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Monthly Magazine of All India Transporters Welfare Association

Parivahan Pragati

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







24x7 Road Assistance -(An Initiative From AITWA)









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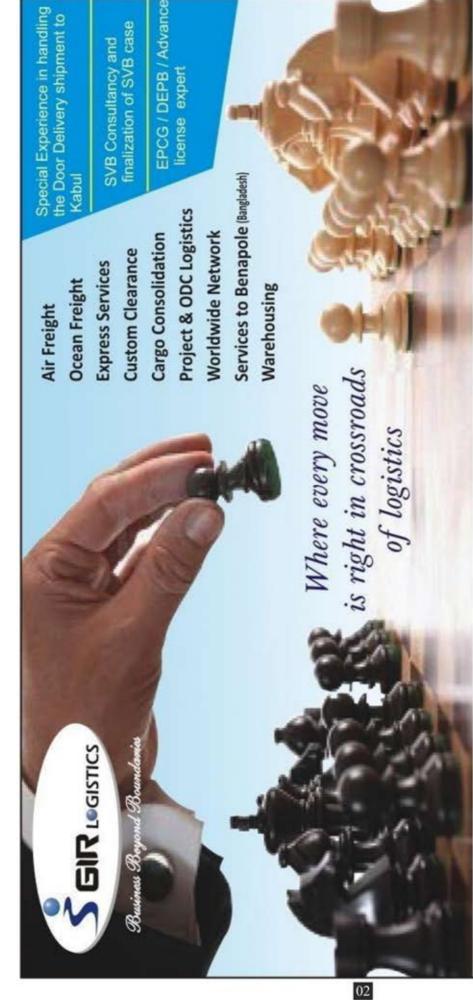
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AITWA: The initiator of 'Highway Heroes' and 'Lawyer on the Spot'!



S. N. Arya, Editor-in-chief and Patron, AITWA

ith nearly 65% members from the industry, the All India Transporters' Welfare Association (AITWA) has a strong foothold in the organised Indian Road Transport Business. Further, it is constantly working on growing the network to help in securing the welfare of all the key players involved in the transport sector in our country.

In this illustrious journey of 22

years, AITWA has taken several initiatives for the welfare of the community. Raised various issues of the transport sector before the government, and more importantly has been able to influence the people in power. Also, it has been a key player on numerous occasions to formulate policies that are beneficial for the logistics sector. Moreover, it has always stood beside the logistics sector wherein the governmental bodies are unable to provide help. AITWA has never shied away from its responsibilities and ensured that transporters enjoy hassle-free journeys every time.

AITWA comprehends that when the transporters are on the road, every minute spent before reaching the destination has a hefty value attached to it. The truck, goods, documents, workforce and many more costs are added to the movement of the trucks. While there may be various issues that transporters may encounter, delays in the final delivery of the goods and services come at a heavy price. To not just save additional costs, but also to make the industry profitable, such issues must be addressed.

The vision that AITWA has always wanted to fulfil is to create an environment wherein the Indian Road Transport Industry flourishes and provides top-notch transport and logistics services. Therefore the focus is on the development of transportation, logistics and supply chain services by establishing logistics parks, transport hubs and modern warehouses.



Going ahead with vision, AITWA initiated a campaign called 'Highway Heroes', with the motive to rub shoulder to shoulder, and recognize and reward Truck Drivers as national heroes for their efforts. The welfare program was designed with a single direction thought—'to upgrade the life of a truck driver.'

AITWA believed that the campaign would give respect to truck drivers, provide accident policy and make them eligible to claim Rs. 3 lakhs in case of death or permanent disability, if they enrol for the policy. A national Helpline was being created to work 24x7 with the state-of-art technology to respond to calls of truck drivers, to help fight against corruption on the highway and other similar policies.

Further escalating with the motto - " Jai Saarthi Jai Bharti!" AITWA joined hands with Lawyered — to make critical services like legal just a call away to formulate an initiative called-"Lawyer on the Spot" LotS.

Lawyered is a legal tech platform that provides legal services for all through technology. And, who believes that access to critical services like legal should be just a tap away. They are working to bring legal online, making

it cost-effective, high quality and accessible for all.

To bring a change in the working style in the industry and the freight movers, especially involving drivers, helpers, loaders, supervisors, mechanics and many others engaged in turning the wheel of the Indian economy, the round the clock service (24 x 7) the LotS was introduced.

LotS is the solution for all the problems and issues that the transporters may face in their

transporters may face in their functioning. It helps the transporters in their documentation - E-way Bills, Insurance, Movement documents, RTO related compliances, and many more. For the drivers, LotS has services like - 24x7, PAN India, on-call legal assistance for all their legal needs. LotS, not only helps in case of need but also aims to educate to empower the drivers and the transporters to ensure that they have a hassle-free future.

LotS helps in keeping the drivers, truckers and transporters educated with regular updates on the laws and regulations that affect their functioning and working. With the LotS initiative, we are on our mission to truly empower the transporters to ensure their betterment and welfare in the long run.





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Hon'ble Minister of Road Transport & Highways Shri Nitin Gadkari Ji launched the mobile app "APML Suvidha" which has now attained a distinguished position

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You Need LotS To Settle Your Issues!

apoleon Hill, the American author who is best known for his book 'Think and Grow Rich' once said "Strength and growth come only through continuous effort and struggle." How true was he!

The transportation industry besides meeting customer expectations also has to encounter several other challenges, every day, to be in the race of survival. From Goods related issues to fuel efficiency, on-time delivery to meeting productivity, there are so many goals that the transporters need to set daily.

Though the All India Transporters' Welfare Association (AITWA) has been helping transporters in meeting these goals it also has its limitations. AITWA, for instance, introduced the idea of 'Highway Heroes'. This concept was conceived to recognize and reward truck drivers who are on roads for days, without bothering for their food, sleep and family. This unselfish attitude surely deserves applauded for their hero-like efforts.

'Highway Heroes' - the welfare program was designed by AITWA to uplift the lives of truck drivers and their families. As we know that a truck driver led an unprivileged and life of stigma. He is looked down upon in society and not treated unlike any regular professional. Through the campaign 'Highway Heroes' AITWA aims at offering a respectful position to drivers in society. Also, the project sets a goal to provide an accidental policy of Rs. 3 lakhs to all truck drivers who get themselves enrolled. The amount is set to be offered in case of death or permanent disability. Further, a 24x7

Helpline is created to offer assistance nationwide. The helpline responds to queries/calls of truck drivers to fight against corruption on the highway and other hindrances.

However, AITWA always believed that something more has to be done to fight corruption and solve transporters issues, to make life easy for transport operators. A collaboration with a firm of lawyers seemed the answer as it can resolve most of the issues that transporters face, related to;

- · E-way Bill
- · Road Accidents
- · Insufficient Document
- · Unlawful Detention of Trucks
- Lodging of False FIRs, Arrests, Unnecessary Stoppages
- Frauds committed against the drivers
- · Thefts and Robberies

So, AITWA joined hands with 'Lawyered' - to give a shape to its idea of 'Lawyer on the Spot' (LotS).

I believe LotS has already started making travel easier for truckers! However, here are the steps that the new members and ignorant can do to extract maximum benefits of LotS.

Met a Road Accident?

Call LotS on the helpline phone number!

Accidents are not uncommon and there can be various reasons for their outcome. On most occasions, it happens because of some unavoidable situation, no matter who is at fault. But it seems that the transporters community is often blamed for such incidents. And instantly, drivers push the panic buttons. Moreover, rather



Mahendra Arya National President, AITWA

than saving their own lives and getting help for themselves, they become worried about the goods on the trucks. The employers on the other end also get stressed and eventually end up paying huge penalties/bribes to ensure that the goods are safe and not seized by the police or that there is no theft of the goods.

In one of the recent cases, two trucks collided on the way to their respective destinations. This happened in a remote location near Motihari, Bihar. The drivers were unaware that police officials were observing the situation from a distance. Once the dispute was settled between themselves and drivers started leaving from the place of incidence after settling the issue, the police officials reached the spot and asked for a penalty for their negligence and rash driving. The officials raised a penalty for Rs. 50,000 but on drivers reluctance to pay the amount as they have amicably resolved the issue amongst themselves the amount was reduced to Rs. 20,000.

However, the drivers were not ready to pay any penalty. And, one of the drivers whose employer was a subscriber with LotS, called on the 24x7 helpline seeking a solution for the same. The in-house team assisted them and provided a lawyer to represent the drivers before the police and handled the situation as the concerned authorities were not willing to hear anything and made an issue out of the resolved matter. They consistently kept on demanding the penalty and to pay it immediately. However, the timely intervention of the LotS in-house call service helped the drivers/ owners in resolving the matter then and there. Also, no penalty was paid as the situation was tactfully handled on the spot.

Theft related issues!

Call the 24x7 LotS helpline!!

The Indian logistics industry is an unorganised sector. Lack of proper standards and regulations means the industry has to bear the burnt on most occasions. There are no formal unions to protect the interest of the drivers and deeply hurt the growth of and development cause of the sector. Also, the lack of proper regulations does not ensure job satisfaction and good working conditions for truck drivers. This has been the reason for the driver crisis within the sector and more drivers are either shifting to other professions or exploring other driving options.

Nearly 67% of cargo is transferred from one place to the other through road. But not every part of the country is safe and certain routes are identified as dangerous, especially in night hours. On such roads the life of drivers is also at stake, forget goods. LotS always come to the rescue in such times. The 24x7 legal helpline provides on the spot help to the drivers whenever they face any untoward situation. The drivers can call on the helpline and get the assistance they need for any situation.

In one of the reported incidents, the driver reported that after he had made the inspection he discovered that even though the goods appeared to be in If documentation and paperwork do not match the required criteria, authorities take all cargo vehicles in their custody and harass drivers. Due



their original position, the ropes that were securing and holding these boxes were loose. The driver inspected and found that 400 boxes were missing, having a value of approximately 5 lakhs.

As soon as the incident was reported, the LotS in-house team arranged for an expert local criminal lawyer who was able to lodge an FIR for the theft and ensure that the owners had legal representation before the concerned authorities.

In sufficient/ Wrong Documentation?

Reach out to LotS over the helpline number!

India is a vast country. Along with it also come different laws and rules for each state. Authorities often use this to their advantage while letting freights enter their state. However, in this situation, there is no one qualified to support drivers and they are left to their own devices by their employers to deal with such situations.

to the driver's lack of knowledge, they are made to believe that they are wrong and either impose a hefty penalty or ask for a bribe. In such situations, drivers call LotS in-house team and seek help.

It is often observed that the officials without any cogent reason or cause seek unjust bribes from the truckers in the garb of incomplete documentation or citing small or inadvertent mistakes that can be ignored and for which there is no challan. LotS can be of great help in such a situation. About 85% of the calls that have been received on the helpline number are related to similar issues and these have been resolved without any payment.

I am sure 'Lawyer on the Spot (LotS) will be an added advantage for our members in future also. Till now the response is overwhelming and it has undoubtedly opened and eased the process of growth. AITWA will keep exploring such new avenues to boost our industry!

LotS: A Step For Now And Future

ndia's road network is considered to be the second busiest in the world and transports 980 million tonnes of cargo annually. However, according to the All India Transporters' Welfare Association (AITWA), road transport is most susceptible to interferences such as forced stoppages by concerned authorities and external agents which lead to corruption and the industry loses over \$20 million annually.

The pretext of these forced stoppages can be many but insufficient documentation, error in e-way bill and accident are the primary pointers that authorities often raise. Besides paying hefty penalties, the mental and physical sufferance that transporters go through is very deep. The loss of productivity due to these stoppages is also a big concern as it potentially increases the trip costs by 40%.

Therefore, AITWA thought of coming with a strategy to resolve such issues on the spot itself. Lawyer on the Spot (LotS) is the offspring of this idea.

AITWA joined hands with Layered and embarked on the journey to help the transporters in bringing down the huge productivity losses and minimize the impact of such incidents. This is the first of a kind project that any organization has undertaken to benefit its members and colleagues.

The program, which aimed at providing round the clock online legal help to commercial vehicles in cases including accidents, thefts and seizures of commercial vehicles by officials is standing tall and have resolved hundreds of cases. Further, going in sync with AITWA's promises LotS always come to action with an immediate effect. First, a local legal

representation is being appointed to see through the issue and take appropriate action accordingly to bail out the driver/transporter.

The project is also designed in a way that people associated with the industry can enhance their wisdom with proper information and education. This has been planned primarily to boost the knowledge of drivers and assistants who meet government officials on daily basis. Knowing their basic rights and procedures will always come in handy in dealing with corrupt authorities, who often frighten semiliterate drivers and transporters to extort money.

The transporter/driver in need can reach out to LotS 24x7 and can share exact detail of the incident by ringing the helpline number (7669-44-9669).

We must understand that incidents can happen to anyone, anywhere and at any time. But succumbing to the situation can be more painful as the bad elements of the society are always in search of such situations that they can mould to their advantages. In such situations, it is better to think otherwise and know the real cause of the event.

On most occasions, as we know, a majority of trucks get delayed due to forced stoppages by corrupt officials. Until these people are not dealt with on time, the future can be even grim. LotS are introduced to the industry for intervening effectively and on time. And, we are sure Layered's trained professional will always deliver the best. They know the ins and outs of the laws and the authorities and put their best foot forward to benefit the Road Transport Fraternity.



S. K. Kedia
National Treasurer, AITWA

Now, any commercial vehicle in distress will be able to make a call to the helpline and the drivers can avail support. Connecting to local authorities of the incident's location, including the Police, RTO and Taxation departments will not be a herculean task. However, this is not the first time that AITWA has initiated such a step.

The project 'Highway Heroes' is another initiative that the transporters' welfare association has been applauded for. Through this campaign, AITWA is upgrading the lives of truck drivers and their families. Not that the AITWA is doing its bit, it has also involved various leaders of the corporate world to come forward and help the needy. From insuring drivers' lives to offering roadside facilities, the project has focused on providing drivers with their basic needs.

AITWA believes that it has been able to resolve the shortage of driver issue with the help of this project, at least to some extent. Earlier, drivers were migrating to other fields to lead a better lifestyle.

With LotS, the industry will find itself in the most secured position. Now, the authorities will think once, twice and even thrice before stopping a vehicle! No doubt LotS have added power to transporters! We hope Layered keep doing a good job in future too!!















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KEY FACTS

Group Turnover



\$600 Mn. (in 2017-18)

Employee Strength



6000+

Vehicles/day Managed on Road



12000

Cargo Ships



6

Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



1400 +

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24x7 ROAD ASSISTANCE

We call it Lawyer on the Spot (LotS)



ogistics and road transport are a major contributor to the growth and the development of the economy. In a vast country like India the movement of goods and services is mostly carried out via road. Due to the changing territory from region to region, roads have been the most reliant mode of transport of goods and services. While we do use the air and water modes for logistics, the supply to reach the ports or the airports, road transport is essential.

Road transport is incomplete without roads. The Government has recognised the need to improve the condition of roads in India and has been trying its best to improve the situation and thankfully road development has been phenomenal

over the past few years. While the road conditions play an important role, there are several other key factors that also contribute to either the growth of the industry or the lack thereof.

Some key factors include -

- The vehicle conditions and their upkeep
- The administrative functioning of the government with regards to road transport legislations.
- Basic infrastructural provisions on the roads, be it state or national highways.
- The rapid urbanisation of the country leading to an increase in demand for freight movement.
- Long and daunting documentation processes for the movement of freight across state borders.
- · Frequent fluctuations in the fuel

prices

- Lack of respect, care and concern towards the welfare of the truck drivers.
- Working conditions of the drivers and other players of the industry.

The abovementioned factors contribute to the poor logistics management in India and hence the industry faces several roadblocks. To help ensure that the logistics industry is not wasting their precious time in managing these roadblocks, All India Transporters Welfare Association (AITWA) came into existence. The aim of AITWA is to address the issues that are plaguing the lives of the unheard transporters community of India. AITWA has been recognised as one of the apex bodies in India that caters to the needs of the transporters and brings to light the various issues

related to their welfare.

Amongst our many initiatives, the project 'Highway Heroes' is one of the most satisfying and result-driven efforts to put an end to the driver crisis that the industry is facing. However, AITWA thought this was not enough and an collaboration with Lawyered, a legal-tech company, would help the cause more in finding ways towards betterment of the industry. Hence, a new project Lawyer on the Spot (LotS) was introduced. With LotS, the

aim is to resolve the day to day legal issues that truckers face. The truckers, mostly being poor and uneducated, are often duped by the authorities for their lack of knowledge, but with LotS, this will not happen. The initiative has gained huge success in resolving the various issues related to E-Way bills and other documentation required for the movement of trucks and freight across borders. With LotS, the

subscribers get access to a large database of lawyers who have expertise in the laws related to road transport and taxation. The lawyers can help not only in the resolution of issues but also help in saving huge amounts of money that the transporters would have ended up paying due to their lack of knowledge of the laws.

Lawyer on the Spot (LotS) is a step towards the welfare of the transporters and aligns with the goal of AITWA in totality. So, we believe Layered is also honoured to be a part of such an initiative.

Ever since its foundation in the year 2000, AITWA, has played a crucial role in every manner that is aligned with the spirit to ensure that the transporter's welfare is also a high priority in the logistics industry. No

doubt, its journey of 22 years has successfully written many aweinspiring tales and served the needs of the transport industry.

A I T W A's work has been acknowledged by the Ministry of Road Transport and Highways and it has been recognized as one of the apex bodies working towards the welfare and betterment of the Indian Road Transport Sector. AITWA has over the years closely interacted with the government and shone light on the



issues that can be resolved by the government. However, there are several other issues faced by the transport sector.

The AITWA-Lawyered association is a step towards resolving many such issues. Lawyer on the Spot (LotS) has been the need for many of the transporters as it addresses the following issues -

- · E-way Bill issues
- · Unlawful detention of trucks
- Unnecessary trouble made by the government officials by registering false FIRs, arrests,
- · Issues related to documents
- Frauds committed against the drivers
- · Accidents
- · Thefts and robberies

LotS has been able to solve several

issues of the transporters. The resolutions are provided either by the in-house team at Lawyered or by the lawyers that have registered themselves with the platform. The goal of LotS is not just to help provide solutions to the problems faced by the transporters or their drivers enroute but also help them in saving money. The transport sector is the backbone of the economy of our country and the delay of even one hour costs the transporters heavily.

The great thing is that with the help of LotS, transporters are able to save money which would have been spent in unnecessary challans that the drivers end up paying due to their lack of knowledge. Whenever a truck is detained for any reason, the loss incurred is massive. The losses accounted are based on the value of goods that the trucks are carrying, along with the cost that is spent

on the documents prepared for their movement. Each additional day spent over and above the time period mentioned in the movement documents of the truck comes with not only additional payment but also a huge penalty. In these valuations, the money spent on fuel, lodging and the wages of the drivers are not accounted for, however, they are steep and end up causing a cumulative loss to the transporters.

To help the transporters prosper and in turn help the economy of the country grow steadily, it's necessary to look after the welfare of the transport industry as a whole. The government is doing the best that it can. With this initiative along with governmental support, LotS can help in accelerating the growth and development of the industry.

Truckers no more on high alert with LotS

he trucking industry is in crisis and there are no second thoughts to it. The economy's supply chain issues have shone a light on the state of a long-overlooked — and frequently despised — industry: trucking. Unfortunately, there is no quick remedy for this problem; it will require continued business and government action to bring trucking to the state where it needs to be in order for the economy to thrive. Despite being a

crucial part of the national economy, the trucking sector was already facing challenges owing to an ageing workforce before the epidemic.

Many drivers accelerated their retirement plans as a result of the epidemic, leaving trucking firms considerably more short of labour than they were before. There are a lot of vehicles that are lying idle due to a shortage of drivers. For years, the industry had struggled to fulfil the

growing need for drivers.

The Indian trucking business lies at the heart of logistics and the country's development. According to the CEO of Lawyered and the collaborative mind behind the initiative of LotS (Lawyer on the Spot) Mr. Himanshu Gupta, the freight transport business employs more than 12 crore people in India, both directly and indirectly. This portion, however, is disorganised and confronts a number of obstacles. He further added that the trucking sector has a very volatile commercial structure.

In contemporary society, drivers are treated with disdain. Disconnection from home for several days is also a big factor in today's generation's lack of enthusiasm in long-haul truck driving. Long working hours, poor sanitation, poor food standards, and low pay are the main factors affecting them. The life of a truck driver in India is often ranked among the country's worst employment. A truck driver's life expectancy is at least 10 years lower than the national average. Various governmental initiatives must be done to improve the lives of truck drivers and workers while also regulating the larger logistics sector.

Hence, to take a concerned step towards these stumbling blocks, Lawyer on the Spot (Lots)- a collaborative initiative of AITWA (All India Transporters Welfare Association) and Lawyered has been introduced. Lawyer on the Spot is a seamless process and to provide 24*7 legal assistance to transporters in need. A customer can call on the h e l p l i n e n u m b e r +91-7669 449 669 and share the exact details of the incident.



The helpline executives will then connect with local authorities on the location of the incident including Police, RTO, Taxation departments, etc and assist in resolving the matter instantly. Incidents that require onthe-spot support by a local lawyer, LotS will connect the customer to a nearby legal professional or lawyer. LotS being a Pan - India initiative, is aimed to provide on-road legal support to commercial vehicles. It will provide 24×7 online legal help, immediate local legal representation and education on basic rights and procedures to commercial vehicle owners and drivers.

Imagine a world where fright movers as the frontline combatants are breaking down all boundaries. One always talks about better technology, maintenance, and driving techniques that may all help to ensure the trucking industry's long-term viability. The mobile based application of LotS aims to ease a driver's journey by availing different kinds of features that the trucker can use. The application also aims to have ONE HUNDRED percent of transporters/truckers under the association of Lots (Lawyer on the Spot) initiative.

The key highlights of the application include:

24x7 helpline for any road assistance: +91 - 7669449669

- · A virtual lawyer on the go
- Alerts that gently nudge drivers on their safety with features like the SOS button
- Emergency Helpline Numbers
- Medical aid they can register onto through the app
- · Live sharing of location with select

contacts to keep in touch with their families.

- Immediate aid provided [connect with Police, Ambulance & Local Authorities]
- · Chat option to discuss grievances
- GPS Navigation a solution that takes into account truck-restricted and prohibited roads to provide drivers with safe and reliable navigation on truck-permitted roads.

The LotS App provides an umbrella to all the fleet movers & managers to alter the transportation industry by providing options for trucking businesses and drivers to increase capacity, reduce time spent at weigh stations and inspection sites, and enhance navigational aid. The LotS app promises to make truckers' lives easier by providing time-saving services pan India 24*7.





LotS - the helping hand!

Taking our commitment forward Lawyered have built a solution to your needs

he transportation industry encounters several challenges. Goods, assets, brand, customer satisfaction, fuel efficiency, and productivity are the only issues that are highlighted. The plight of the freight forwarders and truck drivers is completely ignored in the bargain. There is no one looking after the welfare of the people who are the backbone of the business and without whom the entire system would collapse.



The team of Lawyered, having consideration for the workforce behind the logistics industry, are the pioneers of LotS - Lawyer on the Spot initiative. This initiative has been launched in collaboration with AITWA - All India Transporters Welfare Association.

Via this initiative we aim to resolve the issues that the workforce of the logistics industry faces. As a result of this initiative, while resolving the issues, we also get the opportunity to interact with the vehicle drivers going through long routes, tough working hours, extreme conditions and hear

their stories.

We have, via LotS, resolved many incidents related to accidents. One such incident was wherein two trucks had collided on the way to their respective destinations at a remote location near Motihari, Bihar, The drivers were caught unaware and some police officials were observing the situation from a distance. The drivers were leaving from the place of incidence after settling the issue between themselves when the police officials came on the spot and asked for a penalty for their negligent and rash driving. The officials raised a penalty for Rs. 50,000 which after talks between the parties was reduced to Rs. 20,000 by the officials.



The drivers had amicably resolved the issue amongst themselves and were not ready to pay any penalty. Under the circumstances, one of the drivers whose employer was a subscriber with LotS, called on the 24x7 helpline seeking a remedy. The in-house team from Lawyered assisted them and provided a lawyer to represent the

drivers before the police and handled the situation as the concerned authorities were not willing to hear anything and made an issue out of the resolved matter. The timely intervention of the

Lawyered's inhouse call service, the situation was resolved. The payment of the imposed penalty which was being demanded on an immediate basis was settled and ultimately no penalty was paid as the situation was tactfully handled on the spot.

This is one of the many incidents of accidents that are reported to the LotS helpline wherein the drivers do not know the wrongs that they have done and are challaned. Due to the lack of knowledge and the high-handed manner of the police and other officials, the drivers get intimidated and end up paying huge penalties to the concerned authorities.

Timely intervention from the LotS 24x7 helpline helps in preventing such additional costs and helps in making the movement of goods and services more cost-effective. With the 24x7 helpline, the drivers can give a call to the in-house team at any time and report any issue that they may be facing. The in-house team of experts will handle the situation and if required also assist in providing a lawyer to the concerned parties.

With LotS make each journey a smooth one!



Transporter - Sanjay Gaurav | Balaji Logistics

What to do in case of an accident? Call LotS!

The safety of Indian roads has time and again been questioned. Plethora of issues contribute to the safety of the drivers on the road. One major contributor is the driver himself. The working conditions of the drivers is a huge contributor to the accidents caused.



The drivers spend long hours on the road and are often exhausted because of the journey. Most journeys are done at odd hours, late at night and hence compromising the alertness of the drivers. The absence of basic roadside amenities, to make matters worse. The unjust enrichments that are often demanded as a right by the officials increase the costs of the transport agencies that are ultimately borne by the common citizens of the country.

While there are many policies and laws that are framed by the government to make the lives of the transport workers easier, their plight on the road is mostly left unattended and without any resolution. They're frequently subjected to ill treatment by local authorities, unnecessary checks and questioning. Their general lack of knowledge of rules and laws add to their misery. On highways, whenever an accident takes place between trucks and any other vehicle, the truck driver is blamed even if the other party is responsible for it. It is often seen that the public starts beating and abusing the truck drivers.

Accidents are common and sometimes due to various reasons are unavoidable. The transporters community is the one witnessing road accidents frequently. Whenever a loaded truck meets with an accident. the drivers are in a situation of panic. More than saving their own lives and getting help for themselves, they worry about the goods that are on the truck. Drivers and their employers stress out and end up paying huge amounts of money just to ensure that the goods are either not seized by the police or to ensure that there is no theft of the goods.



The most recent case that was reported on the LotS 24x7 helpline was of a vehicle that was carrying Agro-Chemical goods. The truck did not reach the destination as scheduled and the same was reported to the LotS inhouse team. The team got the last known location of the truck and spoke to the police and a local lawyer to locate the truck and the driver.

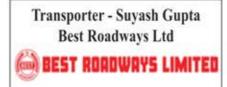
The location of the incident was Maheshi (Bhagalpur) in Bihar. Within 24 hours, the team that was commissioned by the LotS in-house team found the truck in an overturned state and the driver was not found.

The truck along with the loaded goods was compounded by the local police and upon inspection, they found alcohol bottles in the cabin of the driver. The lawyer that was present on the spot filled a missing report for the driver and upon investigation it was found that the driver had absconded to his village. The driver had met with an accident and instead of reporting the incident to anyone, he escaped to his village and left the fully-loaded truck as it is.

The transporter had called the 24x7 helpline when he was absolutely helpless and with the help and legal support of the LotS team, he was able to not only find the truck, but was also

able to recover the goods that were loaded on the truck. He was very thankful to the team and said that he had lost all hope and was distressed thinking about the huge sum of money that we would have to pay to the consignor for the lost goods. But due to the timely involvement of LotS he was saved.

LotS, as an initiative always stands out to play its role to its members providing 24x7 online legal help, i m m e d i a t e local legal representation and education on basic rights and procedures to commercial vehicles in need. LotS has been set in motion by AITWA and Lawyered for the welfare of the road transport fraternity and since the day of its inception, it has looked forward to providing optimal legal help to commercial vehicles.



Call the 24x7 LotS helpline for all theft related issues

The Indian logistics industry continues to suffer due to its unorganised nature. The industry lacks proper standards and regulations. There are no formal unions to protect the interest of the drivers and this factor contributes to the lack of growth and development of this sector. The lack of proper regulations does not ensure satisfying working conditions for truck drivers. There are multiple challenges that truck drivers in India face today.



LotS (Lawyer on the Spot), being one of its kind initiative of AITWA and Lawyered, comes to the rescue of the truckers who have to face unsympathetic and merciless demeanour of the authorities on the regular.

High value goods are transported across the nation on a daily basis. Not every part of the country is safe and there are certain routes which are deemed more dangerous than the others. This could be due to the local crime syndicates that target cargo vehicles during transit and rob them of the valuables. Such incidents are very unfortunate and can pose to be highly dangerous for the truck drivers. Additionally, this is also a great loss to the logistics company and the clients.



LotS 24x7 legal helpline provides on the spot help to the drivers whenever they face any untoward situation. The drivers can call on the helpline and get the assistance they need for any situation.

Trucks carrying high value goods or not, take breaks during their long journeys and a lot of times the places where the truckers halt are not very safe. While, enroute the drivers stop for refreshment and tea break and before resuming their journey, they usually inspect the truck before starting to ensure that the vehicle is in good condition for the rest of the journey and that the goods loaded in the truck are also safe. It may happen that while the driver was on a break, there might be some locals who steal the goods and unless the truck driver checks at every stop, they would not know when and where the theft occurred.



One of the incidents that was reported to the LotS helpline, the driver reported that after he had made the inspection he discovered that even though the goods appeared to be in their original position, the ropes that were securing and holding these boxes were loose. The driver inspected and found that there were 400 boxes that were missing, having a value of approximately 5 lakhs.

As soon as the incident was reported, the LotS in-house team arranged for an expert local criminal lawyer who was able to lodge an FIR for the theft and ensure that the owners had legal representation before the concerned authorities.

(Lawyer on the Spot) LotS being a collaborative initiative of Lawyered and AITWA works to eradicate the rampant theft along with the furthering mission to make law accessible to everyone, and provide on-road legal assistance and access to the commercial vehicles fraternity. LotS aims to help the fraternity bring down huge productivity losses and minimise the impact of such incidents.



Documentation is easy with LotS!



During inter-state transit, the truck drivers are expected to be well acquainted with all required documentation and paperwork. The state checkpoints are usually where the authorities stop all cargo vehicles and do thorough checks. In such cases, it is not uncommon for the authorities to harass the drivers.



Different states have different laws regarding freight transits. Authorities often use this to their advantage since the drivers are left to their own devices by their employers to deal with such scenarios.

Corruption being very prevalent in our country does not help the truckers who are already struggling to make ends meet. The LotS inhouse team is often called by the drivers when they encounter bribe demands.

The drivers are stopped by the police officials near state borders for frivolous reasons and many a times due to the driver's lack of knowledge they are made to believe that they are wrong and are made to pay unfounded fines. One of the most common reasons for stopping the trucks near the borders is non- compliance with state rules and regulations. Due to the wide ambit of "state rules and regulations" the drivers are caught unaware.

It is often seen that the officials without any cogent reason or cause, seek unjust bribes from the truckers in the garb of incomplete documentation or citing small or inadvertent mistakes that can be ignored and for which there is no challan.

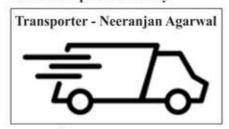
In such a circumstance, LotS can be of great help and the help is just one call away. 85% of the calls that have been received on the helpline number for similar issues, have been resolved without any payment. If one were to quantify, LotS has helped the truckers in saving lakhs of rupees that they would have ended up paying heeding

to the unlawful demands of the officials. LotS empowers the drivers to have a strong stand. The drivers cannot be forced with unlawful means and threatened to pay bribes to illegally enrich the pockets of the officials.



In case, there are any documents that are found to be missing, the LotS inhouse team helps in the completion of the documents and sends the required documents over whatsapp to the driver. There is no reason to pay any fine, challan or bibe when LotS is there to help the drivers and the truckers.

Lawyer on the Spot, an initiative was born out holding the notion that incidents can happen to anyone, anywhere and at any time. However, it is imperative to understand that a majority of trucks get delayed due to forced stoppages or corrupt officials. Hence, the effective and timely intervention of a trained professional who knows the ins and outs of the laws and the authorities is required for the welfare of the Road Transport Fraternity.



Lawyer on the Spot An initiative & beyond!



he trucking industry in India forms the backbone of the economy of our country. From transporters to truck drivers, our warriors on wheels are the reason behind the progress of our nation. One of the primary areas that plays a crucial role in connectivity and transportation, and makes a major contribution to our country's longterm growth, is the evolution of the products and transportation community. The world's second busiest road network, India's, transports 980 million tonnes of cargo per year. More than 65 percent of the country's freight is transported by road. Furthermore, road transportation is the most exposed to interfering factors, such as forced stops by the police and the government officials, which result in corruption and a significant annual loss for the industry. The loss of productivity induced by these halts is a big issue, since it might result in a 40% increase in trip expenses.

The government is making an effort to meet the rising demand and strengthen the transportation network. However, the efforts of the government are not enough and hence a need was felt for a body that can take all practicable measurable efforts to ease the pain that is road transport.

AITWA is doing everything it can to document such instances, seek redress and submit complaints, and give all feasible remedies PAN India through the "Lawyer On-The-Spot" provided by Lawyered. "Lawyer On-The-Spot," India's First On-Road Legal Aid Program, is an effort that draws a bead to provide commercial vehicles in need with 24-hour online legal assistance, immediate local legal counsel, and fundamental rights and procedural teaching.

LotS enters with the intention of striving to make a paradigm shift in the way the Indian Road Transport (Goods) approach is based, trying to secure the the industry and acknowledge India's social, economic, and cultural life by providing World Class Transport and Logistics Services, thereby acquiring the power and prestige that this important sector of the Indian economy needs to earn. Because of the rapid evolution of society's social, geopolitical, and financial circumstances, future road transport demand is expected to be considerably higher, adding significantly more value to growth in the economy for both freight and passenger traffic. In response to these expanding demands, the government has launched a flurry of development plans and activities at all levels targeted at upgrading the country's highway infrastructure.

AITWA represents almost 65% of the organised sector of the transportation industry. LotS is a powerful tool that needs to be given in the hands of 100% of the transportation industry to empower themselves and only then

will we be able to work towards the benefit and welfare of the industry and its workers. There are many drivers who do not even know their rights and end up paying illegally demanded bribes as a way of habit. This practice ends up causing huge losses to the industry.

With an earnest attempt to put an end to all the gaps & malice mechanics, Lawyer on the spot manifests its agenda to provide a 24x7 assistance to all its subscribers where the in - house team handles issues there and then. LotS stands out to provide a friendly lawyer in your pocket and who is always ready to safeguard you in times of need.

Therefore, to combat limited synchronisation, provide support, aid, and assistance with prompt interventions, LotS has made an appearance to continually work to enhance and handle the possible pitfalls of the transporters whose woes are developing numerous commercial and security risks associated with it. While the competent authorities have authorised robust monitoring frameworks to innovate for long-term benefits, operational inefficiencies continue to be reflected on the ground level of innumerable everyday experiences en route. The efficiency and fast engagement of a competent specialist who is knowledgeable with the ins and outs of the laws and authorities is required for the wellbeing of the Road Transport Fraternity.



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National Highway Projects worth Rs 31,000 Crore in Uttar Pradesh



nion Minister for Road Transport and Highways Nitin Gadkari virtually laid Foundation Stone of 10 National Highway Projects for 336 kms worth Rs 14169 Crore in Mathura in Uttar Pradesh. With the development of Mathura-Hathras-Budaun-Barielly Highway connectivity and traffic issues will be resolved at pilgrimage and tourist places .With the construction of a bypass connecting Agra Inner Ring Road and Yamuna Expressway, the city of Agra will get rid of traffic jams. The construction of Agra - Jalesar -Etah road will facilitate the traders of brass industry.

Gadkari also announced the development of 84 Kosi Parikrama Marg of Braj. This route will be declared as a new National Highway and will be included in Bharatmala Project Phase-II. He said this route will be made like the 84 Kosi

Parikrama Marg of Ayodhya and will be connected to all the major pilgrimage sites in the vicinity. Apart from Mathura, this route will pass through the border areas of Rajasthan, Haryana, he added.

Overall these projects will facilitate trade and ease of doing business. Glass and bangles industry will get special impetus. There will be economic development along with increase in employment opportunities with the coming of these Highway projects.

Further, Gadkari Inaugurated and laid foundation stone of 6 NH Projects worth Rs 2659 Crore in Kaushambi. In Ayodhya he laid foundation stone of 6 NH Projects worth Rs 8,698 Crore and in Basti the Minister inaugurated and laid foundation stone of 3 NH Projects worth Rs 1,624 crore.

The construction of 84 Kosi Parikrama Marg in Ayodhya will facilitate the devotees and encourage religious tourism. With the construction of Ayodhya Ring Road, the traffic congestion issues will be resolved. Important pilgrimage sites Prayagraj Chitrakoot Kaushambi and Shringverpur Dham will get connected with the construction of Lord Shri Ram Van Gaman Marg.

With the construction of NH-233, the birthplace of Lord Buddha at Lumbini will be connected with Varanasi and Sarnath.

Moreover, Gadkari inaugurated and laid foundation stones in Kanpur for 8 National Highway projects worth Rs. 14,199 Crore, in Lucknow for 16 National Highway projects worth Rs. 7409 Crore and in Shringverpur Dham, Prayagraj for 4 National Highway projects worth Rs. 5169 Crore.

With the construction of Lucknow Ring Road travelling will become convenient and with construction of Lucknow-Kanpur Greenfield Expressway, reaching Lucknow airport from Kanpur will take less time. It will also be connected to Lucknow-Agra Expressway, which will reduce the distance to Delhi. With the construction of this expressway, one and a half hours will be saved in traveling from Lucknow to Kanpur.

With the construction of Agra-Etawah bypass, the travel time from Agra to Etawah will be reduced by one hour. Construction of ROB at Kanpur's Jhakarkati bus station will give relief from traffic jams coming from Prayagraj, Delhi side.

With these projects important pilgrimage sites like Prayagraj Chitrakoot and Shrangverpur Dham will be connected with the construction of Shri Ram Van Gaman Marg. There will be convenience in the movement of devotees and tourists in the Magh Kumbh Mahakumbh to be held in the Sangam area. These projects will also help in development of leather, glass and bangle industry in Kanpur and surrounding areas. The projects will facilitate investment and industrial development in Uttar Pradesh.

Green Hydrogen is Future Fuel And Goa Government Should Emphasize on Its Use



nion Road transport and Highways Nitin Gadkari has expressed pleasure for getting an opportunity to be part of the development of Goa and make it a rich and prosperous state. He was speaking after inaugurating and performing foundation stone laving ceremony of six projects worth Rs 3,840 Cr in Goa. He expressed pleasure that the government had spent more than Rs 22,000 Cr on development of Goa when the demand from state was for Rs 15,000 Cr.He inaugurated and performed fundation stone laying ceremony of projects like Rs 546 Cr connecting Port to Highway, Varnapuri to Sada Junction, Mate MPT Gate 1 Loop Road, Margaon West Bypass to decongest arterial roads of Margaon.

He said that the quality of work at all the projects in Goa is excellent. Speaking about the Watch Towers on Zuari Bridge, he said, the bridge is an excellent example of use of modern technology.

Nitin Gadkari also recalled former Goa Chief Minister Manohar Parrikar and his tireless efforts to give a modern look to Goa. Hon'ble Minister expressed his firm belief that by reducing air, water and noise pollution in Goa, Goa could be transformed into a world standerd pollution free state.

"Green hydrogen is the fuel of the future and we are constantly striving to promote its use," he said. He further said that efforts were being made to set up green hydrogen projects using electricity generated from solar and wind power projects.

Expressing satisfaction over the fact that all kinds of industries are coming up in Goa and good quality medical facilities are being created, Gadkari emphasised that high quality projects are the wealth of the nation.

Chief Minister of Goa Dr. Pramod Sawant, Union Minister of State for Ports, Shipping and Waterways Shripad Yasho Naik, Rajya Sabha Member Vinay Tendulkar and many other dignitaries were present on the occasion.

Gadkari inaugurated the following projects:

- Four laning of Patradevi to Karaswada 18 km stretch of National Highway No 66
- Four laning of Karaswada to Bamboli 13 km stretch of National Highway No 66
- · Loop 1 Road connecting Goa port
- Margaon West Bypass

Also, Gadkari performed Bhoomipujan of following three projects:

- Construction of National Highway No 1665 connecting Mopa Airport
- Construction of Watch Towers on Zuari River Bridge

Six different road projects under Central Infrastructure Convenience Fund

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MoRTH Chief Calls For Cooperation Between Central And State Governments For Infrastructure Development

nion Road Transport and Highways Minister Nitin Gadkari on called for cooperation between Central and State Governments for infrastructure development of the country. He said that the infrastructure development will play an important role in fulfilling the vision of India in becoming \$5 trillion economy.

While inaugurating a Conference on "PM-Gati Shakti" for the South Zone, organized by the Ministry of Road Transport and Highways (MoRTH), he said cooperation and communication needs to be enhanced between State and Centre. He welcomed suggestions from the States for making the programme a success.

Karnataka Chief Minister B.S. Bommai, in his address, pointed out that the time has come to cooperate and coordinate in major mega projects of Government of India and the States. He urged the Centre to fasten clearances and relax rules in the finance sector to maximize investments.

Dr (Smt.) Tamilisai Soundararajan, LG Puducherry, said that the multi modal connectivity will facilitate connectivity for movement of people and goods. Puducherry Chief Minister N. Rangasamy spoke about the importance of the elevated corridor project to minimize traffic congestion, helipad services and airport facilities for people visiting Puducherry.

In his remarks, Minister of State (RTH and Civil Aviation) General (Retd) Dr. V.K. Singh said the aim of "PM-Gati Shakti" is to give a boost to multimodal connectivity in India.

Andhra Pradesh Industries, Commerce and IT Minister M Goutham Reddy said his State, with second largest coastal corridor in the country, can contribute in realizing India's vision of becoming big economy. Talking about PM-Gati Shakti, he said the logistics cost in India is still 14 % of GDP against the global average 8% and the Prime Minister is committed to bring this cost down. He said the programme will help achieve this goal.

P.A. Mohammed Riyas, Public Works Department and Tourism Minister of Kerala, said a robust and resilient infrastructure is fundamental to the economic growth of a country and the PM-Gati Shakti will change its logistics landscape. He said Kerala offers conducive landscape for development of multi-modal connectivity.

Telangana Minister for Municipal Administration & Urban Development, Industries & Commerce and IT K.T. Rama Rao said his State has got sufficient support from the Centre in terms of National Highways but sought more help from the Centre in improving the Railway infrastructure.

Secretary MORTH Giridhar Aramane, in his welcome address, stressed upon creating institutional framework at the State level. He said objective of the conference is sensitization and capacity building from officers of all Central Ministries and State Governments, besides development of a roadmap for a Master Plan for States and UTs.

State/UTs, which participated in the

event, were Andaman & Nicobar Islands, Andhra Pradesh, Karnataka, Kerala, Lakshadweep, Maharashtra, Puducherry, Tamil Nadu and Telangana. The day-long event witnessed panel discussions on various aspects of the programme, involving Central & State officials and stakeholders. Participating states/UTs gave their presentation during the Conference regarding the achievements so far, action plan for implementation and improvement of logistics and infrastructure development in the respective states / UTs

R.K. Pandey, Member National Highways Authority of India (NHAI), spoke during the panel discussion on "Implementation Roadmap for PM-Gati Shakti", chaired by Alka Upadhyaya, Chairperson NHAI, in the presence of senior officials from States/UTs. Alka Upadhaya, Chairperson NHAI listed out some significant points given by the senior officials of participating States.

There was also a Technical Session, which was addressed by T. P. Singh, DG Bhaskaracharya National Institute for Space Applications and Geo-Informatics (BISAG-N). Additional Secretary (Highways) MoRTH Amit Kumar Ghosh invited officials of the eight participating States/UTs to put forth their presentation showcasing the strategies for industrial development, potential MMLPs, economic overview of states and overview of logistics landscapes, objectives of NMP, proposed modes of connectivity and various other aspects to strengthen the logistics infrastructure.



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5 Tips To Win More Transport Business

or transportation operators, winning new business lies at the heart of their strategy. Some tips and tricks that you should ensure before bidding on transportation business are:

Competition shoes – wear it for a better analysis

You're trying to make the best possible bid but you must be aware that your competitors are also there to do the same. So, you'll be at the best place if you try to model their bids by

observing their depots, work rules and other variables. Also, take the time to create a scenario that reflects the competition's assets, methods and more, so you'll have a reasonable understanding about what will be their bid.

Driver's happiness cannot be ignored

You must master the relevant labor-related rules, and be open for possible changes. A driver

is the backbone of your business, so, always mindful about his job satisfaction. Generally, it depends on the number of quality duties and rosters; fewer short shifts, fewer split shifts, less interlining, more breaks at preferred locations etc.

Use latest technology to make it easier to offer better work quality for drivers without hurting the bottom line. These new roster and duty optimization capabilities help control overtime, fatigue, burn-out and mitigate the risk of driver shortage. Additionally, by just reducing overtime or guaranteed time you can make the difference between a winning and a losing bid.

Satisfaction card - play it for your customer

The automation and speed that nextgeneration planning and scheduling platforms bring allow operators to reallocate more time, previously spent on operational work towards the customer experience (demand analysis, improving frequencies, infrastructure etc.). In addition to rethinking frequencies and vehicle types, operators can now increase their focus on improving on-time performance (OTP).

OTP or as it is perceived by the



passenger – reliability – is crucial for improving ridership and the passenger experience. Better on-time performance means reduced dwell times and bus bunching and improved customer service. If you are improving on-time performance make sure to indicate that in the bid.

Hallmark to success - Compare, compare & compare again

Use the power of next-generation platforms to model many scenarios. Try to model at least three scenarios and compare them along more than just efficiency.

For example If one scenario suggests a higher efficiency but adds many changeovers, you are increasing the risk of delays due to drivers changing buses frequently. Therefore a scenario with less changeovers might be the preferable one. Other factors to consider are: number of deadheads, deadhead mileage, layovers, number of splits, number of changeovers, the paid time distribution, total hours drivers spend in taxi-time and more.

Innovation - the most precious card

If you're using an advanced system, your bid has the potential of exposing the agency to better and more modern planning and scheduling insights as

> well as data related to improving the customer experience.

> Today, PTAs and PTOs work together but in silos; PTAs plan and assign the vehicles (vehicle scheduling) and once that is done PTOs assign the drivers (driver scheduling) and create the rosters. This sequential practice creates good, usable schedules but today's technology allows for even better schedules, if only PTAs and PTOs work

together. Make sure to play this transparency and innovation card and show the agency for whose business you are bidding the benefits this will create.

An example of this is a PTA that plans for a certain frequency / headway, and sends a fixed timetable (and blocks) to the PTO. If those requirements are shared with the PTO ahead of time, sometimes a small shift in the timetable can create large potential savings and require less vehicles to operate on the PTO side. If the PTO shares a set of operational constraints it is facing, both parties together can discover the best routes, timetables, frequencies and the optimal assignment of vehicles and drivers to support that route.

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Company's name changed from Darcl Logistics Limited to CJ Darcl Logistics Limited with effect from 13.09.2017

What 2022 Has in Store For Truck Technology? Let's Find Out!

eering into a crystal ball to try to predict the future is always a tricky thing. Yet if you're paying attention, there are always well-defined trends in motion that can give you some solid clues as to what a new year may bring. Based on those ongoing industry currents, here's what Truckinginfo.com feels is coming this year.

Generally, we're on the dawn of a new and exciting chapter for world trucking, both in terms of general business and technology.

After almost two years of economic uncertainty driven by the COVID-19 pandemic, there's a definite sense the world is ready to move ahead and return to whatever a post-pandemic "normal" will be.

Trucking, of course, is vital to making that happen. But how effective the industry will be in helping sort out supply chain issues and hasten a return to normalcy is, ironically enough, also directly impeded by the current supply crisis — particularly the ongoing shortage of microchips. The good news is we can see real progress on this front this year, as more and more critical parts and components start to appear on shelves in dealerships and stores.

As the supply chain issues get sorted out, we'll start to see more new products and systems rolled out by truck makers and suppliers that have been busily working on projects even during the pandemic. We'll have plenty of new product news to sort through in this year, with lots of new ideas and technologies entering the marketplace.

We should also start to the first

infrastructure projects resulting from the Biden infrastructure bill get under way, which will fuel more business for many types of fleets and demand for vocational trucks, which have been less-affected by chip shortages than their over-the-road counterparts. One only has to look at the economic boom sparked off by the construction of the Interstate Highway System in the mid-1950s for some historical perspective as to just how big a deal this new infrastructure package is going to be for trucking.

On the technology front, electric trucks have arrived and will begin to make their presence increasingly felt in the industry beginning this year. There seems to be a surprising - but genuine - amount of momentum behind electric vehicles in general at the moment. The number of electric trucks ordered and produced will still be small, but we can expect to see significant signs of market penetration by EVs in certain applications and locations as 2022 gains steam. But, we can also expect to hear a lot more talk about the lag in charging infrastructure for those trucks.

The crystal ball is a bit cloudier when it comes to autonomous truck technology. Currently, a majority of autonomous technology developers such as Daimler, Torc, Aurora, and Volvo are slow-walking the advent of this transformative new way of operating trucks. Their position, by and large, is that it will be the end of the decade before we see market-ready autonomous trucks ready to go.

On the other hand, more aggressive tech start-ups, such as TuSimple, are on record stating that they plan to have autonomous trucks ready for fleet operations sooner — by 2024 in

TuSimple's case, with the help of OE partner Navistar.

So barring surprises, we can suspect 2022 will be more of the same on the autonomous truck front: Slow, incremental, methodical, safety-based research and development. Seems like we're past the point where we'll see any bombshell breakthroughs with this technology. The overriding task now for both OEMs and tech developers seems to be working to refine and incrementally expand their current operating systems to meet their internal timetables to go to market.

While it's possible that one of the companies developing this technology could achieve some sort of breakthrough putting them solidly ahead of their competitors, the ongoing lack of systematic federal regulations addressing the real-world deployment of autonomous trucks makes things skeptical that we'll see any sudden developments in terms of commercializing this technology in the coming year.

In other words, the sort of groundswell movement is less from all the disparate players in trucking signaling a major move is coming with autonomous trucks soon. In comparison, we're most certainly seeing that momentum in battery-electric trucks already. Work also continues on development of fuel-cell-electric trucks for long-haul applications.

In general, we can anticipate a good—and interesting—year ahead for trucking in 2022. The trucking industry is at the beginning of a transformative time. And the coming year will give us more clues as to how all of these new ideas and technologies will play out this coming decade.



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Omega Seiki Mobility Invests USD 200-300 Million in Electric Light Commercial Biz

nglian Omega Group's EV arm Omega Seiki Mobility (OSM) is investing USD 200-300 million in the electric light commercial business with plans to roll out e-trucks in various payload capacities in the domestic market by this fiscal end for the logistics sector, company's chairman Uday Narang has said. OSM has been carrying out the R&D work for the last four years to build electric trucks in Korea, where the production of these vehicles have already started, he said.

The Delhi-based 40-year-old familyled Anglian Omega Group caters to several sectors such as automotive, logistics, infrastructure, vehicle financing and drones, among others.

It has manufacturing facilities in Pune and Chennai while its Faridabad facility caters exclusively to the EV segment.

"OSM is trying to bring 'Electric Kranti' to India and as part of this it has decided to step into the production of electric commercial vehicles.

"We have been doing R&D for the last four years to build electric trucks in South Korea. We have been testing and developing these trucks with the former employees of Daewoo Motors," Narang told PTI in an interaction.

He said the production of these e-LCV trucks have already started in South Korea both for Left Hand and Right Hand markets with plans to roll out these vehicle in India initially in the 1.5 ton, 3.5 tonnes and even in up to



6.5 tonnes payload capacity latest by March next year.

OSM will progressively move to the manufacturing of heavy e-trucks as well, he said, adding the e-LCV trucks come with 150-200 km initially while the company is also coming up with the option of fast charging which will be within 20 minutes.

"The company is investing USD 200-300-million in the business of etrucks, which will initially be assembled at the group's Chakan facility in Pune. We plan to manufacture these e-trucks either in Karnataka or in Andhra Pradesh, where the group already has a 106 acres of land with it," Narang stated.

He said that the talks with the AP government are already going on over the issue.

Narang said that initially 1,000 units will be brought to the country for use by various sectors to get feedback from them on the same, adding, the company is looking at supplying these trucks to logistic market of major cities like Delhi, Mumbai, Bangalore, among others to begin with.

According to Narang, the left hand trucks are being manufactured for exports to Middle-East and Parts of Latin American markets, while Right Hand drive trucks be manufactured for Indian and some Asian markets.

"We are getting interest not only from logistics players in the e-commerce segment but also in non-e-commerce. We have got huge demand from logistics players in the FMGC, auto space, among others also. We are starting by focusing on B2B segment, but will finally go into the B2C market as well to help our truck drivers stuck at borders, squeezed by the fuel prices. He said the company is closely working with EV charging solution providers such as Magenta, Sun mobilities, including OSM Grid, among others to improve the charging infrastructure. We are putting up our first charging station at Faridabad by this month end.

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Tesla Cybertruck With Updated Design Spotted on Test Track



new Tesla Cybertruck prototype with an updated design has been spotted on the automaker's Fremont factory test track.

According to the auto-tech website Electrek, a YouTuber does drone flyovers of Tesla's Fremont factory and spotted the new Cybertruck prototype on the test track behind the plant, reported IANS. They managed to capture 10 minutes of footage of the automaker testing the new electric pickup truck, the report said.

The prototype appears to be brand new with some tape holding some of the trims and cables together. The new Cybertruck also features side mirrors, something the prototype did not have.

Tesla planned on having side cameras feed into screens inside the electric pickup truck if regulations allowed it, but it's not yet the case in North America, as per the report.

Tesla unveiled the Cybertruck back in 2019 and for the longest time, only a single prototype of the electric pickup truck has been spotted out in the wild and at Tesla events.

The vehicle programme has been

delayed with production now expected in late 2022. With that extra time, Tesla has been expected to update the electric pickup truck with new features and a slightly updated design.

Further, Elon Musk-owned electric vehicle company Tesla has delayed

Further, Elon Muskowned electric vehicle company Tesla has delayed production of its much-awaited Cybertruck, aiming to start in 2023

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The electric vehicle manufacturer's CEO Elon Musk confirmed during fourth-quarter earnings call that production and first deliveries of the futuristic pickup are not expected this year.

"As the Cybertruck, Semi, Roadster optimists, we'll be ready to bring those to production. Hopefully, next year. That is most likely", said Musk.

Tesla recently removed the dates about Cybertruck production from its website.

The order page on Tesla's Cybertruck site previously told buyers: "You will be able to complete your configuration as production nears in 2022." Now, it just says: "You will be able to complete your configuration as production nears."

The Cybertruck was originally announced in 2019. In August 2021, the production of the Cybertruck was moved to 2022 as the EV firm decided to focus on producing its Model Y.

Recently, a new Tesla Cybertruck prototype with an updated design was spotted on the automaker's Fremont factory test track.

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Maruti Suzuki announced
that its solo light
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cumulative unit sales in 5 years of its
launch, reported ET Auto. The only
mini-truck in India that offers a 4cylinder engine, Super Carry is used as
a mini loading and pickup truck, the
company said in a release.

Launched in 2016, Super Carry is available in both petrol and CNG options. According to Shashank Srivastava, Senior Executive Director (Marketing & Sales), Maruti Suzuki India, in a very short time, Super Carry has received a phenomenal market reception and has found wide acceptance among customers.

"The S-CNG variant of Super Carry has helped businesses enhance their profitability with its excellent mileage of 21.55km/kg. Super Carry has proven that mini-trucks can be powerful, comfortable to drive, easy to

The S-CNG variant of Super Carry has helped businesses enhance their profitability with its excellent mileage of 21.55km/kg. Super Carry has proven that mini-trucks can be powerful, comfortable to drive, easy to maintain and profitable for the owner and that is the reason why customers vouch for its quality

maintain and profitable for the owner

and that is the reason why customers vouch for its quality. We thank our customers for bestowing their trust in us and making Super Carry, the second best-selling mini truck in the light commercial vehicle space," Srivastava added.

With up to 54kW@6000rpm of Power and 98Nm@3000rpm of Torque, it offers a deck area that is 2183 mm long and 1488 mm wide, along with a payload capacity of up to 740 kg. It comes with ground clearance of 175 mm, while suspension duties are performed by reliable MacPherson struts at the front and a rigid axle with leaf springs at the rear.

For Super Carry, the company has over 335 commercial outlets spread over 237 cities in India. Along with Super Carry, the commercial channel also retails EECO Cargo and Tour Range (Tour H1, Tour S, Tour M and Tour V) of Maruti Suzuki cars.

Rivian to Build \$5B Electric Truck Plant in Georgia

lectric vehicle maker Rivian Automotive announces that it's building a \$5 billion battery and assembly plant east of Atlanta that's projected to employ 7,500 workers,

sources briefed on the decision told The Associated Press.

Rivian, based in Irvine, California, is a startup manufacturer of electric trucks and commercial delivery vans, challenging both established automakers like Ford and General Motors and electric vehicle leader Tesla.

The plant could grow to as many as 10,000 workers, sources said, which would make it among the largest auto

assembly complexes in the United States, rivaled by behemoths such as the 11,000-worker BMW complex in Spartanburg, South Carolina, and Ford Motor Co.'s 8,600-worker plant in Louisville, Kentucky.

Rivian will be the largest industrial announcement in Georgia history, surpassing the 4,400-worker Kia complex that opened in West Point in 2009. Georgia has had a number of failed auto plant recruitments. Rivian will give Georgia Gov. Brian Kemp another point to bolster his claims that he has been an excellent steward of Georgia's economy, even as faces Republican and Democratic challengers when he runs for reelection next year.

The city of Fort Worth, Texas, offered Rivian a \$440 million incentive package to lure the plant during the summer, while published reports indicate Rivian also considered sites in Arizona and Michigan.

Rivian told Fort Worth its plant would make 200,000 vehicles per year, with workers paid at least \$56,000 a year.

The Atlanta Journal-Constitution was



the first to report Rivian's decision.

Founder and CEO Robert Scaringe told Bloomberg Television in November that the ability to recruit good workers was the most important factor in the decision. Rivian's existing plant in Normal, Illinois, like most auto plants that have opened in recent decades, is not unionized.

Georgia officials are unlikely to detail the full incentive package offered to Rivian, but the company could max out what Georgia calls its "mega project tax credit," for companies that hire at least 1,800 people or invest at least \$450 million. That could be worth \$118 million in state income tax credits. Local governments are likely to abate property taxes.

Kia got more than \$450 million in incentives for its plant southwest of Atlanta, Georgia has promised \$300 million of incentives to the \$2.6 billion, 2,600-worker battery plant being built by SK Innovation in Commerce, Georgia, northeast of Atlanta

Rivian, like Tesla, deals with its

customers directly instead of through dealers. Its arrival in Georgia could prompt the state to loosen a law that mostly prohibits manufacturers from selling directly.

Rivian currently plans two models for consumers - the R1T pickup with a base price of \$67,500 and the R1S SUV, with a base price of \$70,000. The truck was recently named Motor Trend's 2022 truck of the year.

Amazon, which owns a slice of the company, has ordered 100,000 delivery vans, launching Rivian into the commercial vehicle business.

Rivian is flush with cash following a \$11.9 billion stock offering Nov. 10 that took the company public, allowing it to finance the new plant. Its market value is nearly \$95 billion, more than either General Motors or Ford.

The company argues that electric vehicle adoption is at the "tipping point" and it is well positioned for success because trucks and SUVs have long been the most profitable vehicles sold. But some analysts question whether it needs another plant besides the former Mitsubishi plant in Illinois, that Rivian bought for \$16 million in 2017. Rivian says it has a yearly capacity of 150,000 vehicles, but is looking to expand there as well.

"If opportunity doesn't knock, build a door." -Milton Berle

Volvo Group India Seeks Moderate Taxation Regime For Auto Sector

itching for a more moderate taxation regime for the automobile sector in the forthcoming Union Budget, Volvo Group India stressed on the need for a careful and selective strategy on phased manufacturing programme in some areas to boost technology adoption. In its pre-budget expectation note, Volvo Group India President and Managing Director, Kamal Bali also said that the industry is looking forward to a resolute policy to avoid inverted duty structure for components.

He said that Volvo Group India was hoping and wishing to see the budget continuing to press forward on infrastructure-focused capital expenditure, clean, green and connected logistics, in order to ensure a robust, competitive and sustainable industrial ecosystem.

After a stellar peak performance in 2018, the automotive sector particularly the CV industry, hit a bit of a roller coaster with the new axle load mandate, graduation to BS-VI regulations, followed by the Covid19 jolt and lockdowns, the rising commodity prices, chip shortage impacting the supply chain in the last few quarters, Bali said in the note.

While the last few quarters have been a period of strong recovery and rebound, the industry is still not close to the peak of 2018, he said.

Terming the production-linked incentive (PLI) scheme together with the vehicle scrappage policy as "path breaking measures," Bali said these, and many more, initiatives strike at the root of the constraints that "we have been confronted with, and, therefore, bode well for the economic growth.

Noting that the automotive sector, which contributes to almost half of India's industrial GDP, is at the cusp of major transformation on the back of emerging technologies, climate agenda and future mobility trends, he

Noting that the automotive sector, which contributes to almost half of India's industrial GDP, is at the cusp of major transformation on the back of emerging technologies, climate agenda and future mobility trends, he said the sector, however, also needs some support on a more moderate taxation regime

said the sector, however, also needs some support on a more moderate taxation regime.

"For instance, the GST rate on some auto components is at the upper end of the spectrum (clubbed with luxury goods) at 28 per cent. The industry would like to see a uniform GST rate of 18 per cent on all auto components in the upcoming budget. Apart from this, the industry is looking forward to a resolute policy to avoid inverted duty structure for components," Bali stated.

The current Customs duty rates are high and there is a scope for reduction, he said, adding, since tax buoyancy has been sustained over a period of time, the GST rates can now be finally rationalized. According to Bali, support from all stakeholders is needed to pace up urban development towards sustainable living to support the influx into our cities.

In this context, it is important that public transport development should be a focus at least in the top 100 cities, in order they do not face the same challenges as our top metro cities face today, he said.

The sector should be provided infrastructure status (including lower GST) to get the necessary focus, lower interest rates, private investment and the desired impetus, Bali added.

The government policy and initiatives such as National Manufacturing Policy, PLI scheme, Industry 4.0, MSME and Startup focus, all of which aim to enhance the share of manufacturing in GDP to 25 per cent, are both ambitious as well as apt, he said in the note.

"In addition, we need a careful and selective strategy on phased manufacturing programme in some areas to boost technology adoption to achieve our overall and inclusive development goals. This will also drive local innovation and strategic investment," Bali stated.

Reiterating specifically the need to focus on the MSMEs, which according to him are the backbone of the industrial ecosystem, he said it would be good to see measures that will further improve credit lending, support through SAMARTH and funding that will enable investments for emerging technology adoption.

"I also expect further boost to initiatives that will make compliance easier to improve ease, cost and speed of doing business and fast implementation of National Single Window Scheme (NSWS)," he said.

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As New Trucks Turn Pricey, Used Truck Prices go up by 20-30%



sed truck prices are going through the roof as multiple price hikes have made new trucks unaffordable. According to financiers and retailers of this segment, used truck prices have gone up by anywhere between 18%-20% and in some categories by as much as 30% in the last 12 months.

Disbursements are up 20% so far in FY21, the second year in a row, when used truck demand has stayed buoyant. "Used vehicles price is going up on all segments including LCV and HCV because of two reasons —

Disbursements are up 20% so far in FY21, the second year in a row, when used truck demand has stayed buoyant

introduction of BS6 increased prices by 12%-20% across all segments and now with steel prices up by more than 50%, OEMs have increased price of new vehicles," said Umesh Revankar, MD & CEO, Shriram Transport Finance, reported TNN. Used truck prices are now up anywhere between 20%-30% he added in an analyst call.

Truck financiers say with the economy rebounding there is need for fleet replacement or expansion, but fleet operators are not able to spend enough to buy new vehicles. "With the price increase in new trucks certain segments of customers cannot afford new trucks and hence are looking for old trucks to suit their requirements. This has pushed up demand and as a result price of old trucks. When prices of new trucks go up, so do that of old trucks," said Ramesh Iyer, MD, Mahindra & Mahindra Financial Services.

What is fueling this demand is the fact that the used truck pool now has BS4 vehicles as well which are quite fuel efficient and relatively new. "When the BS6 transition happened it coincided with the truck market crashing, so a lot of fleet owners reduced their fleet size. Also new transport contracts mandate BS6 vehicles, so some relatively new BS4 vehicles are also being replaced. These are finding their way to the used pool and their realization value is 15%-20% higher than older models," said the CEO of a Chennai-based used truck financing NBFC.

The increased demand for trucks is also showing up on used truck auctions. Mahindra First Choice Wheels, which boasts 50% of the organised used vehicle market and conducts used truck auctions has already seen the demand pull playing out. "On an average, prices have gone up by over 18% in the last 12 months and we are seeing significantly higher auction conversion. It has grown from 25% to 33% in the same period," said CEO Ashutosh Pandey.

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"Make every detail perfect and limit the number of details to perfect." - Jack Dorsey



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Budget 2022:Key Expectations of Logistics Sector

he Union Budget 2022 is something the logistics sector is looking forward to, so as to get some respite from critical pain points currently plaguing the industry. A few amendments in existing policies could propel the industry which is already showing signs of recovery post the pandemic, reported CNBCTV18.com.

The Indian logistics industry contributes significantly to the economy as it is unarguably one of the key sectors attracting foreign investments and generating employment. As the Union Budget 2022 draws closer, we have compiled a list of measures pertaining to GST and policy amendments that we believe would boost the sector.

The existing policies have exempted air/sea export freight from GST till September 2022. If the recipient of the export freight is located outside India, the air/sea freight is considered an export of service. At the same time, the air/sea freight is exempted from GST if the recipient is within India. That means ITC (input tax credit) cannot be claimed on such service resulting in significant ITC loss for logistics companies. We believe that considering all air/sea export freight as export of service irrespective of the location of the recipient would be a welcome step.

Assessees are required to bear the GST charges levied by vendors. But in some instances, the vendors fail to pay the amount for no fault of assessees which means the assessees have to bear the losses. There are no measures in place to address such issues faced by Assessees. Including provisions in GST to assist assessees faced with



such issues would certainly be a breather for the logistics industry. An effective grievance redressal mechanism is the need of the hour for smooth functioning of logistics companies.

Also, assessees now have to undergo multiple state audits which has proved cumbersome for several logistics companies. Not all companies are armed with enough staff at all locations. The audits coupled with filing of statewise returns has added to the burden and logistics companies are reeling under the pressure of compliance. It would be immensely helpful if the government considers limiting the number of state audits for each assessee in a given year in the upcoming budget.

A robust infrastructure is central for a thriving and efficient logistics sector. The government must increase budget allocation for road and infrastructure development. Demand for on-spot transportation services is on the rise and a good infrastructure is key to facilitate speedy delivery of goods.

The industry wants the budget to focus on strengthening the sector by building logistic parks. Provisions can be made to create dedicated zones for logistics parks with adequate infrastructure and connectivity at district levels. The government must also encourage housing projects and hassle-free commuting within the vicinity of logistics parks so logistics companies can benefit from local talent and attract managerial resources.

The logistics industry is responsible for carbon footprint to a certain extent and the government can take steps to encourage the use of electric vehicles for cargo transportation. Initiatives can

be introduced around the use of transport vehicles below 1 tonne capacity. It's certainly a win-win situation as it reduces cost along with minimizing the harsh impacts of pollution on the environment. Concessions for installation of EV infrastructure such as charging stations can expedite use of electric vehicles for commercial purposes thereby resolving last mile delivery problems.

In addition to the policies and measures discussed above, the government also needs to address pressing issues like rising fuel cost and increasing tax compliance requirements. The rising fuel cost is one of the biggest deterrents to the sector's growth. India's logistics cost stands at around 14% of GDP as opposed to 8-10% in developed countries. The government must aim for the implementation of a uniform national policy to govern logistics operations.

In addition, different tax structures and compliance requirements lead to disparity and inefficiency in the sector. We expect that the upcoming budget would contain key measures to improve the logistics ecosystem and leapfrog India's logistics ahead of other economies.



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Vinod Kaul Dec. 20, 1950 – Jan. 14, 2022

On January 14, 2022, when All India Transporters Welfare Association (AITWA) heard the news that Sh. Vinod Kaul has left for heavenly abode all the office bearers were at grief but prayed for the departed soul to rest in peace. Today, through this journal, AITWA once again extend its solidarity with the family members of Kaul sahib and pray to the all mighty to give strength to his family members to bear this unrepeatable loss.

Vinod Kaul joined AITWA in April 2017 as Senior Vice-President – Media. He was given the responsibility for upgrading our monthly journal 'Parivahan Pragati' into a Logistics magazine and working in that direction by building a relationship with players in the Logistics Industry.

Being a veteran, he already knew why AITWA was founded and what was our core goals and vision. He was happy to get associated with an organization that worked for the welfare of India's Road Transport Fraternity. Sh. Kaul promised to extend his best foot forward for the mouthpiece of the Road Transport Industry and to work in tandem with AITWA to bring forth the issues to present in front of the government.

From April 2017 to his last breath Sh. Vinod Kaul tried to add value to AITWA, one of the apex bodies of India's Road Transport Sector, recognized by the Ministry of Road Transport and Highways (MoRTH). He encashed the reputation of AITWA and its journey of twenty-two years, and build a relationship with some of the stalwarts of logistics.

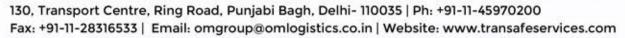
Sh. Kaul was a B. Sc. Graduate and well versed with languages - English, Hindi, Tamil and Kashmiri. His command over multi-languages helped him to service multiple companies with distinction. He marketed products ranging from consumer durables to non-durables, perishables to OTC pharmaceuticals. Also, he was engaged in space selling, event management and liaison with Govt. departments/regulatory authorities.

Once again we pray for his soul to rest in peace. Om Shanti!

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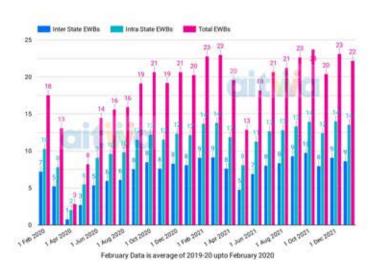


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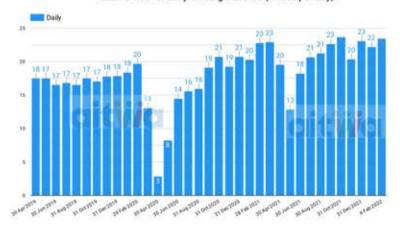


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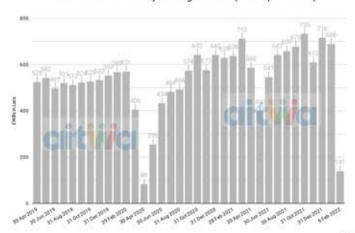
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



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



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वर्षांत समीक्षा 2021: सड़क परिवहन और राजमार्ग मंत्रालय

(*यह समीक्षा पिछले अंक से जारी है)

4, नागरिक-केंद्रित पहल

- भारत सीरिज: मंत्रालय ने दिनांक 26.08.2021 को जी.एस.आर 594 (ई) अधिसचना जारी कर नए वाहनों के लिए एक नए पंजीकरण चिह्न- भारत सीरिज (बीएच-सीरीज) को अधिसुचित किया है। जब बीएच चिह्न वाले वाहन के साथ उसका मालिक एक राज्य से दूसरे राज्य में जाएगा, तो उस वाहन के लिए नए पंजीकरण चिह्न की जरूरत नहीं होगी। यह सुविधा रक्षाकर्मियों, केंद्र व राज्य सरकार के कर्मियों, केंद्र व राज्य के सार्वजनिक उपक्रमों के कर्मचारियों के लिए वैकल्पिक है और निजी क्षेत्र की वैसी कंपनियां जिनके कार्यालय 4 या अधिक राज्यों/केंद्रशासित प्रदेशों में स्थित हैं। वाहन पंजीकरण के लिए आईटी आधारित यह समाधान मंत्रालय द्वारा गतिशीलता की सुविधा के लिए उठाए गए कई नागरिक केंद्रित पहलों का हिस्सा है। मंत्रालय ने दिनांक 31.03.2021 को एक अधिसुचना जी.एस.आर 240 (ई) जारी की। इसके जरिए लर्निंग डाइविंग लाइसेंस और पंजीकरण प्रमाण पत्र के संबंध में कुछ सेवाओं को स्वैच्छिक तौर पर आधार प्रमाणीकरण की सहायता से आरटीओ में जाए बिना पुरी तरह से ऑनलाइन कर दिया गया है। मंत्रालय ने वाहनों के पंजीकरण के समय नामांकन की सविधा को भी शामिल किया है। इससे वाहन के मालिक की मृत्यु के मामले में मोटर वाहनों को नामांकित व्यक्ति के नाम पर पंजीकृत/स्थानांतरित करने में सहायता मिलेगी।
- अंतरराष्ट्रीय ड्राइविंग परिमट: मंत्रालय ने दिनांक 07.01.2021 को अधिसूचना जीएसआर 15(ई) जारी की। यह अधिसूचना उन भारतीय नागरिकों को अंतरराष्ट्रीय ड्राइविंग परिमट (आईडीपी) जारी करने के लिए की गई, जिनकी आईडीपी की अविध विदेश में रहने के दौरान समाप्त हो गई। वैसी स्थित जब नागरिक के विदेश में होने के दौरान उनकी आईडीपी की अविध समाप्त हो जाती थी, उस स्थित में इसके नवीनीकरण के लिए कोई तंत्र नहीं था। अब इस संशोधन के बाद भारतीय नागरिक विदेशों में स्थित भारतीय द्तावासों/मिशनों के जिए नवीनीकरण के लिए आवेदन कर सकते हैं, जहां से ये आवेदन भारत में संबंधित आरटीओ के पास विचार किए जाने के लिए वाहन पोर्टल पर जमा हो जाएंगे। इसके बाद संबंधित आरटीओ नागरिक को आईडीपी विदेश में उसके पते पर कुरियर से भेजेगा। पर्यावरण के अनुकूल वाहनों के उपयोग को प्रोत्साहित करने के लिए मंत्रालय ने बैटरी चालित वाहनों को पंजीकरण प्रमाणपत्र जारी करने या नवीनीकरण करने और नए पंजीकरण चिह्न के असाइनमेंट के लिए शुल्क के भुगतान से छुट देने के संबंध में एक अधिसचना जारी की है।
- ई20 ईंधन के लिए व्यापक उत्सर्जन मानक: मंत्रालय ने 8 मार्च, 2021 को ई20 ईंधन के लिए व्यापक उत्सर्जन मानकों को अपनाने के संबंध में जी.एस.आर 156(ई) अधिसूचना जारी की। बीआईएस पहले ही ई20 ईंधन के लिए ईंधन विनिर्देशों को अधिसूचित कर चुका है। वहीं, मंत्रालय ने पहले ही ई85 और ई100 ईंधन के उत्सर्जन मानकों को अधिसूचित कर चुका है। ई20 या ई85 या ई100 या ईडी95 के इथेनॉल मिश्रण के स्तर के लिए वाहन की अनुकूलता को वाहन निर्माता पिरभाषित करेंगे और इसे साफ तौर पर दिखाई देने वाला एक स्टिकर लगाकर वाहन पर प्रदर्शित किया जाएगा।
- संपर्क रहित सेवाओं का लाभ उठाने के लिए आधार: सरकार ने 03-03-2021 को एस.ओ 1026 (ई) अधिसूचना जारी की थी। इसके तहत ड्राइविंग लाइसेंस और पंजीकरण प्रमाण पत्र से संबंधित कुछ सेवाओं को स्वैच्छिक तौर पर आधार प्रमाणीकरण की सहायता से पूरी तरह ऑनलाइन होना अनिवार्य कर दिया गया है। यह कदम नागरिकों को सुगम तरीके से इन सेवाओं का लाभ उठाने में सहायता करने के लिए किया गया है। इसके अलावा क्षेत्रीय परिवहन कार्यालयों में लोगों की भीड़ को भी कम करने के लिए ऐसा किया गया है, जिससे क्षेत्रीय परिवहन कार्यालयों के अधिकारियों की दक्षता में बढोतरी होगी।
- अखिल भारतीय पर्यटक वाहन (प्राधिकरण या परिमट) नियम, 2021: पिछले दस-पंद्रह वर्षों में हमारे देश में यात्रा और पर्यटन उद्योग में कई गुना बढ़ोतरी हुई है। इस

बढ़ोतरी में घरेलू और अंतरराष्ट्रीय, दोनों पर्यटकों का योगदान रहा है और अधिक अपेक्षा व उपभोक्ता अनुभव की ओर एक झुकाव है। वहीं, सड़क परिवहन और राजमार्ग मंत्रालय पर्यटक यात्री वाहनों की निर्वाध आवाजाही सुनिश्चित करने के प्रयास में है। इसके लिए मंत्रालय ने दिनांक 10 मार्च, 2021 को ''अखिल भारतीय पर्यटक वाहन (प्राधिकरण या परिमट) नियम, 2021'' के संबंध में जी.एस.आर 166 (ई) को अधिसूचित किया गया।

- डाइवरों के लाइसेंस, मोटर वाहनों की फिटनेस और पंजीकरण:
- मंत्रालय ने केंद्रीय मोटर वाहन नियम 1989 में संशोधन करने के लिए 31 मार्च,
 2021 को जीएसआर 240 (ई) और मोटर वाहन (संशोधन) अधिनियम 2019 की धारा 4-28, 76 व 77 (भाग) को लागू करने के लिए दिनांक 31 मार्च, 2021 को एस.ओ 1433 (ई) अधिसूचना जारी की। इनमें निम्नलिखित महत्वपूर्ण पहलुओं को शामिल किया गया है:
- इलेक्ट्रॉनिक फॉर्म और दस्तावेजों का उपयोग (चिकित्सा प्रमाणपत्र, लर्नर लाइसेंस, ड्राइविंग लाइसेंस (डीएल) का समर्पण, डीएल का नवीनीकरण)
- ऑनलाइन लर्नर लाइसेंस- लर्नर लाइसेंस देने की पूरी प्रक्रिया को ऑनलाइन कर दिया गया है, जिसमें आवेदन करने से लेकर लर्नर लाइसेंस की छपाई तक शामिल है।
- डीएल के नवीनीकरण के लिए छूट की अवधि समाप्ति से एक साल पहले से लेकर समाप्ति के एक साल बाद तक है।
- राष्ट्रीय रजिस्टर (पंजी) सभी राज्यों के डीएल और आरसी के राज्य रजिस्टरों को एकीकृत करके डीएल और आरसी (पंजीकरण प्रमाणपत्र) का राष्ट्रीय रजिस्टर को लागू किया गया है। यह देश में कहीं भी रियल टाइम के आधार पर डेटा को अपडेट और एक्सेस करने में सहायता करेगा।
- डीलर स्थल पंजीकरण पूरी तरह से निर्मित वाहनों के मामले में आरटीओ को निरीक्षण के लिए वाहन प्रस्तुत करने की अनिवार्य जरूरत को समाप्त कर दिया गया है। इससे रजिस्ट्रेशन की प्रक्रिया में आसानी होगी।
- पंजीकरण प्रमाणपत्र का नवीनीकरण 60 दिन पहले किया जा सकता है।
- 30 दिनों (बॉडी बिल्डिंग आदि) के विस्तार के साथ 6 महीने के लिए अस्थायी पंजीकरण – एक महीने की समय सीमा छह महीने तक बढ़ा दी गई है, जिससे बॉडी बिल्डिंग के लिए चेंसिस खरीदने वाले मालिकों को सुविधा होगी।
- व्यापार प्रमाणपत्र को अब इलेक्ट्रॉनिक रूप में प्रदान किया जा सकता है।
- बदलाव, वाहनों और अनुकृलित वाहनों के लिए रेट्रो फिटमेंट- बदलाव और रेट्रो फिटमेंट की पूरी प्रक्रिया को कानूनी ढांचे के तहत लाया गया है। इससे बदलाव या रेट्रो फिटमेंट कराने वाले मालिक और कार्यशालाओं या अधिकृत एजेंसियों, दोनों पर जिम्मेदारी तय हो गई है।
- यह वाहन की सुरक्षा और अधिनियम के प्रावधानों के अनुपालन को सुनिश्चित करेगा।
- बदलाव किए गए वाहनों का बीमा कराया जा सकता है।
- कोविड-19 महामारी की अविध के दौरान ऑक्सीजन ले जाने वाले वाहनों की परिवहन श्रेणी के लिए परिमट की आवश्यकता संबंधी छूट को 30 सितंबर 2021 तक बढ़ाया गया: जब यह बात मंत्रालय के संज्ञान में आई कि कुछ परिवहन वाहन संचालकों को राज्यों में या एक राज्य के भीतर ऑक्सीजन सिलेंडरों या ऑक्सीजन टैंकों की ढुलाई, परिवहन और इसके वितरण में समस्याओं का सामना करना पड़ रहा है और कोविड-19 रोगियों के उपचार के लिए ऑक्सीजन एक महत्वपूर्ण चीज है, तब मंत्रालय ने 21 सितंबर 2020 को मोटर वाहन अधिनियम 1988 की धारा 66 के तहत 31 मार्च 2021 तक आवश्यक परिमट आवश्यकताओं की छूट के लिए एक अधिसूचना संख्या एसओ 3204 (ई) जारी की थी। इसी छूट को 01 अप्रैल, 2021 को जारी अधिसूचना एस.ओ. 1441 (ई) के जिरए देशभर में ऑक्सीजन की सुचारू

आवाजाही और आपूर्ति सुनिश्चित करने के लिए 30 सितंबर 2021 तक बढ़ा दिया गया था।

- कृषि के उपयोग में आने वाले ट्रैक्टर, पावर टिलर, निर्माण उपकरण वाहन और कंबाइन हार्वेस्टर के इंजनों में सुधार के जिए रूपांतरण: मंत्रालय ने सीएनजी, बायो-सीएनजी, एलएनजी चालित कृषि के उपयोग में आने वाले कृषि ट्रैक्टर, पावर टिलर, निर्माण उपकरण वाहन और कंबाइन हार्वेस्टर के इंजनों में सुधार के जिए रूपांतरण या कृषि के उपयोग में आने वाले ट्रैक्टर, पावर टिलर, निर्माण उपकरण वाहन और कंबाइन हार्वेस्टर के इंजन को नए समर्पित सीएनजी, बायो-सीएनजी, एलएनजी इंजन से बदलने के संबंध में 4 मई, 2021 को सीएमजी नियम 1989 में संशोधन करने के लिए जी.एस.आर 336 (ई) को अधिसचित किया गया।
- हाइब्रिड कृषि ट्रैक्टरों और विशुद्ध इलेक्ट्रिक कृषि ट्रैक्टरों की इलेक्ट्रिक पावर ट्रेनें: मंत्रालय ने 25 मई, 2021 को जी.एस.आर 342 (ई) के जिए केंद्रीय मोटर वाहन नियम 1989 में संशोधन किया है, जिससे हाइब्रिड कृषि ट्रैक्टरों और विशुद्ध इलेक्ट्रिक कृषि ट्रैक्टरों की इलेक्ट्रिक पावर ट्रेनों के संबंध में सुरक्षा जरूरतों को शामिल करने के लिए एक नया नियम 125जे को शामिल किया जा सके। 25 मई, 2021 को और उसके बाद निर्मित श्रेणी ए6 (हाइबरएफनॅगप्यूरिड) और ए७ (विशुद्ध इलेक्ट्रिक) के इलेक्ट्रिक पावर ट्रेन कृषि ट्रैक्टर उस वक्त तक समय-समय पर संशोधित ऑटोमोटिव उद्योग मानक (एआईएस) 168:2021 की जरूरतों के अनुरूप होंगे, जब तक भारतीय मानक ब्यूरों के विनिर्देशों को अधिसूचित नहीं किया जाता है।
- इथेनॉल और इसके मिश्रणों के लिए सुरक्षा रोडमैप: मंत्रालय ने 25 मई, 2021 को जारी अधिसूचना जी.एस.आर 343 (ई) के जिए केंद्रीय मोटर वाहन नियम 1989 में संशोधन कर एक नया नियम 115के शामिल किया है। इसमें एल, एम और एन श्रेणियों के मोटर वाहनों की जरूरतों को शामिल किया गया है, जो बिना पानी वाले इथेनॉल या गैसोलीन मिश्रित इथेनॉल के मिश्रण पर चल रहे हैं। एल, एम और एन श्रेणी के मोटर वाहनों की सुरक्षा की जरूरतें समय-समय पर संशोधित एआईएस 171:2021 के अनुसार होंगी, जब तक कि भारतीय मानक ब्यूरो अधिनियम, 1986 (2016 का) के तहत संबंधित मानक को अधिसचित नहीं किया जाता है।
- मान्यता प्राप्त चालक प्रशिक्षण केंद्र नियम: भारतीय सड़क मार्ग के क्षेत्र में कुशल चालकों की कमी प्रमुख मुद्दों में से एक हैं। इसके अतिरिक्त सड़क नियमों की जानकारी के अभाव में बड़ी संख्या में सड़क दुर्घटनाएं होती हैं। मोटर वाहन (संशोधन) अधिनियम 2019 की धारा 8 केंद्र सरकार को चालक प्रशिक्षण केंद्रों की मान्यता के संबंध में नियम बनाने का अधिकार देती हैं। इस संबंध में, सड़क परिवहन और राजमार्ग मंत्रालय ने 7 जून, 2021 को एक अधिसूचना जारी की है। इसके जिरए मान्यता प्राप्त चालक प्रशिक्षण केंद्रों द्वारा पूरी की जाने वाली जरूरतों को अनिवार्य कर दिया गया है। यह कदम ऐसे केंद्रों पर नामांकन करने वाले उम्मीदवारों को उचित प्रशिक्षण और ज्ञान प्रदान करने में सहायता करेगा।
- "सुविधा केंद्र" के रूप में सामान्य सेवा केंद्र (सीएससी): नागरिक को बेहतर सेवा प्रदान करने के लिए केंद्र सरकार ने 23 जून, 2021 को जारी एसओ 2513 (ई) अधिसूचना के जिरए सामान्य सेवा केंद्र (सीएससी) ई-गवर्नेंस सर्विसेज इंडिया लिमिटेड को" सुविधा केंद्र" के रूप में काम करने की मान्यता दी है।
- हिट एंड रन दुर्घटना पीड़ितों के मुआवजे के लिए योजना: मंत्रालय ने 2 अगस्त
 2021 को जीएसआर 526 (ई) के माध्यम से एक प्रारूप योजना को भी अधिसूचित
 किया है। इसका नाम है- बढ़े हुए मुआवजे (गंभीर चोट के लिए 12,500 रुपये से
 50,000 रुपये और मृत्यु के लिए 25,000 रुपये से 2,00,000 रुपये तक) को पूरा
 करने के लिए हिट एंड रन दुर्घटना पीड़ितों के मुआवजे की योजना। यह योजना
 पिछली मुआवजा योजना, 1989 का स्थान लेगी।
- पीयूसी प्रमाणपत्र: मंत्रालय ने पूरे देश में जारी किए जाने वाले प्रदूषण नियंत्रण प्रमाणपत्र के एक सामान्य प्रारूप के लिए अधिसूचना जारी की है। इस कदम से पूरे देश में पीयूसी प्रमाणपत्रों में एकरूपता आने की उम्मीद है। पीयूसी डेटाबेस को राष्ट्रीय रजिस्टर से जोड़ा जा सकता है। वहीं, वाहन के मालिक का मोबाइल नंबर अनिवार्य कर दिया गया है, जिस पर सत्यापन और शुल्क के लिए एक एसएमएस अलर्ट भेजा जाएगा।

- चालक के अलावा आगे की सीट पर बैठने वाले व्यक्ति के लिए एयरबैंग: मंत्रालय ने वाहन के आगे की सीट पर चालक के साथ बैठे यात्री के लिए एक एयरबैंग के अनिवार्य प्रावधान के बारे में अधिसूचना जारी की है। इसे एक महत्वपूर्ण सुरक्षा विशेषता के रूप में अनिवार्य किया गया है और यह सड़क सुरक्षा पर गठित उच्चतम न्यायालय की समिति के सुझावों पर भी आधारित है। यह अनिवार्य किया गया है कि 1 अप्रैल, 2021 को और उसके बाद नए मॉडल के साथ निर्मित वाहन के मामले में और मौजूदा मॉडलों के मामले में 31 अगस्त, 2021 के बाद चालक के साथ आगे की सीट पर बैठने वाले व्यक्ति के लिए एयरबैंग लगाया जाएगा और ऐसे एयरबैंग की जरूरत समय-समय पर संशोधित रूप में एआईएस 145 के अनुरूप होगी, जब तक भारतीय मानक ब्यूरो अधिनयम, 2016 (2016 का 11) के तहत संबंधित भारतीय मानक ब्यूरो (बीआईएस) विनिर्देशों को अधिसूचित नहीं किया जाता है। हालांकि, मौजूदा कोविड-19 महामारी के चलते सरकार ने मौजूदा मॉडलों पर एयर बैंग लगाने के लिए कार्यान्वयन की तारीख 31 दिसंबर 2021 तक बढ़ाने का निर्णय लिया है। इसके लिए 26 अगस्त, 2021 को एक अधिसूचना जारी की गई थी।
- श्री नितिन गडकरी ने नागपुर में देश के पहले निजी एलएनजी सुविधा संयंत्र का उद्घाटन किया। इस अवसर पर मंत्री ने कहा कि हमने एक ऐसी नीति तैयार की है, जो आयात के स्थानापन्न लागत प्रभावी प्रदूषण मुक्त और स्वदेशी इथेनॉल, जैव सीएनजी, एलएनजी और हाइड्रोजन ईंधन के विकास को प्रोत्साहित करती है। उन्होंने आगे बताया कि मंत्रालय विभिन्न वैकल्पिक ईंधनों पर लगातार काम कर रहा है।
- मंत्रालय ने यह अनिवार्य किया है कि वास्तविक उपकरण निर्माताओं द्वारा 1 अप्रैल 2019 को और उसके बाद पूरी तरह से निर्मित बसें (चालक को छोड़कर 22 या इससे अधिक यात्रियों के बैठने की क्षमता के साथ) समय-समय पर संशोधित एआईएस:153 के अनुरूप होंगी, जब तक कि भारतीय मानक ब्यूरो अधिनियम, 2016 (2016 का 11) के तहत संबंधित बीआईएस विनिर्देशों को अधिसूचित नहीं किया जाता है।
- मंत्रालय ने केंद्रीय मोटर वाहन नियम 1989 के नियम 95 में संशोधन करने के लिए अधिसूचना जारी की है। यह प्रस्तावित करता है कि एआईएस 142:2019 में पिरभाषित श्रेणी सी1, सी2 और सी3 के तहत वर्गीकृत टायर, समय-समय पर संशोधित एआईएस 142:2019 के चरण 2 में निर्दिष्ट रोलिंग प्रतिरोध, गोली पकड़ और रोलिंग ध्वनि उत्सर्जन की आवश्यकताओं को पूरा करेगा, जब तक भारतीय मानक व्यूरो अधिनियम, 1986 के तहत संबंधित बीआईएस विनिर्देशों को अधिसूचित नहीं किया जाता है। रोलिंग प्रतिरोध के लिए एक उच्च रेटिंग बेहतर ईधन बचत का संकेत देती है। वहीं, उच्च गोली पकड़ रेटिंग टायर की टोस ब्रेकिंग क्षमता को दिखाती है। इसके अलावा कम शोर का स्तर एक अधिक आरामदायक सफर को दिखाता है।
- भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) की सड़क किनारे स्थित
 सुविधाओं (डब्ल्यूएसए) के तहत डेवलपर को इलेक्ट्रिक वाहन चार्जिंग स्टेशन की
 सुविधा उपलब्ध करवाना है। भारी उद्योग मंत्रालय (एमएचआई) ने फेम इंडिया
 योजना चरण-।। के तहत एक्सप्रेसवे व राष्ट्रीय राजमार्गों पर सार्वजनिक इलेक्ट्रिक
 वाहन चार्जिंग बुनियादी ढांचे के निर्माण और संचालन के लिए सरकारी
 संगठनों/सार्वजनिक क्षेत्र के उपक्रमों (पीएसयू) (राज्य/केंद्रीय)/सरकारी
 डिस्कॉम/ सार्वजनिक तेल क्षेत्र के उपक्रमों और इसी तरह के अन्य सार्वजनिक/निजी
 संस्थाओं से प्रस्ताव आमंत्रित किए थे। इसमें कन्वर्जेंस एनर्जी सर्विसेज लिमिटेड
 (ईईएसएल की सहायक कंपनी) के साथ एनर्जी एफिशिएंसी सर्विसेज लिमिटेड
 (ईईएसएल) कंसोटिंयम (संघ) को 16 एनएच/एक्सप्रेसवे के के लिए ईवी चार्जिंग
 स्टेशन स्थापित करने का काम साँपा गया है।
- मंत्रालय ने रोपवे और वैकल्पिक गितशीलता समाधानों के विकास की देखभाल करने का निर्णय लिया है। इससे इसमें आने वालों के लिए एक नियामक व्यवस्था का गठन और उन्हें अनुसंधान व नई तकनीक की सुविधा प्रदान करने से इस क्षेत्र को बढ़ावा मिलने की उम्मीद है। इस कदम को मजबूत करने के लिए भारत सरकार (कार्य आवंटन) नियम, 1961 में एक संशोधन अधिसूचित किया गया है। इसके मायने हैं कि मंत्रालय के पास इस क्षेत्र में रोपवे और वैकल्पिक गितशीलता समाधान

प्रौद्योगिकी के विकास के साथ-साथ निर्माण, अनुसंधान और नीति की भी जिम्मेदारी होगी।

 वस्तुओं के परिवहन में क्रांति लाने और व्यापक लॉजिस्टिक्स लागत को कम करने को लेकर ऑटोमोटिव उद्योग मानक सिमित ने सड़क-ट्रेनों की सुरक्षा जरूरतों को शामिल करने के लिए अपने एआईएस-113 मानक में संशोधन किया है। भारतीय परिचालन परिस्थितियों को ध्यान में रखते हुए यूरोपीय बेंचमार्क की जांच के बाद मानक तैयार किए गए हैं। ये मानक लंबी दूरी के माल (फ्रेट) गिलयारे के साथ वस्तुओं की तेज व कुशल आवाजाही के लिए एक सफल हस्तक्षेप की राह दिखाएंगे।

5. फास्टैंग को अनिवार्य किया गया

राष्ट्रीय राजमार्गों पर वाहनों को निर्बाध आवाजाही सुनिश्चित करने की दिशा में एक महत्वपूर्ण कदम के तहत मंत्रालय ने निर्णय किया कि राष्ट्रीय राजमार्गों पर टोल प्लाजा की सभी लेन को 15-16 फरवरी, 2021 की मध्यरात्रि से "फास्टैग लेन" के रूप में घोषित किया जाएगा। इस कदम ने डिजिटल मोड के जिरए शुल्क भुगतान को बढ़ावा दिया है, प्रतीक्षा समय व ईंधन की खपत को कम किया है और टोल प्लाजा से होते हुए निर्बाध गिलयारे को उपलब्ध कराया है। 21 दिसंबर, 2021 तक 4.35 करोड़ से अधिक फास्टैग जारी किए जा चुके हैं। 71.38 लाख के औसत दैनिक इलेक्ट्रॉनिक टोल कलेक्शन (ईटीसी) लेन-देन के साथ औसत दैनिक संग्रह 106 करोड़ रुपये (नवंबर 2021 तक) तक पहुंच गया है। पूरे देश में फास्टैग की पेंठ लगभग 97 फीसदी और कई टोल प्लाजा में 99 फीसदी है। वहीं, 728 राष्ट्रीय और 201 राज्य राजमार्ग टोल प्लाजा को पहले ही फास्टैग के लिए सक्षम बनाया जा चुका है। एक अनुमान के अनुसार फास्टैग से ईंधन पर हर साल लगभग 20,000 करोड़ रुपये की बचत होगी। इसके चलते मूल्यवान विदेशी मुद्रा की बचत होगी और पर्यावरण को भी सहायता मिलेगी।

गैर-मानक वाहनों के खिलाफ कार्रवाई

मंत्रालय ने मार्च, 2021 में एक अधिसूचना जारी की गई थी। इससे यह सुनिश्चित किया जाना है कि केंद्र सरकार के अनिवार्य मानकों के अनुरूप ही वाहनों का विनिर्माण किया जाए। इसके जिरए विनिर्माण दोषों के मामले में नागरिकों की रक्षा करने का विचार था। इसके तहत अगर वाहन निर्माता गैर-मानक वाले वाहनों को स्वैच्छिक रूप से वापस नहीं लेते हैं तो उनके खिलाफ ऐसे वाहनों के विनिर्माण और वेचने को लेकर केंद्रीय मोटर वाहन नियम, 1989 के प्रावधानों का उल्लंघन करने के लिए भारी जुर्माना देना होगा। यह 1 अप्रैल, 2021 से प्रभावी हो गया है।

7. उत्तर पूर्वी क्षेत्र पर ध्यान

उपराष्ट्रपति श्री एम. वेंकैया नायडु ने राष्ट्रीय राजमार्ग-40 के शिलांग-दावकी खंड के सुधार और चौड़ीकरण का शिलान्यास किया। यह उन्नत राजमार्ग न केवल इस क्षेत्र में बेहतर संपर्क प्रदान करेगा, बल्कि पड़ोसी देशों- बांग्लादेश व म्यांमार के साथ व्यापार और लोगों की आवाजाही के लिए एक महत्वपूर्ण कड़ी भी बनेगा।

- प्रधानमंत्री श्री नरेन्द्र मोदी ने 18 फरवरी को ब्रह्मपुत्र नदी पर दो प्रमुख पुल परियोजनाओं का शिलान्यास किया। (i) 25.47 करोड़ रुपये की लागत से राष्ट्रीय राजमार्ग-715 के पर माजुली (कमलाबाड़ी) और जोरहाट (निमती घाट) (6.8 किलोमीटर) के बीच ब्रह्मपुत्र नदी पर 2 लेन का प्रमुख पुल। यह असम के बाकी हिस्से के साथ माजुली शहर के लोगों को आसान और हर समय पहुंच प्रदान करेगा। इस पुल के निर्माण का काम मार्च, 2025 तक पूरा होने की उम्मीद है। (ii) एनएच-127वी पर 4997 करोड़ रुपए की लागत से 4-लेन धुबरी (असम)-फुलबारी (मेघालय) पुल का निर्माण ब्रह्मपुत्र नदी पर किया जाएगा। इससे दोनों स्थानों के बीच की यात्रा दूरी 205 किलोमीटर से घटकर केवल 19 किलोमीटर और यात्रा की अवधि भी 6 घंटे से घटकर 20 मिनट रह जाएगी। यह पुल देश के बाकी हिस्सों के साथ मेघालय, मणिपुर, मिजोरम, त्रिपुरा और असम के बराक घाटी क्षेत्र को एक और वैकल्पिक संपर्क प्रदान करेगा। इस परियोजना के सितंबर, 2028 तक पूरा होने की उम्मीद है।
- इसी तरह श्री नितिन गडकरी ने मणिपुर में 4,148 करोड़ रुपये के निवेश से कुल
 298 किलोमीटर की लंबाई वाली 16 राष्ट्रीय राजमार्ग परियोजनाओं का उद्घाटन

और शिलान्यास किया। ये परियोजनाएं मणिपुर को देश के बाकी हिस्सों और पड़ोसी देशों के साथ हर मौसम में जोड़ने का काम करेंगी। इम्फाल में परियोजनाओं का उद्घाटन करते हुए श्री गडकरी ने कहा कि राज्य के लिए 5,000 करोड़ रुपये की परियोजनाओं को भी मंजुरी दी गई है।

सड़कों को सुरक्षित बनानाः मुसीवत के समय सहायता करने वाले नेक व्यक्ति का सम्मान करना

मुसीबत के समय सहायता करने वाले नेक व्यक्ति के लिए 2021 में एक पुरस्कार योजना की घोषणा की गई। इसके तहत एक मोटर वाहन से घातक दुर्घटना के शिकार को तत्काल सहायता प्रदान करके और चिकित्सा उपचार प्रदान करने के लिए गोल्डन ऑवर (दुर्घटना के बाद महत्वपूर्ण अविध) के भीतर अस्पताल पहुंचाकर उसकी जान बचाने वाले नेक व्यक्ति को इससे सम्मानित किए जाने का प्रावधान है। इसके लिए पुरस्कार की रकम 5,000 रुपये प्रति घटना होगी। वहीं, एक अच्छे व्यक्ति को एक साल में अधिकतम 5 बार सम्मानित किया जा सकता है।

- मंत्रालय ने राष्ट्रीय सड़क सुरक्षा बोर्ड के गठन को अधिसूचित किया है। यह सड़क सुरक्षा व नवाचार को बढ़ावा देने, नई तकनीक को अपनाने और यातायात व मोटर वाहनों को विनियमित करने के लिए जिम्मेदार होगा। इस बोर्ड का मुख्यालय राष्ट्रीय राजधानी क्षेत्र में होगा। इसके अलावा बोर्ड भारत में अन्य स्थानों पर भी अपना कार्यालय स्थापित कर सकता है। बोर्ड में एक अध्यक्ष और अधिकतम 7 सदस्य होंगे। इनकी नियुक्ति केंद्र सरकार करेगी।
- 4 साल से कम उम्र के बच्चों की सवारी या मोटरसाइकिल पर ले जाने के लिए मंत्रालय ने प्रारूप नियम जीएसआर 758 (ई) को जारी किया है। इसके तहत 4 साल से कम उम्र के बच्चे को क्रैश हेलमेट फिटिंग हेड पहनना चाहिए और बच्चे को मोटरसाइकिल से जोड़ने के लिए सेफ्टी हार्नेस का इस्तेमाल किया जाना चाहिए। इसके अलावा वाहन की गति 40 किलोमीटर प्रति घंटे से अधिक नहीं होनी चाहिए।
- मंत्रालय ने ''इलेक्ट्रॉनिक निगरानी और सड़क सुरक्षा के प्रवर्तन" के लिए केंद्रीय मोटर वाहन नियम 1989 में संशोधन करने वाली एक अधिसूचना भी जारी की। इसके तहत चालान जारी करने के लिए इलेक्ट्रॉनिक उपकरणों का उपयोग किया जाएगा। इनके पास राज्य सरकार का अनुमोदन प्रमाण पत्र होगा। यह प्रमाणपत्र इस बात की पुष्टि करेगा कि उपकरण सही है। साथ ही, इस उपकरण को हर साल नवीनीकृत किया जाएगा। वहीं, राज्य सरकारें यह सुनिश्चित करेंगी कि अधिसूचना में उल्लिखित 132 शहरों सहित कम से कम 10 लाख से अधिक जनसंख्या वाले प्रमुख शहरों में ऐसे उपकरणों को राष्ट्रीय राजमार्गो, राज्य राजमार्गों और महत्वपूर्ण जंक्शनों पर उच्च-जोखिम/उच्च-घनत्व वाले गिलयारों में इन उपकरणों का उपयोग किया जाए।

9. ऑस्ट्रेलिया के यूनिवर्सिटी ऑफ एनएसडब्ल्यू के साथ सहभागिता

नोएडा के आईएएचई परिसर में उन्तत परिवहन प्रौद्योगिकी और प्रणालियों के लिए एक केंद्र स्थापित करने को लेकर मंत्रालय के तहत भारतीय राजमार्ग अभियन्ता अकादमी (आईएएचई) ने ऑस्ट्रेलिया के यूनिवर्सिटी ऑफ न्यू साउथ वेल्स (यूएनएसडब्ल्यू) के साथ एक समझौता पर हस्ताक्षर किया। श्री नितिन गडकरी की अध्यक्षता में वर्चुअल माध्यम के जिरए आयोजित एक समारोह में हस्ताक्षरित यह समझौता आईएएचई में केंद्र की स्थापना के लिए क्षमता निर्माण, प्रौद्योगिकी हस्तांतरण और सक्षम वातावरण के निर्माण के संबंध में एक परियोजना के लिए है। इसके अलावा यूएनएसडब्ल्यू स्मार्ट परिवहन प्रणाली और मॉडलिंग पर स्वप्रमाणित पाठ्यक्रम भी प्रदान करेगा।

10, विरासत का संरक्षण

एक महत्वपूर्ण कदम के रूप में मंत्रालय ने पुराने मोटर वाहनों की पंजीकरण प्रक्रिया को औपचारिक रूप देने के लिए केंद्रीय मोटर वाहन नियम 1989 में संशोधन किया। इसके अनुसार 50 साल से अधिक के सभी 2 और 4 पहिया वाहन, जिन्हें उनके मूल रूप में बनाए रखा गया है और किसी भी बड़े बदलाव से नहीं गुजरे हैं, उन्हें विंटेज (विशिष्ट) मोटर वाहन के रूप में पंजीकृत किया जा सकता है। इसका उद्देश्य देश में पुराने वाहनों की विरासत को संरक्षित करना और बढ़ावा देना है।

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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	1	F-62, Sector - 8, Near Dainik Jagran Press, Noida -201301	7838900483	0120-2422180	2422771
Faridabad		18/1, Mathura Road, Near Ajrounda Chowk, Faridabad - 121001	9350553301	9717773757	0129-2283542
Gurgaon	:	Shiv Ashram Palam Gurgaon Road, Dundahera Gurgaon - 122016 (Haryana)	8930198012	7995000449	
Gandhinagar	÷	1123/55, Multani Mohalla, Gandhi Nagar, Delhi - 110031	8010082244		
Phoolbagh		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	1	Shop No. 58, New Kutab Road, Sadar Bazar, Delhi - 110006	9350186138	7995000436	
Sanjay Gandhi	0	BG-316, Sanjay Gandhi TPT Nagar, Near Delhi Dharam Kanta, Delhi - 110042		27832833	45170449
Kundli		Shop No.11, Lakhmi Pyau, Kundli Border (Kamla Market) Sonepat (HR) 131028	7995000438	7428388316	9541905794
Rama Road		61, Rama Road, Near Bisleri, New Delhi - 110015	9310658047	7995000427	25410794
Manesar	**	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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GOVERNMENT OF INDIA MINISTRY OF ROAD TRANSPORT AND HIGHWAYS RAJYA SABHA UNSTARRED QUESTION NO -935 ANSWERED ON – 19/09/2020

UNSAFE ROAD CONDITION

935. SHRI K. P. MUNUSAMY:

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

- (a) whether it is a fact that in the rainy season, most of the roads are not safe for running a heavyweight vehicle because of weak pavement, distressed bridges, poor riding quality and poor maintenance;
- (b) whether Government has any proposal to rectify the shortfalls; and
- (c) if so, the action taken or to be taken in near future in this regard?

ANSWER

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

- (a) Works on National Highways are executed duly following the specifications and standards laid down by Ministry of Road Transport & Highways (MoRT&H) and Indian Road Congress (IRC). National Highways are all weather roads where all types of vehicles including heavy vehicles ply during rainy season also.
- (b) & (c) National Highways are being maintained through agencies like NHAI, State PWD's, NHIDCL in traffic worthy condition by means of various maintenance activities of Ordinary Repair, Surface Renewal, Special and Flood Damage Repair as per site requirement whenever damages are noticed. National Highway stretches under BOT/OMT/EPC agreements are maintained by the Concessionaire/Contractor as per the provisions specified in the agreement.

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Friends,

The logistics business is growing steadily and in the coming years, it is going to excel further. This I can say at least for the organised players, who have emphasized building a strong team backed by proper IT infrastructure. The near future is going to be driven by the digital medium, so the better we get acquainted with it better it will be for us.

Further, we live in a competitive world and so even if checking every tender may be practically impossible still we will have to have a hawk's eye and be vigilant every moment. Moreover, while filling the tenders, especially government tenders we will have to go through the tenders thoroughly before quoting the rates.

Also, knowing the terms and conditions is a must, simply putting the quotes as per rates received from the branches will not take us anywhere. Therefore the person in charge will have to make an effort to read and understand every single point under the terms and conditions. This is crucial because a current Indian Oil tender for import shipments from JNPT to Panipat and Gujarat areas contained a revised set of terms and conditions. I am sure most of the applicants must have followed the old terms and conditions and eventually have ended up losing a huge amount.

What was new in the musts was that they have made it compulsory for vehicles to cover at least 350 km every day. So, if one carries cargo from JNPT to Baroda, he will get just 3 days for the up and down trip as the distance is only 450 km between the two places. And, if anyone is unable to deposit the empty container back in JNPT within the stipulated time, then, a penalty of late delivery will be imposed, which is Rs. 3000 per day for the first 3 days and Rs. 6000 per day after the 3 days. On top of it, a new clause is also added, which says that if the shipping line free detention time gets over, then the shipping line detention charges will also be deducted from the transporter, which is around Rs. 12000/- per day.

The important aspect to note here is that brokers have a general tendency of loading cargo in empty import containers on their way back at a very low rate. Further, transport companies' costing departments often are in a habit of not informing carriers about the transit time. So, if the quote is as per 3 days transit time, then the cost will come almost 50% higher as it will not allow uploading cargo on the return journey.

While our quotes are based on the received low costing but do we realise that we can end up paying almost Rs. 20000 per container as late penalty and shipping line detention charges, as penalty to Indian Oil.

Logically we should have a checklist before applying for a tender. As for our company, I have taken this initiative and prepared a very basic checklist which everyone should follow. You may take the help of your marketing team and engage it to go through the checklist once they receive the tender documents. What will ensure this is that they have read all the terms and conditions thoroughly.

Coming to buying vehicles, many of us may be buying vehicles but how many of us know the actual cost of running a vehicle on a per km basis? Not many, I am sure!

Because everyone tends to go by the prevailing market rates. However, one needs to know the actual cost per km basis, so that, he doesn't make losses from his trucks.

The formula to be not at loss is here. Think of operating your vehicle at least 5500 km a month. Then, to arrive at a per-day cost of detention, one has to divide the fixed cost by 18 days, as the vehicle plies only for 18 days, and the remaining 12 days are spent on loading and unloading goods or waiting for the load. Believe it or not, per day cost comes to around Rs. 6500, whereas truck operators claim or are paid only Rs. 1000 to Rs. 2000 as detention charges. The low detention cost is the root cause of people not making money from their vehicles.

Just imagine a taxi which costs Rs. 4 lacs is being paid Rs. 2000 as halting charge and think a truck costing an Rs. 32 lacs not even getting paid for its first 12-24 hours and then a paltry Rs. 1000 – Rs.1500 for every day! This is the real picture and we as an industry must need to wake up. How long we will have to wait for a better time to come for revising the detention charges? In my view, the time has already arrived. What do our other members think?

Author: Ashok Goyal, Managing Director, BLR Logistiks (I) Ltd.

	POINTS TO BE NOTED WHILE FILLING TENDER / RFQ	
	CLIENT NAME: M/s.	Remarks Yes / No
1	Payment terms	
2	Loading/ unloading charges (Inclusive or Exclusive)	
3	Insurance clause - Whether eargo insured by client	
4	Penalty clause for late delivery	
5	Penalty clause for non placement of vehicle	
6	Detention Charges	
7	Deduction clause in case of shortage/ damage	
8	Contract termination clause notice period	
9	Whether transporter also has the right to terminate the contract if yes, notice period required	
10	Court jurisdiction in case of dispute	
11	Whether there is arbitration clause in case of dispute	
12	EMD payment : by DD or BG	
13	Rate escalation clause in case of diesel hike	
14	Period of the contract :date of start and end	
15	Whether branches asked to verify working conditions by visiting the loading / unloading point.	
16	Value of contract if awarded.	
17	EXCISE /CENVAT copy loss penalty	
18	Whether the rates to be quoted are in per mt / per quintal / per km per mt	
19	While sharing RFQ with branches / traffic teams, additional column of kms needs to be filled and shared along with origin & destination details.	

	40 feet Container			40 feet Container						
	ASHOKL LEYLAND UA4020/34 TT (Horse) with	n l		w.W-0529777944		Mahindra Blazo 28, 32FT with AMC 6year 6 Lakh			27,47,200	
	AMC 6year 420000 kms		23,92,589		32 FT container body Fabrication cost			3,30,400		
	40 FT double axle trolley			8,26,000		Total Vehicle cost			30,77,600	
	Total Vehicle cost 32,					Fix Expenses (Per Month)				
	Fix Expenses (Per Mont	Finance cost of EMI @7.25% (59 Months)								
	Finance cost of EMI @7.25% (59 Months) 64					Registration One Time (3500)			61,617	
	Registration One Time (3500)			292		Insurance Yearly (57427)			4,786	
	Insurance Yearly (59112)			4,926		Fitness Renewal(7500)			625	
	Fitness Renewal(7500)			625		Road Tax Yearly (31849)			2.654	
	Road Tax Yearly (42000)			3,500		Goods Permit (22500)			1,875	
	Goods Permit (22500)			1,875	IT	New vehicle RTO fee (6500)			542	
	New vehicle RTO fee (9000)			750	H	Driver Salary			30,000	
	Driver Salary			30,000	\vdash	PPE			935	
	PPE			935		110			1,760	
	Admin Expense			1,760	-	Admin Expense		-	-	
	Driver Cell Phone			300		Driver Cell Phone		_	300	
	AMC Charges With OEM(Average of 7 Years)			6,000		AMC Charges With OEM(Average of 7 Years)			6,000	
	Interest On Investment of 3 Lakhs day one		-	2,000		Interest On Investment of 3 Lakhs day one			2,000	
Α				1,17,403	A				1,13,385	
	Variable Cost Per KN	1				Variable Cost Per KM				
	Total KM in Month 5500 (Industry Benchmark)	5500				Total KM in Month 5500 (Industry Benchmark)	5500			
В	Fuel Average Per KM 3 Km/Lit (5500 KM /3)	1833	90	1,65,000	В	Fuel Average Per KM 3.75 Km/Lit (5500 KM /3.75)	1467	90	1,32,000	
B.1				8,250	B.1	Addblue Cost (@Rs.1.50 per/km)			8,250	
C	Toll @5.5 Rs/KM (5500 KM X 5.5)	5.5	-	30,250	C	Toll @5.5 Rs/KM (5500 KM X 5.5)	5.5		30,250	
D	Tyre 2.9/KM (5500 KM X 2.9)	29	-	15,950	D	Tyre 2.2/KM (5500 KM X 2.2)	2.2		12,100	
E	A+B+C+D+E			3,36,853	Е	A+B+C+D+E			2,95,985	
	Total Cost Per KM		Total Cost Per KM	E/550		₹54				

TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.) Freight (in MT.)

c	Airmont	Freight (in MT.) For The Month For The Period April To Dec											
S.	Airport	The second second second		th	For The	Period Apr	il To Dec						
no.		Dec	Dec	%	2021-22	2020-21	(4.2) 55						
7.5	16 7	2021	2020	Change			Change						
(A)	15 International												
1	Kolkata	7855	6874	14.3	68480	46520	47.2						
2	Chennai	6646	8359	-20.5	53332	44148	20.8						
3	Goa	484	509	-4.9	3420	2212	54.6						
4	Srinagar	617	537	14.9	6949	4339	60.2						
5	Bhubaneswar	908	768	18.2	7811	4432	76.2						
6	Varanasi	360	376	-4.3	3174	2034	56.0						
7	Calicut	36	38	-5.3	504	373	35.1						
8	Amritsar	79	137	-42.3	620	584	6.2						
9	Coimbatore	599	575	4.2	4921	3625	35.8						
10	Vijayawada	169	152	11.2	1809	1167	55.0						
11	Imphal	931	622	49.7	5125	2685	90.9						
12	Portblair	668	498	34.1	4330	2671	62.1						
13	Trichy	0	0	-	0	0							
14	Tirupati	9	0	-	43	- 0							
15	Kushinagar	0	0		0	.0							
Tota		19361	19445	-0.4	160518	114790	39.8						
	6 PPP Internation				100510	111770	57.0						
16	Ahmedabad	3686	3955	6.0	31761	26855	18.3						
17	Lucknow	1285	862	-6.8 49.1	8880	6273	41.6						
	200020000000000000000000000000000000000			49.1	1890		71.8						
18	Mangalore	180	21	17.0		1100							
19	Guwahati	2191	1874	16.9	16297	10491	55.3						
20	Jaipur	1394	1437	-3.0	10129	7926	27.8						
21	Trivandrum	185	132	40.2	1211	643	88.3						
<u>Fota</u>	A STREET, STRE	8921	8281	7.7	70168	53288	31.7						
(C)	7 JV International	al Airports	3										
22	Delhi (DIAL)	30036	30054	-0.1	243301	187534	29.7						
23	Mumbai (MIAL)	20472	18241	12.2	160013	99136	61.4						
24	Bangalore (BIAL)	12786	12764	0.2	105155	83436							
25	Hyderabad (GHIAL)	5911	5029	17.5	48198	32238	49.5						
26	Cochin(CIAL)	1149	1060	8.4	9175	6097	50.5						
27	Nagpur (MIPL)	701	886	-20.9	5565	4105							
28	Kannur (KIAL)	3	000	-20.7	3	0	33.0						
Tota		71058	68034	4.4	571410	111111111111111111111111111111111111111	38.5						
	1 ST Govt./Pvt.			4.4	2/1410	412340	30.0						
				-			_						
29	Shirdi	0	0	-	. 0	0	-						
Tota		0	0	43	0	0							
(E)	10 Custom Airpo	orts											
30	Patna	1108	1129	-1.9	9440	8353	13.0						
31	Pune	2923	3444	-15.1	20467	18479	10.8						
32	Bagdogra	747	715	4.5	6922	4153	66.7						
33	Chandigarh	892	1049	-15.0	8403	5084	65.3						
34	Visakhapatnam	266	264	0.8	3039	2471	23.0						
35		702	1113	-36.9	6246	4350	43.6						
36	Indore Madurai	119	265	-55.1	1014	1306	-22.4						
37		359		-10.9			26.0						
_	Surat		403		3718	2950	26.0						
38	Aurangabad	71	102	-30.4	634	476	33.2						
39	Gaya	0	0		0	0	25.0						
Tota	(0.D	7187	8484	-15.3	59883	47622	25.7						
(F)	69 Domestic Air					200.000							
40	Ranchi	459	705	-34.9	4170	3614	15.4						
41	Raipur	559	562	-0.5	4567	3098	47.4						
42	Jammu	125	104	20.2	1120	623	79.8						
43	Dehradun	79	10		450	40							
44	Agartala	345	179	92.7	2684	1243							
45	Gorakhpur	0	0	740	0	0							
46	Bhopal	216	163	32.5	1553	814	90.8						
47	Udaipur	18	103	Jan	78	2	30.0						
48		78	109	-28.4	761	525	45.0						
	Dibrugarh	0	109	-20.4	761	323	43.0						
49	Prayagraj			170			21.0						
50	Leh	268	326	-17.8	1675	1109	51.0						
51	Jodhpur	0	0		0	0							
52	Vadodara	122	391	-68.8	868	1039	-16.5						
53	Silchar	62	72	-13.9	612	420	45.7						
54	Belgaum	2	0		30	0							
55	Rajahmundry	1	0		6	.0							
	I II. a second at a second at a	4	2		29	20	45.0						
56 57	Jharsuguda Darbhanga	9	- 64		80	20	40.00						

S.	Airport	Freight (in MT.) For The Month For The Period April To Dec										
no.		Dec 2021	Dec 2020	% Change	2021-22	2020-21	% Change					
(F)	69 Domestic Air											
58.	Rajkot	32	9		158	13						
59	Jabalpur	0	0		0	0						
60	Tuticorin	0	0.		0	0						
61	Hubli	6	3		28	56	-50.0					
62	Dimapur	124	37		694	171						
63	Gaggal (Kangra)	0	0		0	0						
64	Kishangarh	0	0	- 0	0	0						
65	Mysore Kolhapur	0	0	-	0	0						
67	Kandla	0	0	-	0	0						
68	Gwalior	0	0	-	0	0						
69	Kanpur (Chakeri)	22	28	-21.4	170	50	-					
70	Kalaburgi	0	0	-	0	0						
71	Juhu	29	17	70.6	171	91	87.5					
72	Cuddapah	0	0	-	0	0						
73	Jaisalmer	0	0	0.000	0	0	550					
74	Jorhat	2	5	-60,0	7	16	-56					
75	Bikaner	0	0		0	0						
76	Jamnagar	0	0	-	0	0						
7.7	Salem	0	0		0	0						
78	Diu	0	0	-	0	0						
79	Porbandar	0	0		0	0						
80	Adampur (Jalandhar) Bhui	0	0	-	0	0						
82	Hindon	0	0	- 1	0	0						
83	Pantnagar	0	0	-	0	0						
84	Lakhimpur (Lilaberi)	2	0	-	3	0						
85	Pakyong	0	0	-	0	0						
86	Bhavnagar	0	0		- 0	0						
87	Pathankot	0	0	-	0	0						
88	Bhuntar	0	0	- 5	0	0						
89	Ludhiana	0	0	- 2	0	0						
90	Agatti	5	0		87	0						
91	Jalgaon	0	0		0	0						
92	Barapani (Shillong)	0	0		0	0						
93	Bilaspur	0	0	- 5	0	0						
94	Tezpur	0	0	-	0	0						
95 96	Agra Baareilly	0	0		0	0	-					
97	Hyderabad (Beginper)	0	0	-	0	0						
98	Shimla	0	ő	-	0	0	-					
99	Khajuraho	0	0	-	0	0						
	Pondicherry	0	0		0	0						
101	Bhatinda	0	0	-	0	0						
102	Kota	0	0	-	0	0						
103	Sholapur	0	0		0	0						
	Keshod (Junagarh)	0	0		- 0	0						
	Safdarjung	0	0	-	0	0						
	Tezu	0	0		0	0						
	Coochbehar	0	0		0	0						
108	Rupasi	0	0		0	0						
	9 Domestic Airports	2569	2723	-5.7	20001	12944	54.					
(G)	14 St.Govt. / Pvt	Airports			100							
	Durgapur	- 1	0	-	2	0						
110	Nasik(Hal ozar)	0	16	-	1	17	-94.					
11	Lengpui(aizwal)	30	48	-37.5	254	284	-10.					
12	Nanded	0	0	-	0	0						
13	The starting	0	0	-	0	0						
14	Vijayanagar	0	0		0	0						
	Bidar	0	0	-	0	0						
	Pasighat	0	0	-	0	0						
17		0	0	- 2	0	0	1					
	Mundra	0	0	-	0	0						
19	Pithoragarh	0	0	- 2	0	0						
	Bangalore(Hal)	0	0	-	0	0						
21	Kurnool	0	0		0	0						
22	Sindhudurg	0	0	-	0	201						
	4 St.Govt. / Pvt Airports	31	64	-51.6	257	301	-14.6					
	Other Airports	0	0	-	0	0	-					
	otal (A+B+C+D+E+F+G+H)	109127	107031	2.0	882237	641491	37.					

OCEAN FREIGHT TRAFFIC HANDLED AT MAJOR PORTS (DURING APRIL TO JANUARY'2022* VIS-A-VIS APRIL TO JANUARY'2021)

(*) TENTATIVE (IN '000 TONNES)

PORT	TRAFFIC PERIOD	P.O.L.	Other	Iron		ilizers		pal	Container			TOTAL	% VAR.	CAGR*(%)
		(Crude, Prod., LPG/ LNG)	PG/	Ore Incl. Pellets		RAW	Thermal & Steam	Coking & Others	Tonnage	TEUs	Misc. Cargo		AGAINST 2020-21	2019-20 AND 2021-22
SMP, KOLKATA														
Kolkata Dock System	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021 TRF APRIL-JAN., 2020	310 252 520	405 281 600	31	236 424 688	24 7 6		1342 2526 1729	7095 6861 8272	480 446 578	3105 2302 2640	12517 12653 14486	-1.07	-7.04
Haldia Dock Complex	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021 TRF APRIL-JAN., 2020	8430 7463 7999	4286 3976 4039	924 3354 2762	181 193 137	315 313 323	95 522 1751	10706 12481 12736	2855 2262 2615	141 118 145	6957 6584 6030	34749 37148 38392	-6.46	-4.86
TOTAL: SMP, KOLKATA	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021 TRF APRIL-JAN., 2020	8740 7715 8519	4691 4257 4639	924 3354 2793	417 617 825	339 320 329	95 522 1751	12048 15007 14465	9950 9123 10887	621 564 723	10062 8886 8670	47266 49801 52878	-5.09	-5.46
PARADIP	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021 TRF APRIL-JAN., 2020	26992	1650 1386 1349	16237 23474 18557	340 480 434	4147 4166 3491	23909 19506 21879	11497 10390 9984	162 224 188	8 13 10	7339 6990 5658	93649 93608 93387	0.04	0.14
VISAKHAPATNAM	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021 TRF APRIL-JAN., 2020	11671 13694 15868	1713 1616 1786	100000000000000000000000000000000000000	991 1877 1966	1267 989 747	7367 4824 8475	4139 4927 6203	7127 6797 7322	421 400 429	10529 8393 6526	56768 58090 60739	-2.28	-3.32
KAMARAJAR (ENNORE)	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021 TRF APRIL-JAN., 2020	4082 3753 4205	115 99 117	104	- 99	3	15472 11122 16168	1735 549 829	500,000,000	394 128 109	2299 1672 3024	31299 19665 26554	59.16	8.57
CHENNAI	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021 TRF APRIL-JAN., 2020	9229 8178 11281	951 890 1193	33	135	208 165 175	1 15	7 4 -	26047 21261 22875	1350 1102 1185	3562 4078 4280	40004 34744 39804	15.14	0.25
V.O. CHIDAMBARANAR	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021 TRF APRIL-JAN., 2020	317 409 482	841 786 1067	25	283 794 296	625 339 547	6271 5645 5696	4035 4304 4969	12926 12115 13773	656 609 670	3135 2027 3103	28458 26419 29933	7.72	-2.49
COCHIN	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021 TRF APRIL-JAN., 2020	17890 14994 19003	422 463	4 9000	22	259 240 157			8580 7607 7189	615 550 519	1094 1833 1186	28245 24674 28020	14.47	0.40
NEW MANGALORE	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021 TRF APRIL-JAN., 2020	18966 17389 17918	1971 1813 1634	3222 3696 4172	250 682 459	87 72 97	2872 2374 3598	386 305 557	1937 1861 1828	127 123 125	1488 721 652	31179 28913 30915	7.84	0.43
MORMUGAO	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021 TRF APRIL-JAN., 2020	417 311 525	150 148 146	2655 5428 1212	36 108 52	1 12	1363 1306 1235	6252 6526 6652	176 258 349	13 19 27	3859 3090 3246	14908 17175 13417	-13.20	5.41
MUMBAI	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021 TRF APRIL-JAN., 2020	27659	1384 1349 1690	5668 5594 5838	278 325 235	124 37 91	4442 3094 2978	290 925 2392	5.550,550	20 21 24	6622 3870 5676	49404 43064 51346	14.72	-1.91
J.N.P.T.	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021 TRF APRIL-JAN., 2020	3028	2356 2013 2124	-		25 25	5		57305 45536 50549	4700 3687 4205	654	63006 51231 56774	22.98	5.35
DEENDAYAL	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021 TRF APRIL-JAN., 2020	44574	9229 8419 8479	297	3340 4040 4154	581753	17397 13818 12883	533 452 875	6845	411 425 368	16530	107834 95094 101965	13.40	2.84
ALL PORTS	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021	182680	25473 22776				79188 62211	40922 43389		9336 7641	B-0000138325550	592020 542478	9.13	
% Variation from previous year	TRF APRIL-JAN., 2020	8.29	11.84 24687		1	-	27.29 74663	-5.69 46926		22.18	18.98 59302	9.13 585732		0.54

(*) CAGR = Compound Annual Growth Rate between April to January 2020 and April to January 2022



Good News! Commercial Vehicle Sales Up by 20.52% in Jan 2022

ecently, the Federation of Automobile Dealers Association of India (FADA) has revealed Commercial vehicle retail sales. As per the report, commercial vehicles have seen double-digit growth across the LCV, HCV and MCV in January 2022. In January 2022, 67,763 units of commercial vehicles were sold, up 20.52% against 56,227 units retailed in January 2021. Once again, Tata Motors top the list, followed by Mahindra and Ashok Leyland brands.

LCV, MCV and HCV have seen massive growth in the last month, especially HCV. HCV sales stood at 20,279 units in January 2022, up 41.12% against 14,370 units sold in January 2021.

Commercial Vehicle Sales Report Of January 2022 (YoY Basis)

Again, Tata topped the list in the commercial vehicle segment with 30,079 units sold in January 2022, up from 21,965 units sold in January

2021. Also, the market share of Tata has increased from 39.06% to 44.39% based on YoY.

Mahindra occupied the second position by selling 14,306 units in January 2022, up 4.10% over 13,742 units retailed in January 2021. The market share of Mahindra dipped from 24.44% to 21.11%. In Jan 2022, The company announced the "Get More Mileage or Give Truck Back" guarantee for its entire range of BS-VI trucks. Mahindra offers a wide range of 3.5 - 55 ton trucks consisting of HCV Blazo X, IVC Furio, and LCVs Furio 7 and Jayo range.

After Mahindra, Ashok Leyland occupied the 3rd position with 9,921 units in January 2022, increasing 18.19% over 8,394 units retailed in January 2021. The market share of Ashok Leyland last month was 14.64%.

VECV, Maruti and Daimler occupied 4th, 5th and 6th positions. In January 2022, VE sales stood at 4,358 units, rising from 3,214 units in January 2021 with a market share of 6.43%. **Maruti Suzuki's** retail sales grew from 3,789 units to 3,049 units, a growth of 24.27% with a market share of 5.59%. Daimler's retail sales rose to 1,149 units in January 2022 from 1,131 units sold in January 2021, while the market share increased 1.70%.

Force company has seen a 50.14% growth in January 2022 by selling 518 units of commercial vehicles. The company sold 345 units of commercial vehicles in January 2021 with a market share of 0.76%.

Others in the commercial vehicle segment contributed 3,113 units to total CV retails in January 2022, down from 3,977 units retailed in January 2021.

Commercial Vehicle Sales Report Of January 2022 (MoM Basis)

Compared to December 2021, Tata and Mahindra registered growth by 15.56% and 17.35%, respectively, in January 2022. The leading Tata sold 30,079 units in Jan 2022, up from 26,030 units retailed in Dec 2021. Similarly, Mahindra sold 14,306 units in Jan 2022, which is a hike compared to 12,191 units in Dec 2021. Ashok Leyland has also seen a growth of 25.96%, a total of 9,921 units of commercial vehicles were sold on Jan 22, which increased compared to the 7,876 units on Dec 21.

VECV, Maruti and Daimler have also seen a sales increase of 23.6%, 2.16% and 1.06%, respectively. While **Isuzu** and **Force**, unfortunately, have seen a decline by 5.19% and 8.48%. Other CV brands on this list also recorded a decrease of 4.19% in demand in Jan 2022, with 3,113 units retailed as against 3,249 units retailed in Dec 2021.

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Source: Truck Junction

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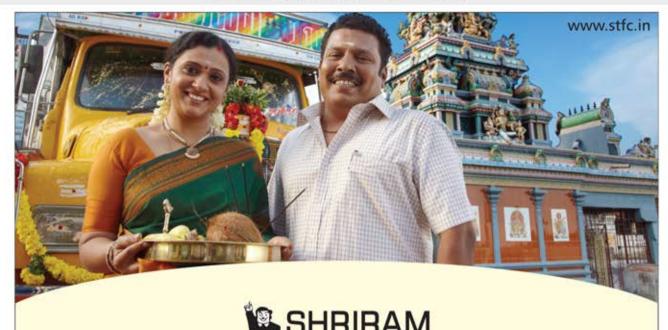


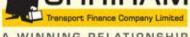












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