramped up as needed.

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## Hyundai To Offer Hydrogen Fuel Cell Versions Of All Commercial Vehicles By 2028

**H**yundai Motor Group said it plans to offer hydrogen fuel cell versions for all its commercial vehicles by 2028 and will cut the price of fuel cell vehicles to battery electric levels two years later, reported Reuters.

The group, which comprises Hyundai Motor Co and Kia Corp, currently has one fuel cell bus and one fuel cell truck, the Xcient Hyundai, on the market. There are 115 of the buses on the road in South Korea and 45 of the trucks in operation after they were rolled out in Switzerland last year. The two South Korean automakers together offer 20 models of commercial vehicles including trucks, buses and vans, and sold about 287,000 last year.

The group, whose only other fuel cell vehicle on the market is Hyundai's Nexo SUV, also said it will develop fuel cell vehicles for Kia and its premium Genesis brand, which could be launched after 2025. It did not mention specific targets for fuel cell versions of passenger vehicle models. The plans are measured ambitions to push ahead with hydrogen technology despite its relative niche status, while the automakers also expand their battery electric vehicle line-up.

Advocates assert that hydrogen fuel cells are cleaner than other carbon-cutting methods as they only emit water and heat, but the technology has only seen limited usage in the auto industry amid concerns about high costs, the bulky size of fuel cell

systems, the lack of fuelling stations, resale values and the risk of hydrogen explosions.

Industry-wide, some 10,000-15,000 fuel cell vehicles are produced globally a year compared to 4-5 million electric vehicles, Hyundai said. Other major automakers pursuing hydrogen fuel cell technology include Toyota Motor Corp, BMW and Daimler. They have been encouraged as Europe and China have set ambitious emission reduction targets and talk of hydrogen infrastructure support increases.

Hyundai Motor Group also said it also plans to employ hydrogen fuel cell technology in other areas such as autonomous container transport.

## Daimler India Ready For Prolonged Truck Upcycle

**T**he Indian unit of the world's largest truck maker Daimler AG expects the country's commercial vehicle market to enter an upcycle of double-digit growth for the next 3-4 years. Given the strong traction for 'Made in India' trucks globally and an expected bounce back in demand in the domestic market, the German firm had recently committed a little over \$300 million of investments in the country that it hopes will become one of its top five markets in the world in five years.

Daimler India Commercial Vehicle's order book is full for the rest of the calendar for exports and strong traction in the domestic market has helped its BharatBenz brand to cross a critical mark of 10% market share, managing director Satyakam Arya said. "There is a strong uptick in demand and even the long haul segment of cement-steel has started to demand more trucks in tandem with

sustained demand for e-commerce and construction space," he told ET. "The current upcycle is likely to sustain for an extended period of three to four years."

Arya expects the medium and heavy truck market in India to double in 2021, followed by 30-40% growth in 2022 before stabilising to 15-20% growth in 2023 and 2024. The market is on the recovery path after three down-cycles in 10 years.

Daimler India has crossed the 10% market share mark in its addressable market of 10-tonne to 55-tonne trucks. The volumes in these segments are



expected to cross 200,000 units this calendar, growing over 100%. Arya said Daimler has ample capacity to capitalise on the upcycle and the investment lined up is to upgrade products and participate in increasing exports potential. The overseas business accounts for almost 40% of Daimler India's total revenues and it is set to grow further.

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## Volta Trucks Picks Former Austrian MAN Plant To Build Trucks

**E**lectric truck startup Volta Trucks said its first trucks will be made under contract starting late 2022 at a former MAN truck plant in Austria by Steyr Automotive, a newly formed company that has taken over the factory.

As part of a cost cutting plan, Volkswagen AG unit MAN recently turned its plant in Steyr, Austria, over to Steyr Automotive, run by former Canadian auto supplier Magna International Inc executive Siegfried Wolf. The plant will keep making vehicles for MAN until 2023, but is looking to serve as a contract manufacturer for other firms.

Stockholm-based Volta Trucks, which

also operates in the UK, needs to start producing the Volta Zero, a 16-tonne electric truck, in late 2022 and produce 5,000 vehicles for customers in 2023 ahead of a diesel truck ban in Paris effective in 2024. Instead of building its own expensive plant and slogging through working out how to build its electric trucks at scale, Volta will hire Steyr Automotive to build them.

"Apart from an excellent manufacturing facility, Steyr Automotive has trained engineers and experienced managers at all levels of their workforce," Volta Trucks Chief Technology Officer Kjell Waloen told Reuters. "If you start up a brand new product in a brand new plant without experience, you multiply the risks and

complications many, many times."

Rather than going through "manufacturing hell" as Tesla Inc did when ramping up production of its mass-market Model 3 sedan in 2017 and 2018, several electric startups have chosen to hand that over to operators who already build vehicles at scale.

REE Automotive and Fisker Inc have both teamed up with Magna to build their EVs, while Fisker has a similar agreement with Taiwan's Foxconn Technology Co Ltd. Volta Trucks currently plans four electric truck models of different sizes and says it expects to produce more than 27,000 trucks annually by 2025.

## Three-day Transport Expo Begins In Jaipur



**T**he three-day 'Truck Trailer and Tyre Expo 2021' started on September 3. It is supported by the state government and is being held in Rajasthan for the first time.

"Owing to the Covid-19 pandemic, the economy was in a bad state for over one and a half years. This led to large-scale unemployment. It is due to the strength and robustness of our country that the economy is getting back on track and business is growing rapidly. The expo is a great initiative that will help businesses grow again and also generate employment. There is a need for more such expos and exhibitions to provide a much-needed boost to the market," said transport minister Pratap Singh Khachariyawas, reported TNN.

## Ashok Leyland Domestic Sales Up 12% At 8,787 Units

**H**induja Group flagshi

p Ashok Leyland reported 12% growth in domestic vehicle sales in September, 2021 at 8,787 units.

The company had sold 7,835 units in the domestic market in the same month last year, Ashok Leyland said in a regulatory filing, reported ETAuto.

Total vehicle sales were at 9533 units in September as against 8,332 units in the year-ago period, registering a growth of 14%.

Medium and heavy commercial vehicle (M&HCV) sales in the domestic market were up 39% at 4,529 units last month as compared to 3,268 units in the year-ago month, it added.

Light commercial vehicle sales stood at 4,258 units last month compared to 4,567 units in September 2020, down 7%, the company said.





# Warehousing And Its 3 Key Parts

**W**arehousing is the process of storing physical goods before they are sold or further distributed in a dedicated warehouse or storage facility. It is the place where products are stored safely and securely in an organized way. This helps in tracking the exact location of items, when they arrived, how long they have been there, and the quantity on hand.

There are 3 important elements of warehousing which every logistics company should always give emphasis on, which are Warehouse management, Warehouse Operation and Warehouse Management System (WMS).

## Warehouse Management

Warehouse management is the strategic day-to-day running of operations in a warehouse to promote, improve, and ensure operational excellence. Managing a warehouse means overseeing all staff, training, inventory, equipment, safety and security, relationships with shipping carriers, and other moving pieces.

Its responsibilities are:

- Forecasting and managing projected volume and labour
- Ensuring the proper safety gear is used and best safety practices are followed at all times
- Obtaining the proper licenses and certifications for anyone operating equipment
- Maintaining compliance and requirements for regulatory agencies
- Continuously planning and managing operations as the business grows and becomes more complex
- Keeping goods secure and accessible and performing warehouse audits as needed
- Providing clear instructions on how to receive, unpack, retrieve, pack, and ship inventory

- Setting up bins and other storage spots in optimal places to minimize the effort required to move between destinations
- Recording all inbound and outbound shipments and collecting the proper documentation

## Warehouse Operations

Warehousing operations refers to the processes that take place in a warehouse revolving around the movement of goods and tracking inventory.

- Equipment used effectively
- Customers happy

## Warehouse Management System (WMS)

A WMS is a type of software that provides the tools necessary to manage warehouse operations and inventory movement to save time and eliminate manual processes. Warehouse management systems help optimize inventory and tracking, warehousing operations, workload distribution, and shipping.



Principles of warehousing include functions such as receiving inventory, then placing each SKU into a separate dedicated storage location (e.g., in a shelf, bin, or on a pallet), and sending a product to its next destination.

Efficient warehousing operations help keep:

- Costs low
- Inventory received and shipped on time
- Staff productive
- Sufficient quantities of product on hand
- Space below capacity
- Storage optimized and aisles clear

These types of warehousing solutions give you unprecedented visibility and real-time insight into every action that's happening in the warehouse. A good warehouse management system will even help generate electronic picking lists based on orders that have inventory stored close to one another to decrease inefficiencies.

If these three aspects are taken care of by a logistics company, it can have the assurance of scaling new high and setting new benchmarks one after another. Therefore, it is suggested that a startup or an emerging company always keep these elements in mind.

X



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# Volvo Trucks India Launches FM, FMX Range Of Heavy Duty Trucks



**V**olvo Trucks India, a division of VE Commercial Vehicles Ltd (VECV), launched six heavy-duty trucks under the FM and FMX range in India. Now available for sale across India, these new trucks are manufactured at Volvo Trucks, Hoskote factory near Bengaluru, the company said in a release.

"We are proud to launch these new generation trucks designed to deliver higher operational efficiency to our customers. We continue to bring world-class innovation to India and these trucks will further reinforce our role as our customers' most preferred business partner," said Vinod Aggarwal, managing director and chief executive officer, VE Commercial Vehicles Limited, reported ETAuto.

According to the company, Volvo FM and FMX range of trucks combine high productivity and efficiency, unmatched safety, excellent driver comfort and enhanced connectivity features.

"Our trucks serve in some of the most demanding and time-critical applications and this new range of trucks are built to push the limits of productivity with a strong focus on improving the driver environment and safety. Backed by world-class service, we now have a wider range of transport solutions to cater to the unique requirements of various applications in India," B Dinakar, senior vice president of Volvo Trucks India, said.

With cab volume increased by up to 1000 litre, the new range offers larger windscreen, lowered door lines and

new mirrors which enhance driver's direct visibility 10%, claims the company. The high capacity FMX500 also gets an additional passenger corner camera and provision for four more cameras to be installed for enhanced visibility. A fully digital 12-inch driver interface shows all the performance and maintenance parameters of the truck like Pre-Trip check and Intuitive traction display.

All the trucks are equipped with an electronic braking system (EBS) as a standard feature. Downhill cruise control feature sets a maximum speed to help prevent unwanted acceleration

*All the trucks are equipped with an electronic braking system (EBS) as a standard feature.*

*Downhill cruise control feature sets a maximum speed to help prevent unwanted acceleration when travelling downhill with load, thus also increasing brake life. The I-shift lever and software is new and includes additional drive modes*

when travelling downhill with load, thus also increasing brake life. The I-shift lever and software is new and includes additional drive modes. The engine management system has been improved from Version 2.2 to 2.4 with several design upgrades too. The I-Roll function automatically disengages the engine when not required. All these functions along with improved aerodynamics and real time driver coaching helps improve fuel efficiency.

X



# Apollo Tyres Introduces Bhim Range Of Tyres

**A**pollo Tyres Limited, one of India's leading tyre manufacturers, has introduced its new 'Bhim' range of bias tyres in the country for small commercial vehicles (SCVs), reported Express Drives. The company claims that the new Bhim range of tyres offers unmatched load-carrying capability, which is one of the primary requirements of the customers in this product category, and thus Apollo Tyres is marketing it as 'Loading ka Mahabali'.

These new tyres have been designed and developed at Apollo Tyres' Global R&D Centre which is located in Chennai, India. The company claims that the new Apollo Bhim tyres offer unmatched load-carrying capability, best-in-class durability with the new HEART platform, and also 10 per cent better fuel efficiency than other tyres in this segment. These tyres are aesthetically robust, big and bulky. Also, they are capable to carry more load and hence have been positioned as 'Loading ka Mahabali'.

The new Apollo Bhim range of tyres has an aggressive tread pattern with a refreshed side wall and window design. The company claims that while its lesser sinusoidal and straighter ribs provide better steerability, the open groove design ensures improved heat dissipation and durability. Its dual-angle tread orientation results in optimum traction. Also, the high mileage tread compound and more rubber mass at the wearing zone ensures full tread life for the tyres.

Commenting on the launch, Satish Sharma, President, Asia Pacific,



***Commenting on the launch, Satish Sharma, President, Asia Pacific, Middle East & Africa (APMEA), Apollo Tyres Ltd said "We have been eyeing this growing category of small commercial vehicle tyres for some time. Cross-functional team of Marketing, Customer Service and R&D, along with the consumer's voice, has helped us develop this product***

Middle East & Africa (APMEA), Apollo Tyres Ltd said "We have been eyeing this growing category of small

commercial vehicle tyres for some time. Cross-functional team of Marketing, Customer Service and R&D, along with the consumer's voice, has helped us develop this product. Considering the performance of these tyres in our internal benchmarking and extensive testing in real-world conditions, we are confident of it being a runaway success."

Apollo's new Bhim range of tyres get dura-cool tread compound. Also, its 30 per cent lower heat generation with heat resistant piles, strong casing & bead, and the 'UBT' manufacturing process provides best-in-class durability to the customers. Apollo Tyres says that the small commercial vehicle's tyre bias market in India is around 1,65,000 units per month and with the introduction of this new bias tyre range, the company is aiming to get a good share of this market. Apollo Tyres has also introduced two Stock Keeping Units or SKUs which will cater to nearly 80 per cent of the market in this segment.

x



# Where To Park Heavy Vehicles At Night In South Delhi?



Considering the parking issues for heavy-duty vehicles, South Delhi Municipal Corporation (SDMC) has identified nine sites for parking of commercial vehicles at night, reported TNN. The move is aimed at avoiding congestion on main roads in south Delhi areas due to haphazard parking of heavy vehicles.

These on-street parking sites are located at prominent stretches near commercial or residential areas. To get the traffic police's permission, SDMC officials held a meeting with the joint CP, traffic police, said officials.

"Since the new parking policy notified by Delhi government stresses on renewal of commercial vehicles' registration every year only when there is proof of parking, this facility will be required for such vehicles. The civic body can issue parking certificates/NoC that can be utilised by the owner for the registration renewal

in future," said Prem Shankar Jha, deputy commissioner, remunerative and project cell, SDMC.

"The traffic police have told us that the matter will be looked into and a reply will be given soon," said a south corporation official.

The civic body aims to charge a minimum of Rs 9,900 per month as parking fee from commercial vehicles and the rate will increase depending upon the size of commercial vehicles. "So far, we have identified space for parking of 134 buses and trucks. More such parking sites will be identified in future," said the official.

Residents of different areas, including Alaknanda and Nivedita Kunj (RK Puram), have been frequently complaining about inconveniences caused to them due to parking of commercial vehicles, such as buses, tempos, trolleys and trucks, on the main roads during night hours.

"The project sites after getting finalised

will be given to parking contractors. They will install CCTV cameras and make other arrangements for safety purposes," said the official.

Anumita Roy Chowdhury, executive director, research and advocacy, Centre for Science and Environment, however, said that the term,

*Anumita Roy Chowdhury, executive director, research and advocacy, Centre for Science and Environment, however, said that the term, "commercial vehicles", was wide and covered many kinds of vehicles, including e-vehicles*

"commercial vehicles", was wide and covered many kinds of vehicles, including e-vehicles. It is important to earmark sites for all of these after understanding their requirements and doing proper demarcation.

"There are taxi aggregators who need space to park their cars at night. Then we have tempos also, which will need space for loading and unloading. Since all these vehicles will be covered under the Delhi Parking Policy as well as electrical vehicle policy, keeping all factors in mind before finalising sites is very important. Provision for charging stations also needs to be looked into," she said.

The south corporation presently has 140 surface parking lots for non-commercial vehicles and of them, 113 are fully operational. Besides, there are six operational underground multi-level and two stack parking lots.

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## Freight Tiger Raises \$6.5mn LED By Mathew Cyriac's Florintree

**M**umbai, 11 September, 2021: Freight Tiger, India's largest digital freight network has announced today it has raised \$6.5mn led by Florintree Infra. The round also saw participation from Oyo Founder, Ritesh Agarwal's family office Aroa Ventures and existing investors Lightspeed India Partners, Moonstone Investments and Pawan Munjal Family Trust.

Mathew Cyriac is credited with building Blackstone's Private Equity business in India where he led investments in Allcargo Global Logistics, Gateway Rail, International Tractors, MCX, MTAR Technologies, CMS Infosystems, Gokaldas Exports, FINO Payments Bank and more.

Founded by Swapnil Shah, Freight Tiger in less than 4 years has grown to become India's largest digital freight network. Its approach to logistics has been unique in the way that the company thrives on collaboration and inclusivity amongst all stakeholders. Taking this a step further, Freight Tiger today is building a first-of-its-kind SaaS-enabled digital freight network that will help customers - both shippers and logistics service providers/transport companies, move fast, load more, reduce empty miles and reduce waste.

Commenting on the new funding Swapnil Shah, Founder & CEO, Freight Tiger said, "We are excited to leverage Mathew's expertise in the logistics industry and scaling companies. We have seen rapid acceleration in adoption over the last 12 months on our software platform and digital freight network. We today



***We have seen rapid acceleration in adoption over the last 12 months on our software platform and digital freight network. We today process close to 4% of India's FTL volume on our software platform. Our differentiated approach of software led end-to-end digitization is bringing the ecosystem together and making the \$125bn Indian freight market more seamless, collaborative & transparent***

process close to 4% of India's FTL volume on our software platform. Our differentiated approach of software led end-to-end digitization is bringing the ecosystem together and making the \$125bn Indian freight market more seamless, collaborative & transparent. We are on track to hit \$100mn in annualized Gross Revenue by the end of this fiscal year."

**Mathew Cyriac, Executive Chairman, Florintree Advisors**, said, "I have closely experienced Swapnil's passion and commitment to deliver breakthrough value for his customers. Freight Tiger is well positioned to transform the very complex Indian logistics sector in the next few years. I am looking forward to working with Swapnil and the other Board members in this exciting phase of Freight Tiger."

Freight Tiger currently has over 300+ shippers and 4000+ transport companies on its platform. Some of the company's customers include Saint Gobain, Dalmia Group, JSW Steel, BLR Logistiks, Patanjali, Kohler, and MRF among others.

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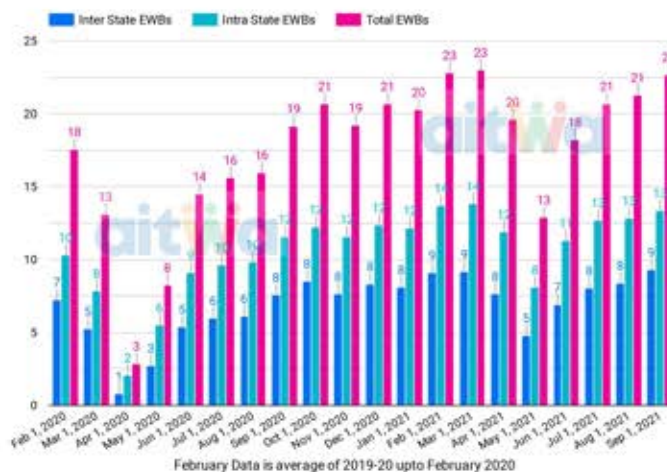
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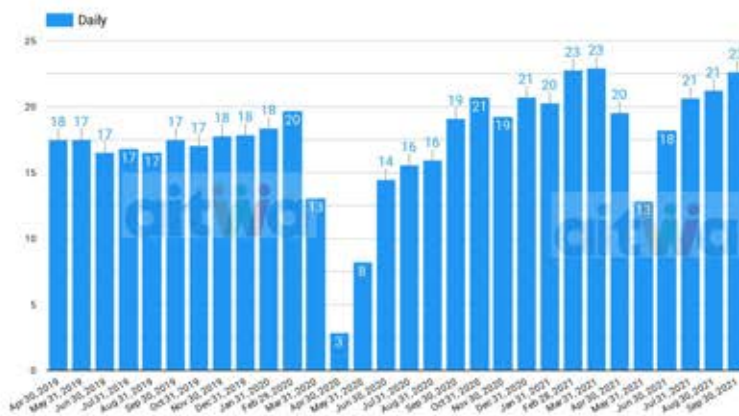


Last updated on 5th October 2021 | Data upto 3rd October 2021

Number of daily EWBs generated across different types (in lacs per day) - Monthly



Total number of daily EWBs generated (in lacs per day)



Total number of monthly EWBs generated (in lacs per month)







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## Women in Logistics – Dr. Sharmila Amin



**Dr. Sharmila H. Amin**

Chairperson, Globe Forwarding Agencies / Bertling Logistics

Dr. Sharmila Amin is deeply influenced by her father who was a pioneer in the Indian Construction Industry and wished to stay close to the core business, though through an alternate route.

Her career started with Airfreight Limited / NS Guzder & Co. which gave her opportunity to work in various aspects of the freight and travel industry.

During her journey, to reach the peak of her profession, she has faced many challenges, both professional and personal, but each has only strengthened to make her the person she is today: A goal oriented professional who perseveres through thick and thin.

### Questionnaire

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

I have been a part of the Cargo Industry for over 25 years and my enthusiasm to execute difficult projects remains the same as when I started. The journey has been filled

with learning and satisfaction of delivering on client expectations for critical jobs.

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

Being a woman in a male dominated business has not been a major problem. I earned the respect and confidence of my colleagues, peers and seniors, from whom I derived the strength to challenge myself and perform better at each stage.

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

Gender parity and inclusive behaviour has been sadly lacking in our industry sectors and also globally, though I have not encountered major problems being a woman in the field. My ability to connect with and lead people from the front, won me the respect and affection of colleagues and competitors.

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

My company specialises in handling Projects / O&G, hence key focus is on renewable energy projects, infra, refinery, etc.

Handling some Super ODC / OWC / HL GIS / Solar / Nuclear Power stations in some of the remotest parts of India and Cross border shipments.

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

Executing difficult jobs provides me with the most satisfaction. Cost and efficiency pressures have increased and so have the players. The nature of the challenges have changed, but the challenges themselves are ever increasing, both in volume and complexity. Overcoming these challenges and being at the forefront of India's infrastructure growth is the biggest satisfaction.

**6. How confident are you about**

**future growth on equal opportunity basis, vis-a-vis male colleagues?**

The ratio of Women: Men is estimated to be roughly 1: 4, i.e., women constitute only about 20% of the workforce. Across the globe, still only 17 percent of member firms' partners are women, and that figure is fairly representative across our industry.

Over the years, we have had plenty of senior women leaders in the Logistics industry. This shows that gender is not a constraint to success.

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

The job of logistics and supply chain management is on my mind 24x7x365; day and night, due to the global nature of the business. I still follow a disciplined daily routine of rising early with prayer and yoga and after a long day in the office and some walking exercises in the evening. I spend quality time with my family. Eating healthy and exercise keeps me going to tackle professional issues.

My favourite hobby is to travel to different places and experience different cultures, cuisines, and nature. My work allows me to, on occasion, combine my hobby while executing interesting projects in unexplored locations.

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

My message is simple: It is a sector full of opportunities; the path having been set by many as professionals who came before. Go full steam ahead in this sector, as it will not stop you from achieving your dreams.

While aspirations and expectations stem from us, inspiration is something that grows on us. With inspiration, aspirations are achievable and expectations can be exceeded.

**Vinod Kaul**

**Mobile: 9711875283**

**e-mail: kaulv22@gmail.com**

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GOVERNMENT OF INDIA  
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS  
**RAJYA SABHA**  
**UNSTARRED QUESTION NO - 2373**  
ANSWERED ON- 09/08/2021

**CONCESSIONS IN MOTOR VEHICLE TAX**

2373. SHRI B. LINGAIAH YADAV:

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

- (a) whether Government has proposed concessions in motor vehicle tax for those who take their old vehicle for scrapping; and
- (b) if so, the details thereof and progress made/response received, vehicle and State-wise as on date?

**ANSWER**

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS  
(SHRI NITIN JAIRAM GADKARI)

(a) and (b) Government has issued GSR Notification 220 (E) dated 26.03.2021 for concession in motor vehicle taxes, upto twenty five percent in case of non-transport vehicles and upto fifteen percent in case of transport vehicles, for vehicle registered against submission of a certificate regarding scrapping of the old vehicle.



## सरकार ने आर्थिक गतिविधि के स्तर को बढ़ाने के लिए अच्छी तरह से विकसित बुनियादी ढांचे के महत्व पर जोर दिया

केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने सरकार के राजस्व आधार में सुधार करके आर्थिक गतिविधि के स्तर को बढ़ाने, अतिरिक्त वित्तीय गुंजाइश के निर्माण के लिए अच्छी तरह से विकसित बुनियादी ढांचे के महत्व पर जोर दिया। उन्होंने अमेरिकन चैंबर्स ऑफ कॉमर्स इन इंडिया की 29वीं वार्षिक आम बैठक के दौरान 'वैश्विक आपूर्ति श्रृंखला में भारत को बढ़ावा देने वाला बुनियादी ढांचा' विषय पर अपने संबोधन में कहा कि भारत और अमेरिका के बीच द्विपक्षीय व्यापार पिछले दो दशकों में 16 अरब डॉलर से बढ़कर 149 अरब डॉलर हो गया है और इसके 2025 तक 500 अरब डॉलर से अधिक होने का अनुमान है। मंत्री ने कहा कि भारत और अमेरिका के बीच प्रौद्योगिकी हस्तांतरण, नवाचार और अनुसंधान एवं विकास की गुंजाइश को और तलाशा जाना चाहिए।

गडकरी ने कहा कि अगले पांच वर्षों में 5,000 अरब डॉलर की अर्थव्यवस्था बनने के भारत के सपने को पूरा करने में बुनियादी ढांचे का विकास महत्वपूर्ण भूमिका निभाएगा। उन्होंने कहा कि सरकार राष्ट्रीय अवसंरचना पाइपलाइन (एनआईपी) के माध्यम से बुनियादी ढांचे के विकास में 1,400 अरब डॉलर का निवेश कर रही है और जल्द ही देश में समग्र एवं एकीकृत बुनियादी ढांचे के विकास के लिए 100 लाख करोड़ रुपये से अधिक की प्रधानमंत्री गतिशक्ति योजना का राष्ट्रीय मास्टर प्लान शुरू करेगी। उन्होंने कहा कि गतिशक्ति मास्टर प्लान एनआईपी कार्यक्रम के लिए रूपरेखा प्रदान करेगा और इसका उद्देश्य आपूर्ति श्रृंखला में सुधार के लिए रसद लागत में कटौती करके भारतीय उत्पादों को अधिक प्रतिस्पर्धी बनाना है।

मंत्री ने कहा कि भारत में लगभग 60 लाख किलोमीटर का सड़क नेटवर्क है जो दुनिया का दूसरा सबसे बड़ा सड़क नेटवर्क है। भारतीय अर्थव्यवस्था में सड़क अवसंरचना एक महत्वपूर्ण भूमिका निभाती है क्योंकि 70x माल और लगभग 90x यात्री आवाजाही के लिए यातायात सड़क नेटवर्क का इस्तेमाल करते हैं। उन्होंने कहा कि न केवल आपूर्ति श्रृंखला के दृष्टिकोण से बल्कि इसका इस्तेमाल करने वाले माल और यात्री यातायात के सबसे बड़े हिस्से के लिए भी इस



नेटवर्क का रखरखाव और विस्तार महत्वपूर्ण है।

गडकरी ने कहा कि बुनियादी ढांचे में दीर्घकालिक निवेश को बढ़ावा देने के लिए सरकार एक नई विकास वित्त संस्था डीएफआर स्थापित करने की प्रक्रिया में है। संस्था को 20,000 करोड़ रुपये के पूंजी आधार पर स्थापित किया जा रहा है और तीन वर्षों में पांच लाख करोड़ रुपये का ऋण देने का लक्ष्य होगा। उन्होंने कहा कि सरकार बड़े पैमाने पर एकीकृत अंतर्देशीय जलमार्ग, हवाई संपर्क और सड़क नेटवर्क विकसित कर रही है।

मंत्री ने कहा कि भारत इलेक्ट्रिक दोपहिया, तिपहिया और कारों के लिए सबसे बड़ा इलेक्ट्रिक वाहन (ईवी) बाजार बन रहा है। उन्होंने कहा कि अमेरिकी कंपनियां ईवी बैटरी प्रौद्योगिकियों और रेट्रोफिटिंग उद्योग के लिए हमारे अनुसंधान और विकास के साथ सहयोग कर सकती हैं।

गडकरी ने कहा कि हम गुणवत्ता, लागत प्रभावशीलता और स्थिरता से समझौता किए बिना दुनिया की सर्वश्रेष्ठ तकनीक को अपनाने के लिए तैयार हैं। मंत्री ने कहा कि वह हमेशा कहते थे कि अमेरिकी सड़कें इस वजह से अच्छी नहीं हैं क्योंकि अमेरिका समृद्ध है, बल्कि अमेरिका इस वजह से समृद्ध है क्योंकि अमेरिकी सड़कें अच्छी हैं। उन्होंने कहा कि हमारा लक्ष्य इस देश में समयबद्ध, गुणवत्तापूर्ण, लागत प्रभावी और टिकाऊ विश्व स्तर के बुनियादी ढांचे का विकास करना है।



## केन्द्रीय मंत्री ने जेड-मोड़ और जोजिला सुरंगों की प्रगति की समीक्षा की



केन्द्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने सोनमर्ग में जोजिला और जेड-मोड़ सुरंगों पर काम की प्रगति की समीक्षा यात्रा के दौरान कहा कि हिमालय क्षेत्र में व्यापक सड़क नेटवर्क क्षेत्र में पर्यटन को बढ़ावा देने में मदद करेगा। मंत्री जम्मू और कश्मीर के केंद्र शासित प्रदेश के दो दिवसीय दौरे पर थे।

मीडियाकर्मियों को संबोधित करते हुए मंत्री ने दो सुरंग परियोजनाओं के बारे में विस्तृत जानकारी दी और कहा कि केंद्र सरकार ने नए राजमार्गों, सुरंगों और पुलों के निर्माण को नया प्रोत्साहन दिया है जो लोगों के जीवन में परिवर्तनकारी बदलाव लाएगा और स्थानीय लोगों के लिए रोजगार के बड़े मौके उपलब्ध कराएगा।

उन्होंने कहा कि जोजिला सुरंग परियोजना केंद्र शासित प्रदेश लद्दाख को हर मौसम में सड़क मार्ग से संपर्क मुहैया कराएगा। उन्होंने आश्वासन दिया कि जोजिला सुरंग पर काम पूरी क्षमता में है और एनएचआईडीसीएल टंड के महीनों में बिना किसी बाधा के काम जारी रखने के लिए तैयार है। उन्होंने परियोजना को निर्धारित तिथि से पहले

पूरा करने के लिए हर संभव प्रयास करने पर जोर दिया।

गडकरी ने कार्य प्रगति पर संतोष व्यक्त किया और कहा कि जोजिला सुरंग जम्मू-कश्मीर और लद्दाख दोनों केन्द्र शासित प्रदेशों के विकास और पर्यटन के लिए बहुत ही महत्वपूर्ण महत्व रखता है क्योंकि यह लद्दाख क्षेत्र को पूरे साल संपर्क प्रदान करेगा।

यह उल्लेख करना सही होगा कि, जोजिला सुरंग के पूरा होने के बाद यह भारत की सबसे लंबी सड़क सुरंग और एशिया की सबसे लंबी द्वि-दिशात्मक सुरंग होगी। इस मार्ग के साथ कई पुलों का निर्माण किया जा रहा है और राष्ट्रीय राजमार्ग-1 में जेड मोड़ से जोजिला सुरंग तक एक कनेक्टिंग सुरंग का निर्माण सोनमर्ग और कारगिल के बीच जोजिला घाटों में किया जाएगा। पूरे 33 किलोमीटर के काम को दो भागों में बांटा गया है।

सुरंग परियोजनाओं में अत्याधुनिक बुनियादी ढांचे पर जोर देते हुए उन्होंने कहा कि तीन स्थानों पर ऊर्ध्वाधर शाफ्ट सहित उचित सुरक्षा उपाय किए गए हैं और अंतरराष्ट्रीय मानकों के अनुरूप सीसीटीवी, फायर अलार्म और हीट डिटेक्शन सिस्टम के साथ पर्याप्त सुरक्षा और प्रकाश व्यवस्था के उपाय किए गए हैं।

उन्होंने आगे देश की विभिन्न महत्वपूर्ण सुरंग, रेल और सड़क परियोजनाओं पर प्रकाश डाला, जिन्हें सरकार द्वारा विकास के साथ-साथ सीमा सुरक्षा को ध्यान में रखते हुए प्राथमिकता के आधार पर पूरा किया गया है और कहा कि पूरे जम्मू-कश्मीर में विभिन्न बुनियादी ढांचा विकास परियोजनाएं ज़ोरों पर चल रही हैं।

उल्लेखनीय है कि जोजिला सुरंग की परियोजना स्थल सोनमर्ग (केन्द्र शासित प्रदेश जम्मू और कश्मीर) से शुरू होने वाले मौजूदा राजमार्ग (एनएच-01) पर स्थित है और 2700 मीटर से 3300 मीटर की ऊंचाई पर मिनमर्ग (केंद्र शासित प्रदेश लद्दाख) पर समाप्त होती है। इस प्रकार इस ऊंचाई पर बन रही जोजिला सुरंग (13.2 किमी) एशिया क्षेत्र में सबसे लंबी सुरंग है। वर्तमान परियोजना का साइट भूकंपीय क्षेत्र IV में आता है। परियोजना में ढांचा संरचनाओं की सुरक्षा के लिए सभी एहतियाती उपायों का प्रावधान किया गया है।

इससे पहले मंत्री ने नीलग्रार साइट और जेड-मोड़ साइट पर टनल-1 और टनल-2 की प्रगति की भी समीक्षा की। नागरिक उड्डयन राज्य मंत्री जनरल बी.के. सिंह, पुलिस महानिरीक्षक (कश्मीर क्षेत्र) विजय कुमार और कई अन्य गणमान्य व्यक्ति भी इस अवसर पर उपस्थित थे।

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## DELHI BOOKING OFFICE

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

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

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To June		
		June	June	%	2021-22	2020-21	%
2021	2020	Change			Change		
(A) 18 International Airports							
1	Kolkata	9577	9096	5.3	28838	13136	-
2	Chennai	26504	16643	59.3	84190	33148	-
3	Goa	211	136	55.1	1026	155	-
4	Srinagar	1036	0	-	2127	46	-
5	Bhubaneswar	608	355	71.3	2195	434	-
6	Varanasi	258	83	-	873	83	-
7	Calicut	537	1000	-46.3	2053	2000	2.7
8	Amritsar	137	45	-	334	56	-
9	Coimbatore	372	311	19.6	1362	393	-
10	Vijayawada	171	229	-25.3	560	301	86.0
11	Imphal	422	68	-	1183	228	-
12	Portblair	397	319	24.5	1120	689	62.6
13	Trichy	350	200	75.0	936	317	-
14	Tirupati	0	0	-	0	0	-
15	Kushinagar	0	0	-	0	0	-
16	Guwahati	1280	1075	19.1	4623	1438	-
17	Jaipur	748	560	33.6	2330	577	-
18	Trivandrum	1303	1417	-8.0	4098	2858	43.4
Total		43911	31537	39.2	137848	55859	-
(B) 3 PPP International Airports							
19	Ahmedabad	7439	3202	-	21855	4337	-
20	Lucknow	871	674	29.2	3027	836	-
21	Mangalore	206	201	2.5	713	322	-
Total		8516	4077	-	25595	5495	-
(C) 7 JV International Airports							
22	Delhi (DIAL)	72481	48611	49.1	225364	84841	-
23	Mumbai (MIAL)	60971	38904	56.7	189261	82795	-
24	Bangalore (BIAL)	30418	23647	28.6	91949	46355	98.4
25	Hyderabad (GHIAL)	10577	7796	35.7	32154	16034	-
26	Cochin (CIAL)	3772	3709	1.7	12128	8570	41.5
27	Nagpur (MIPL)	462	53	-	1557	53	-
28	Kannur (KIAL)	0	0	-	0	0	-
Total		178681	122720	45.6	552413	238648	-
(D) 1 ST Govt./Pvt. INTL Airports							
29	Shirdi	0	0	-	0	0	-
Total		0	0	-	0	0	-
(E) 10 Custom Airports							
30	Patna	871	889	-2.0	3027	982	-
31	Pune	1211	1025	18.1	4602	1203	-
32	Bagdogra	646	337	91.7	2488	433	-
33	Chandigarh	840	418	-	2402	430	-
34	Visakhapatnam	323	291	11.0	1184	608	94.7
35	Indore	459	260	76.5	1773	295	-
36	Madurai	60	44	36.4	372	77	-
37	Surat	253	355	-28.7	1456	968	50.4
38	Aurangabad	39	3	-	150	4	-
39	Gaya	0	0	-	0	0	-
Total		4702	3622	29.8	17454	5000	-
(F) 69 Domestic Airports							
40	Ranchi	340	271	25.5	1241	290	-
41	Raipur	396	285	38.9	1096	330	-
42	Jammu	121	45	-	314	47	-
43	Dehradun	3	7	-57.1	16	8	100.0
44	Agartala	210	129	62.8	694	129	-
45	Gorakhpur	0	0	-	0	0	-
46	Bhopal	112	71	57.7	385	76	-
47	Udaipur	0	0	-	1	0	-
48	Dibrugarh	44	32	37.5	160	38	-
49	Prayagraj	0	0	-	0	0	-
50	Leh	86	64	34.4	624	69	-
51	Jodhpur	0	0	-	0	0	-
52	Vadodara	33	52	-36.5	251	57	-
53	Silchar	46	54	-14.8	147	54	-
54	Belgaum	3	0	-	8	0	-
55	Rajahmundry	0	0	-	0	0	-
56	Jharsuguda	2	0	-	9	0	-
57	Darbhanga	33	0	-	34	0	-

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To June		
		June	June	%	2021-22	2020-21	%
2021	2020	Change			Change		
(F) 69 Domestic Airports							
58	Rajkot	4	0	-	15	0	-
59	Jabalpur	0	0	-	0	0	-
60	Tuticorin	0	0	-	0	0	-
61	Hubli	0	0	-	9	0	-
62	Dimapur	26	16	62.5	90	18	-
63	Gaggal (Kangra)	0	0	-	0	0	-
64	Kishanganrh	0	0	-	0	0	-
65	Mysore	0	0	-	0	0	-
66	Kolhapur	0	0	-	0	0	-
67	Kandla	0	0	-	0	0	-
68	Gwalior	0	0	-	0	0	-
69	Kanpur (Chakeri)	5	0	-	34	0	-
70	Kalaburgi	0	0	-	0	0	-
71	Juhu	13	7	85.7	41	12	-
72	Cuddapah	0	0	-	0	0	-
73	Jaisalmer	0	0	-	0	0	-
74	Jorhat	0	0	-	0	0	-
75	Bikaner	0	0	-	0	0	-
76	Jamnagar	0	0	-	0	0	-
77	Salem	0	0	-	0	0	-
78	Diu	0	0	-	0	0	-
79	Porbandar	0	0	-	0	0	-
80	Adampur (Jalandhar)	0	0	-	0	0	-
81	Bhuj	0	0	-	0	0	-
82	Hindon	0	0	-	0	0	-
83	Pantnagar	0	0	-	0	0	-
84	Lakhimpur (Lalban)	0	0	-	0	0	-
85	Pakyong	0	0	-	0	0	-
86	Bhavnagar	0	0	-	0	0	-
87	Pathankot	0	0	-	0	0	-
88	Bhuntar	0	0	-	0	0	-
89	Ludhiana	0	0	-	0	0	-
90	Agatti	6	0	-	24	0	-
91	Jalgaon	0	0	-	0	0	-
92	Barapani (Shillong)	0	0	-	0	0	-
93	Bilaspur	0	0	-	0	0	-
94	Tezpur	0	0	-	0	0	-
95	Agra	0	0	-	0	0	-
96	Baareilly	0	0	-	0	0	-
97	Hydrabad (Begumpet)	0	0	-	0	0	-
98	Shimla	0	0	-	0	0	-
99	Khajuraho	0	0	-	0	0	-
100	Pondicherry	0	0	-	0	0	-
101	Bhatinda	0	0	-	0	0	-
102	Kota	0	0	-	0	0	-
103	Sholapur	0	0	-	0	0	-
104	Keshod (Junagarh)	0	0	-	0	0	-
105	Saïdarjung	0	0	-	0	0	-
106	Tezu	0	0	-	0	0	-
107	Coochbehar	0	0	-	0	0	-
108	Rupasi	0	0	-	0	0	-
(F) 69 Domestic Airports		1483	1033	43.6	5193	1128	-
(G) 13 St.Govt. / Pvt Airports							
109	Durgapur	0	0	-	0	0	-
110	Nasik (Hal ozar)	0	0	-	1	0	-
111	Lengpui (aizwal)	16	18	-11.1	39	33	18.2
112	Nanded	0	0	-	0	0	-
113	Jagdapur	0	0	-	0	0	-
114	Vijayanagar	0	0	-	0	0	-
115	Bidar	0	0	-	0	0	-
116	Pasighat	0	0	-	0	0	-
117	Hisar	0	0	-	0	0	-
118	Mundra	0	0	-	0	0	-
119	Pithoragarh	0	0	-	0	0	-
120	Bangalore (Hal)	0	0	-	0	0	-
121	Kurnool	0	0	-	0	0	-
(G) 13 St.Govt. / Pvt Airports		16	18	-11.1	40	33	21.2
(H) Other Airports		0	0	-	0	0	-
Grand Total (A+B+C+D+E+F+G+H)		237309	163007	45.6	738543	306163	

Source: A.A.I.



# OCEAN FREIGHT TRAFFIC HANDLED AT MAJOR PORTS (DURING APRIL TO JULY'2021\* VIS-A-VIS APRIL TO JULY'2020)

(\*) TENTATIVE

(IN '000 TONNES)

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/ LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers		Coal		Containers		Other Misc. Cargo	TOTAL	% VAR. AGAINST 2020-21	CAGR*(%) BETWEEN 2019-20 AND 2021-22
					FIN.	RAW	Thermal & Steam	Coking & Others	Tonnage	TEUs				
SMP, KOLKATA  Kolkata Dock System	TRF APRIL-JULY, 2021	76	106	-	113	13	-	215	2907	194	1072	4502	9.91	
	TRF APRIL-JULY, 2020	79	98	-	87	-	-	638	2448	149	746	4096		
	TRF APRIL-JULY, 2019	263	235	15	197	-	-	720	3354	225	1180	5964		-13.12
Haldia Dock Complex	TRF APRIL-JULY, 2021	2900	1683	775	38	125	89	4431	1268	62	2504	13813	13.35	
	TRF APRIL-JULY, 2020	2699	1341	1595	64	78	468	2797	818	42	2326	12186		
	TRF APRIL-JULY, 2019	2706	1706	1047	64	96	802	5918	1079	60	2335	15753		-6.36
TOTAL: KOLKATA	TRF APRIL-JULY, 2021	2976	1789	775	151	138	89	4646	4175	256	3576	18315	12.49	
	TRF APRIL-JULY, 2020	2778	1439	1595	151	78	468	3435	3266	191	3072	16282		
	TRF APRIL-JULY, 2019	2969	1941	1062	261	96	802	6638	4433	285	3515	21717		-8.17
PARADIP	TRF APRIL-JULY, 2021	11381	613	9011	66	1178	9240	5042	77	4	2996	39604	14.34	
	TRF APRIL-JULY, 2020	9543	499	9313	174	1471	7891	3074	83	4	2589	34637		
	TRF APRIL-JULY, 2019	12989	567	6633	164	1152	10246	4203	63	3	2074	38091		1.97
VISAKHAPATNAM	TRF APRIL-JULY, 2021	4525	646	5672	548	543	2926	1664	2941	173	4017	23482	11.64	
	TRF APRIL-JULY, 2020	5488	603	5313	654	284	1652	1496	2641	157	2903	21034		
	TRF APRIL-JULY, 2019	5930	722	4897	721	146	2628	3095	2969	173	2596	23704		-0.47
KAMARAJAR (ENNORE)	TRF APRIL-JULY, 2021	1458	36	-	-	-	6993	539	2910	151	762	12698	81.40	
	TRF APRIL-JULY, 2020	1372	17	-	-	-	4244	93	874	45	400	7000		
	TRF APRIL-JULY, 2019	1622	52	-	52	-	6868	352	1002	52	928	10876		8.05
CHENNAI	TRF APRIL-JULY, 2021	3755	327	-	-	75	-	7	10181	527	1106	15451	39.36	
	TRF APRIL-JULY, 2020	2692	336	-	52	47	-	-	6243	323	1717	11087		
	TRF APRIL-JULY, 2019	4456	474	-	-	32	-	-	9769	506	1701	16432		-3.03
V.O. CHIDAMBARANAR	TRF APRIL-JULY, 2021	144	286	-	83	226	2481	1839	5139	269	1132	11330	7.14	
	TRF APRIL-JULY, 2020	156	335	-	313	103	2441	1903	4549	222	775	10575		
	TRF APRIL-JULY, 2019	194	459	-	76	238	2308	1643	5535	273	1263	11716		-1.66
COCHIN	TRF APRIL-JULY, 2021	6328	192	-	-	97	-	-	3061	220	422	10100	30.10	
	TRF APRIL-JULY, 2020	4811	185	-	-	66	-	-	2303	167	398	7763		
	TRF APRIL-JULY, 2019	8016	190	-	22	-	-	-	2853	203	468	11549		-6.48
NEW MANGALORE	TRF APRIL-JULY, 2021	6602	770	1739	106	87	1568	329	880	58	422	12503	8.16	
	TRF APRIL-JULY, 2020	7055	660	1611	162	47	852	219	628	42	326	11560		
	TRF APRIL-JULY, 2019	6341	521	1743	124	42	1975	378	730	50	264	12118		1.58
MORMUGAO	TRF APRIL-JULY, 2021	146	67	2090	36	-	606	2484	136	10	1387	6952	2.92	
	TRF APRIL-JULY, 2020	84	33	2014	11	-	402	2634	93	7	1484	6755		
	TRF APRIL-JULY, 2019	208	91	669	15	-	619	2672	143	11	1194	5611		11.31
MUMBAI	TRF APRIL-JULY, 2021	11423	578	2113	94	-	1708	80	72	7	2361	18429	16.21	
	TRF APRIL-JULY, 2020	10763	450	1767	159	37	685	467	37	4	1493	15858		
	TRF APRIL-JULY, 2019	11831	638	2212	112	17	1593	666	109	10	2593	19771		-3.45
J.N.P.T.	TRF APRIL-JULY, 2021	1071	915	-	-	-	-	-	22186	1798	256	24428	44.18	
	TRF APRIL-JULY, 2020	1200	627	-	-	-	-	-	15019	1192	97	16943		
	TRF APRIL-JULY, 2019	1324	951	-	-	-	-	-	20815	1738	345	23435		2.10
DEENDAYAL	TRF APRIL-JULY, 2021	19054	3309	115	1511	101	8368	219	2883	167	6783	42343	24.13	
	TRF APRIL-JULY, 2020	17740	2813	77	1360	46	4673	113	2118	143	5172	34112		
	TRF APRIL-JULY, 2019	21514	3299	238	1513	26	6078	306	2441	157	5575	40990		1.64
ALL PORTS	TRF APRIL-JULY, 2021	68863	9528	21515	2595	2445	33979	16849	54641	3640	25220	235635	21.71	
	TRF APRIL-JULY, 2020	63682	7997	21690	3036	2179	23308	13434	37854	2497	20426	193606		
% Variation w.r.t. 2020-21		8.14	19.14	-0.81	14.53	12.21	45.78	25.42	44.35	45.77	23.47	21.71		
	TRF APRIL-JULY, 2019	77394	9905	17454	3060	1749	33117	19953	50862	3461	22516	236010		-0.08

(\*) CAGR = Compound Annual Growth Rate between April to July 2019 and April to July 2021



## The Family Man



**Mr. Shashi Tanna**  
MD - Links Forwarders

Mr. Shashi Tanna is a first-generation logistics Industry veteran with over four decades of expertise in the Freight Forwarding and Shipping Industry.

During his long career, Shashi has been the Jt. Hon. Secretary at BCHAA and has been spearheading many initiatives that will reduce the challenges faced by the industry like developing IT solutions.

As a qualified Advocate, he has also been at the forefront in assisting members with legal counseling and guidance and facilitating issue resolution with various authorities.

He has also been Chairman of the Shipping Agents Committee at BCHAA.

Mr. Tanna has been a Past President at AMTOI and is currently on the Shipping and Logistics Committee of the Indian Merchants Chamber

### Questionnaire

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

Shashi Tanna founded Links

International in 1984. The company has a national presence in over 11 cities, with over 200 employees all India.

The Company which started as a family run business, is today professionally managed and has received several industry honors for both Ocean as well as Air Freight.

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

Our primary model is Freight Forwarding using Shipping, Maritime Transportation, Road / Rail Transportation, Sea / Air combined service, Air Freight, Warehousing, Multi-modal Transport and scores of other services which makes life easier and a lot more profitable for every client.

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

With the Next Gen coming into the Company, it has focused immensely on technology-based logistics services and has invested heavily in this sector. The Company is able to provide end to end logistics solutions to its customers with seamless connectivity.

This is important considering that the customer base mainly comprises of Multinationals, who demand end to end visibility of their shipments.

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

Major players in the Automobile and Pharmaceutical sectors, among others, are our clients. The reality of business in this industry today is that it is

unrealistic to expect monopoly customers. We are evaluated on every transaction and clients have alternate service providers available.

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

The Company also has invested heavily into warehousing and inventory management solutions as an independent vertical, with over 3 lakhs sq. ft. of warehousing space available pan India for its customers.

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

Going ahead the Company's vision would be focused more on automation as we firmly believe that technology would be the foremost growth enabler in Logistics.

At Links we believe that the logistics industry is poised for double-digit growth in the coming years and are preparing ourselves effectively to service this growth within our Organization, for the benefit of our customers.

**(7) How are you coping with the destabilizing effects of Covid-19?**

As soon as vaccines became available, we got all the employees vaccinated, at our expense, to ensure a measure of protection. Even after this, every employee has to get an oximeter reading done every morning. Use of masks (exceptions are lunch and break times) and sanitizers are mandatory in the office. We also have a system of some employees being assigned work from home, for a few days each, on rotational basis.

**Vinod Kaul**

**Mobile: 9711875283**

**e-mail: kaulv22@gmail.com**

X



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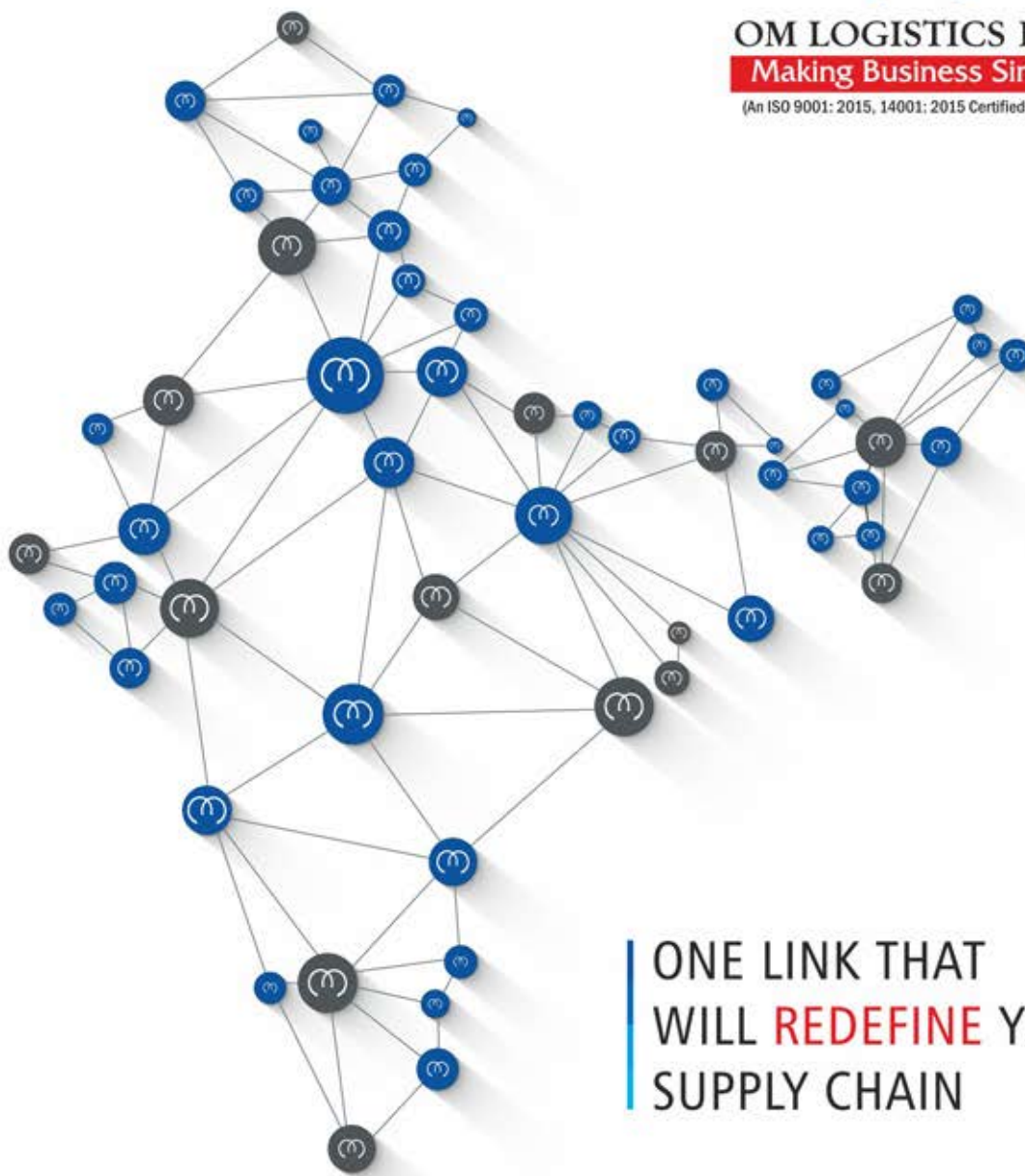




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