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Monthly Magazine of All India Transporters Welfare Association

<u>Parivahan Pragati</u>

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



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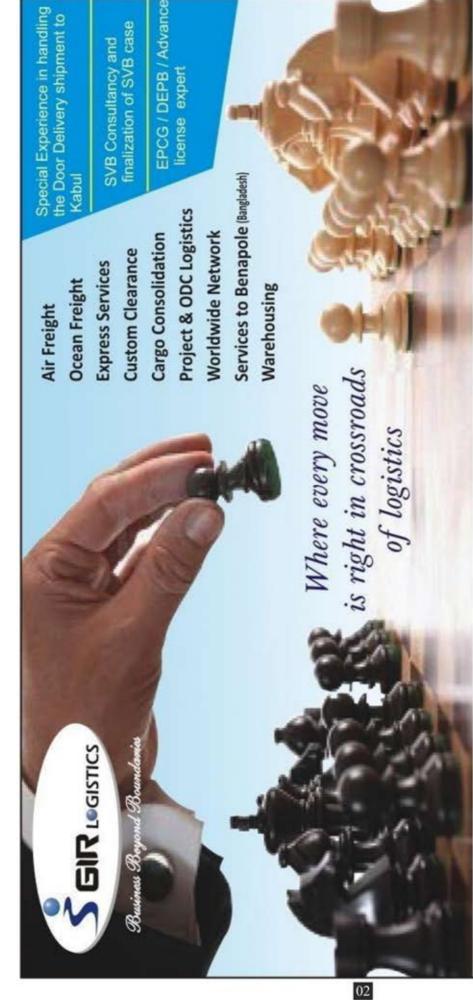
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> पीएम गतिशक्ति राष्ट्रीय मास्टर प्लान के कार्यान्वयन के माध्यम से लॉजिस्टिक्स क्षमता को मजबूत कर रहे हैं

 प्रारूप के नियमों में निर्धारित तरीके के अनुरूप वाहनों पर प्रदर्शित होने वाले मोटर वाहन फिटनेस प्रमाणपत्र की वैधता और पंजीकरण चिह्न के लिए मसौदा अधिसुचना जारी की गई

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Is Third-party Premium Hike The Only Solution? Let's Find Out!

Statistics - Air Freight

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Much Needed

RBI to Ensure Enough Liquidity to Support Business

ULIP: A Revolutionary Step to Organise Indian Logistics!

or long, the transport sector in India has been plagued by high logistics costs. Currently, it stands at 13-14% of GDP compared to 8-10% in the case of developing countries. Though the government is set to lower it by five percentage points, the biggest regulatory challenge that ups the overall cost is frequent stoppages by police and transport authorities.

When talking about the ease of logistics, Gujarat topped the recent Logistics Ease Across Difference States (LEADS) rankings and was followed by Haryana and Punjab. Notably, the Northeast lagged on almost all parameters in the latest official rankings. Among the hilly states and union territories, Jammu and Kashmir was the top performer. Besides, Delhi was on the top among other UTs, pipping Chandigarh.

The government is hopeful to fix the issue of increasing logistics costs by spurring competition among states to improve their performance. Recently, Gati Shakti scheme was launched too by the government which will not just help in filling infrastructure gaps but also reduce logistics costs further. Moreover, the government has introduced the Unified Logistics Interface Platform (ULIP), which is set to bring all modes of transportation under a single-window by connecting all logistics stakeholders (multiple ministries, enterprises and associations).

Talking about the ULIP, it is expected to turn the table around for the Indian logistics landscape. The platform will assist in inventory management (help in maintaining appropriate stock levels for the business' needs, minimising wasted inventory, funds tied up in stock, and lost income through stocks dropping too low), identification of cheaper logistics modes and cargo movement monitoring. This in turn will eliminate tedious documentation

processes and improve international competitiveness.

Notably, ULIP converges and integrates 24 logistics systems across six ministries including Ministry of Road Transport and Highways, Ministry of Ports, Shipping and Waterways, Ministry of Railways, Ministry of Civil Aviation, Directorate General Foreign Trade and Central Board of Indirect Taxes (CBIC) and departments, 78 APIs and 1454 fields across waterways, railways, roadways and airways in India. The platform will provide real-time monitoring of cargo movement, ensuring the confidentiality of data with end-to-end encryption.

In a nutshell, integration with existing data sources of ministries, exchanging data with private players and unified document reference in the supply chain will lead to a comprehensive reduction in logistics cost and time.

Aiming to break silos, ULIP will let government and private agencies, industry bodies, service providers and enterprises exchange information (cost, availability of containers, vacancy at ports and other critical data) on a real-time basis. Various authentication and e-locker services of the Centre such as Aadhaar, PAN, GSTN and Digi-locker will also be integrated into the platform for faster clearances. Also, added to the list are Vahan and Sarthi projects, which are integrated to facilitate the Transport sector by authenticating the vhicle, driving license and other documents so that drivers/vehicle owners do not face legal issues or become victiom of forgery.

sector to authenticate the vhicle or dl to avoid statuchary problems or fraud

This open and secure delivery platform will allow interoperability. Once the ULIP platform is operational, anyone will be able to find out whether they should use road/rail or which container depot/logistics hub/port and the time framework for sending goods.



Ashok Gupta

Further, the ULIP platform will be able to bring all processes linked to requests, compliances, certifications, approvals and feedback of all the ministries under one umbrella. This will not just help reduce logistics costs, but also promote ease of doing business. In addition, this will help India improve its ranking in competitive indices.

Besides, the pilot run of the ULIP platform has already been started with some start-ups on board. Also, National Logistics Portal (NLP) is ready to be integrated with ULIP, to make the multi-modal logistics ecosystem more efficient.

ULIP has raised the expectation bar and the buzz from every corner is heard that it is going to revolutionise the logistics sector. The introduction of ULIP is seen as the next big thing, especially after the COVID-19 crisis, which has affected almost all business operations in every sector and every part of India. Logistics has been particularly hard-hit, without which only certain cottage industries may function. The McKinsey Global Institute has already 'predicted in 2019 that Indias logistics sector would expand at a compound annual growth rate of more than 10 per cent, from \$200 billion in early 2020 to at least \$320 billion in 2025. With steps like ULIP and NLP, the logistics sector will surely reach the forecasted target!

Let's hope for the best!





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ULIP For Efficiency And To Reduce The Logistics Cost?

lexander Graham Bell once said, "Before a n y t h i n g e l s e, preparation is the key to success". Doesn't it simply imply everywhere? Whichever may be the field or the industry!

The logistics sector, which was under the shadow of 'industry and commerce' for decades started getting attention only of late. And ever since it has earned the special focus many measures in terms of hard and soft infrastructure have started to improve the logistics landscape of India. However, still, there are a lot of challenges that need to be addressed.

Logistics costs – one of the key challenges!

India incurs one of the highest logistics costs as a percentage of GDP in comparison to developed countries like the U.S. and Germany - where it is only 8 per cent to 9 per cent while it is 14% in India. Reduction of logistics cost to 9 per cent can save up to 50 billion USD.

Un-ignorable transportation issues!

- Transportation encompasses almost one-third of the total logistics costs
- Expensive tariffs
- Multiple checkpoints, congestion and poor state roads

The Indian Tax structure and problems of warehousing!

- · Indian taxes are too complicated
- Multiple center and state taxes lead to considerable time loss in transit on roads
- Warehouses are in a poor state and also available in restricted locations
- · Fragmented and inadequate storage

facilities

Unwise customers!

- On most occasions, customers don't have clarity on tracking/locating goods
- Expect quick delivery but without extra cost

Drivers' crisis - a big drawback!

- · Shortage of drivers
- · Scarcity of trained drivers
- The poor condition of trucks/highways/roads
- · Lack of tech literacy among drivers
- · Theft and material security
- · Driver comfort

Issues related to ports!

- · High turnaround time for ships
- · Overcrowded berths
- Delay in cargo evacuation unloaded at berths
- Coastal shipping gets hampered due to the weak landside and port facilities
- Insufficient depth at ports discourage large vessels
- · High freight costs
- · Inadequate infrastructure
- Poor hinterland connectivity through rail, road and highways
- Information exchange among trade and operational partners is limited

Cannot think without IT!

- Acceptance and adoption of technological advancements like IoT, Big data analytics, RFID, tracking, warehouse management system, etc.
- Poor visibility and transparency in operations
- Lack of quality workforce in this sector

Government regulations...!

· Significant compliance regulations



Mahendra Arya National President, AITWA

imposed by State Governments and other authorities

Considering all these lacunas, the government is planning to introduce a Unified Logistics Interface Platform-ULIP that will offer an integrated view of the Indian logistics value chain. This has been seen as the missing link and it has become the need of the hour as a unified system by the interconnection of the IT systems of various union ministries, state departments, governing bodies, and private service is expected to provide a resolution to all the mentioned issues.

Further, ULIP shall enable start-ups and private organizations to build the presentation layer, encompassing various use-cases to serve the service, trade and logistics service providers.

Additionally, for stakeholders to receive logistics-related services, visibility, authorizations, and certifications of the cargo seamlessly, all IT systems need to be interconnected. Therefore, the government, as part of its initiative to reduce the country's logistics cost by making systems more efficient and broad-based has proposed to introduce

a Unified Logistics Interface Platform-ULIP. The platform will also experience the participation of private-sector plans to integrate about 24 Digital Systems of 6 Ministries. The government wants ULIP to be a transparent, one window platform that can provide real-time information to all stakeholders and help reduce logistics costs.

ULIP, as an extension of the PM Gati Shakti program, shall standardize the processes and speed up the procedures related to the overall trade. With the introduction of the National Logistics Portal (NLP Marine), the government is also hoping to benefit EXIM trade and create more opportunities for specialized jobs. A recent webinar that was addressed by the Prime Minister of India also emphasised that PM Gati Shakti has a huge role to play in improving logistics infrastructure and thereby cutting down the logistic cost.

PM Gati Shakti aims at achieving the target of a \$5 trillion economy, enhanced infrastructure capacities, efficient logistics through seamless multimodal transport, creating synergy among various departments.

Further, we have learned that the Sagarmala Program of MoPSW also aims at improving logistics efficiency through the implementation of projects of port modernization and port connectivity enhancement. The point to be noted here is that the Direct Port Delivery (DPD) has increased from 39.15 per cent in FY2018 to 62.48 per cent in FY2021, with an increase of 64.66 per cent in container traffic at Indian ports in 2020-21 as compared to 2014-15. The graph is expected to excel further by about 2.5 times by 2030, further establishing that a more integrated approach is required to cater to such challenges.

Coming back to ULIP, the soon to be

introduced platform has three key components that define it.

• Integration with existing data sources of ministries: As authorization, compliance and clearance are some of the critical activities of Logistics; the integration with ULIP and at the same time share their data (transportation, dispatch, delivery, etc.) with ULIP, thereby streamlining the processes to bring better efficiency through data exchange.

· Unified document reference in the



As authorization, compliance and clearance are some of the critical activities of Logistics; the integration with data points of ministries shall enable a holistic view and interlink the handshaking points

with data points of ministries shall enable a holistic view and interlink the h a n d s h a k i n g p o i n t s.

 Data exchange with private players: To enable the private players, logistics service providers, and industries to utilize the data available supply chain: To enable a single digitized document reference number for all the documentation processes in a single platform or you can say a single window for many solutions.

One of the crucial highlights of the ULIP is that it is a paperless/only electronic data transfer regime leading to a reduction in compliances, creating the environment for boosting the confidence of the users and stakeholders for using the NLP/ULIP by ensuring data authenticity, standardization of procedures and harmonization of processes for seamless trade thereby enhancing the ease of doing business for all.

Hope the ULIP is implemented at the earliest and revolutionizes the Logistics sector and benefits all the people involved in the sector soon!

And we are happy to say that AITWA is an active adviser to ULIP.

ULIP – How Helpful Will It Be For The Logistic Sector?

fter the Budget 2022 was presented by Nirmala Sitharam, Union Finance Minister, reactions started pouring in and surveys were being conducted. According to LocalCircles, two out of three Indians believe that Budget 2022 will have a positive impact on the economy. The survey goes on to establish that 56 per cent of Indian citizens rate the budget below expectations while 42 per cent rate it meeting or exceeding expectations.

Ignoring all these surveys and reactions, in my viewpoint, the Union Budget 2022 presented a very positive picture for the growth of the Indian logistic sector. The PM GatiShakti is a master plan, which for sure, will make things better for the logistic infrastructure of India. Allocation of an amount of INR 20,000 crore further suggests the government's intention. We can rest assured that the Gati Shakti plan will not only drive economic growth but will also ensure that the development is sustainable.

It is not hidden that the Logistics sector of India is highly segmented and a lot is needed to be done to put it in the right direction of growth. The interest shown by the government is surely a welcoming decision.

The announcement of the rolling out of the Unified Logistics Interface Platform (ULIP) is like icing on the cake. It has come at the right time. ULIP is expected to reduce the logistic costs of companies and make the market competitive with goods available at a reasonable price. As of now, the plan suggests that ULIP will be created by integrating 24 logistics systems, which will spread across six departments and ministries. Additionally, the platform is expected

to provide real-time data to fill the gap for the smooth movement of goods through various modes of transportation.

How will ULIP work?

In brief, the Unified Logistics Interface Platform (ULIP) will work along with the PM Gati Shakti program. It will include different ministries like civil aviation, railways, ports and shipping, road transport and highways and finance ministry and other departments to strengthen the logistics sector. ULIP will be fetching information from these bodies to eliminate the time spent on unwanted and tedious tasks. However, the unique selling proposition (USP) of the ULIP is its real-time data giving the capacity to its stakeholders, as realtime tracking is immensely important for any logistic company. Moreover, it will help maintain efficiency within the company and also build the trust of the customers, as it will allow them to track their shipments.

In addition to that, the Unified Logistics Interface Platform will also work as a single-window logistic platform for the entire nation for endto-end visibility.

Can you use ULIP?

Since ULIP will be available to private and government bodies, any person coming under these agencies can easily avail of its facility. Further, the platform is also available to various bodies from the industry, service providers, startups and enterprises. Any stakeholder coming under these aegides can use ULIP for exchanging information on a real-time basis. In addition to that, they will also be able to trace information on the availability of containers and vacancies at the post. Besides, the integration of the



S. K. Kedia
National Treasurer, AITWA

platform with the e-locker services of the government ensures faster clearances to the different stakeholders.

ULIP will offer a one-of-a-kind experience to the stakeholders as it will be an open yet secured delivery platform that will be helpful in the accountability, scalability and security of the data exchange. No doubt that the private agencies will be more benefited by such information, as these always come in handy and helpful in deciding the better mode of transportation for sending their goods.

One can also expect healthy competition within a market; after all, all the players will be involved in the value chain compete with each other. This shall also fulfil the primary motive of the government, which is, to bring down the cost of goods. Further, this step will ensure that the logistic cost is decreased by a hefty margin.

Until now, the Indian logistic sector was going through a very rough phase. Facing innumerable issues, prominent being the logistic costs. However, with ULIP coming into the scene, the sector shall experience a drastic change in terms of enhanced efficiency and cost reduction. The platform – ULIP shall also increase competitiveness across the sector.

However, the big question lies here is, are we expecting too much from the Unified Logistics Interface Platform (ULIP)? I think no. As calculations will back the theory that the platform will boost the Indian logistic sector and will help it grow in multiple folds.















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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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Benefits of Unified Logistics Interface Platform's (ULIP)



nfrastructure creation in India had suffered for decades from multiple issues. There was lack of coordination between different Departments, for example, once a road was constructed, other agencies dug up the constructed road again for activities like laying of underground cables, gas pipelines etc. This not only caused great inconvenience but was also a wasteful expenditure. To address this, efforts were put in place to increase coordination so that all cables, pipelines etc. could be laid simultaneously. Steps have also been taken to address other issues like timetaking approval process, multiplicity of regulatory clearances etc. In the last seven years, the Government has ensured unprecedented focus on infrastructure through a holistic

outlook.

PM GatiShakti will address the past issues through institutionalizing holistic planning for stakeholders for major infrastructure projects. Instead of planning and designing separately in silos, the projects will be designed and executed with a common vision. It will incorporate the infrastructure schemes of various Ministries and State Governments like Bharatmala, Sagarmala, inland waterways, dry/land ports, UDAN etc. Economic Zones like textile clusters, pharmaceutical clusters, defence corridors, electronic parks, industrial corridors, fishing clusters, agri zones will be covered to improve connectivity & make Indian businesses more competitive. It will also leverage technology extensively including spatial planning tools with

ISRO imagery developed by BiSAG-N (Bhaskaracharya National Institute for Space Applications and Geoinformatics).

PM GatiShakti is based on six pillars:

- Comprehensiveness: It will include all the existing and planned initiatives of various Ministries and Departments with one centralized portal. Each and every Department will now have visibility of each other's activities providing critical data while planning & execution of projects in a comprehensive manner.
- Prioritization: Through this, different Departments will be able to prioritize their projects through cross-sectoral interactions.
- Optimization: The National Master Plan will assist different ministries in planning for projects

after identification of critical gaps. For the transportation of the goods from one place to another, the plan will help in selecting the most optimum route in terms of time and cost.

- 4. Synchronization: Individual Ministries and Departments often work in silos. There is lack of coordination in planning and implementation of the project resulting in delays. PM GatiShakti will help in synchronizing the activities of each department, as well as of different layers of governance, in a holistic manner by ensuring coordination of work between them.
- 5. Analytical: The plan will provide the entire data at one place with GIS based spatial planning and analytical tools having 200+ layers, enabling better visibility to the executing agency.
- 6. Dynamic: All Ministries and Departments will now be able to visualize, review and monitor the progress of cross-sectoral projects, through the GIS platform, as the satellite imagery will give on-ground progress periodically and progress of the projects will be updated on a regular basis on the portal. It will help in identifying the vital interventions for enhancing and updating the master plan.

PM GatiShakti is the result of Prime Minister's constant endeavour to build Next Generation Infrastructure which improves Ease of Living as well as Ease of Doing Business. The multimodal connectivity will provide integrated and seamless connectivity for movement of people, goods and services from one mode of transport to another. It will facilitate the last mile connectivity of infrastructure and also reduce travel time for people.

PM GatiShakti will provide the public and business community information regarding the upcoming connectivity projects, other business hubs, industrial areas and surrounding environment. This will enable the investors to plan their businesses at suitable locations leading to enhanced synergies. It will create multiple

PM GatiShakti will provide the public and business community information regarding the upcoming connectivity projects, other business hubs, industrial areas and surrounding environment. This will enable the investors to plan their businesses at suitable locations leading to enhanced synergies. It will create multiple employment opportunities and give a boost to the economy

employment opportunities and give a boost to the economy. It will improve the global competitiveness of local products by cutting down the logistics costs and improving the supply chains, and also ensure proper linkages for local industry and consumers.

Over the years, we have seen how Infrastructure has transformed the fate of various countries. The New Deal, ushered in by President Roosevelt in USA, lifted the country off its feet after the Great Depression. Japan post World War II, where transit oriented development was crucial. Between 1960-1990, South Korea grew at an average rate of 10% per annum. China

also set a similar pace between 19802010. The result was a socioeconomic transformation within a
generation in these countries. A
critical enabler in the success of these
countries was a multi-modal transport
network that significantly reduced the
cost of logistics, boosting export
competitiveness. As India seeks to
usher in a similar economic
transformation, exports will be key.
However, our infrastructure has often
been cited as a binding constraint in
raising the potential growth rate of our
country.

Why does infrastructure matter? In economics parlance, multiplier effects accrue to the economy through infrastructure spending. This means that not only does the project contribute immediately through increased demand for labour, construction materials, but also through the second order effects improved connectivity brings. Goods & people will move faster between destinations. The cost of logistics comes down. Studies by the Reserve Bank of India and the National Institute of Public Finance and Policy have estimated the multiplier to be between 2.5-3.5x. This means, for every rupee spent by the government in creating infrastructure, GDP gains worth Rs. 2.5-3.5 accrue. Furthermore, in times of economic contractions, this multiplier is larger than the one during times of economic expansion. This could imply that public investment if timed and targeted right, can actually 'crowd-in' private investment, rather than 'crowd-out'. To realise these benefits. raising our capital expenditure as a % of GDP will be crucial, at both the Central & State level.

At the same time, the infrastructure plan of a country must seamlessly & efficiently move goods and people across various modes of transport. However, this requires a coordinated approach. For instance, roads would feed into railway lines which in turn would feed into ports, efficiently moving goods from the hinterlands to the ports. This would enable the development of multiple urban, industrial centres across India. These urban centres in turn, would enable

balanced regional development, as multiple industrial clusters could sprout up across India. Both Central and state government revenues would be bolstered, enabling higher spending on social sectors. This would have the spillover effect of easing pressure on existing urban agglomerations, leading to a higher quality of life across the board.

However, while India has tried to achieve the same, an end-to-end seamless, m u l t i - m o d a l

transportation network is some way away. For instance, roads dominate the share of traffic. 64% of the freight in India is moved through roads. As diesel drives road transport, any spike in oil prices raise prices across the board, through higher transport costs and also because fuel is not part of GST, which means input tax credit is not available. Even post GST, FastTag and other initiatives, it is desirable to aspire for a higher share of railway in modal share as it remains a more efficient method. Furthermore, while many economic zones, industrial parks, logistics hubs and ports were planned, they often suffered owing to inefficient multi-modal connectivity, and also due to their small size. The

fragmented nature of decision making, with each department working in silos meant that a disjointed industrial network was created. While several pieces of the puzzle were in place, many remained unconnected as well. A lack of scale in manufacturing and an inefficient logistics network hampered our global competitiveness.



However, achieving an efficient, seamless multi-modal transport network is no easy task. It requires independent government departments to work in close coordination and collaboration, guided by an overarching master plan. The Prime Minister during his Independence Day speech of 2021 had emphasised that the National Master Plan, GatiShakti would help realize the dreams of crores of our countrymen. The GatiShakti programme marks a paradigm shift in decision making to break the silos of departmentalism. In the proposed Plan, all the existing and proposed economic zones have been mapped along with the multimodal connectivity infrastructure in a single

platform. Individual projects of different line Ministries would be examined and sanctioned in future within the parameters of the overall Plan, leading to synchronisation of efforts. GatiShakti will bring synergy to create a world class, seamless multimodal transport network in India. The National Master Plan will employ

> modern technology and the latest IT tools for coordinated planning of infrastructure. A GISbased Enterprise Resource Planning system with 200+ layers for evidence-based decision-making is one example. The use of satellite imagery for monitoring is another. Digitisation will play a big role in ensuring timely clearances and flagging potential issues, and in project monitoring as well.

An efficient logistics network is one necessary condition. Another one is achieving economies of scale in manufacturing. Industrial parks and logistics parks need to grow in size to be globally competitive. The National Industrial Corridor Development Corporation (NICDC), formerly DMIDC will work in close coordination with state governments to develop these industrial corridors. State governments must take the lead in identifying parcels of land for industrialisation in consonance with the national plan to reap the maximum benefits of jobs and growth.

At the same time we must ensure these initiatives towards dedicated industrial corridors keep in mind the

"The first one gets the oyster, the second gets the shell." - Andrew Carnegie



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current realities. Climate change is upon is and all projects must

incorporate adaptation and mitigation strategies. Indian Railways has made substantial commitments in greening railways, by committing towards becoming a net-zero carbon emitter before 2030. Railway electrification has been given a big thrust and has grown by 10x since 2014. The targets set for electrification must be regularly monitored.

Much has been achieved in ensuring India can

transform into a manufacturing powerhouse. A continuous easing of the business environment, coupled with economic reforms will boost formality and productivity. Cleaning up of bank balance sheets will raise availability of credit. Availability of large tracts of land, can help achieve scale in manufacturing. Public investments in infrastructure will reduce the cost of logistics, through creating a seamless multi-modal infrastructure network. However, this would require synchronisation across various government levels and departments to execute. This is what the GatiShakti plan aims to achieve synchronous decision making to create a world-class, seamless multimodal transport network, on the back of which India will be transformed.

The government moreover has designed the plan - Unified Logistics Interface Platform's (ULIP) - to integrate with Gati Shakti to enhance efficiency and reduce logistics cost in India. The cost of logistics in the India is about 14 per cent which is higher than other countries in the world. The objective of ULIP will be to work with top Indian technology organizations

from the private sector and identify solutions to reduce logistics cost. It is



The government moreover has designed the plan - Unified Logistics Interface Platform's (ULIP) - to integrate with Gati Shakti to enhance efficiency and reduce logistics cost in India. The cost of logistics in the India is about 14 per cent which is higher than other countries in the world. The objective of ULIP will be to work with top Indian technology organizations from the private sector and identify solutions to reduce logistics cost

expected that the platform will be a transparent window that can provide real time information to all stakeholders and remove all

asymmetry information.

ULIP is being developed as technology platform in the logistics sector which is expected to be a transparent window that will provide real time information to all stakeholders and offer converge visibility of multi-modal transport across the existing systems of various Ministries/Departments working in silos. Once implemented, one can see a sea change in the logistics

sector in terms of efficiency, which will transform the sector by bringing down the logistics cost and enhancing India's competitiveness in the global trade.

With the addressed challenges in the logistics sector, a competitive event like LogiXtics Hackathon under the umbrella of ULIP was also planned. It invites everyone to showcase their strategic, coding and domain skills on a national-level platform to solve the existing logistics industry issues. The Hackathon is very important to achieve the vision of the ULIP platform.

The real usability of ULIP will further get enhanced through this Hackathon as it aims to crowdsource more ideas which will benefit the logistics industry. Further, the hackathon aims to promote the Startup community, individuals or anyone with the strategic skills and domain knowledge of the sector.

The Logistics sector is the backbone of economic growth in India and is one of the most important accelerators of trade, which is also critical for fulfilling the objective of Aatma Nirbhar Bharat.

Government Officials Meet AITWA Members To Discuss ULIP

A virtual meeting was convened under the Chairmanship of Shri Abhishek Chaudhary, Vice President, National Industrial Corridor Development Corporation (NICDC) Limited and Director, NICDC Logistics Data Services Limited (NLDSL) to discuss upon NICDC's Logistics Data Bank (LDB) project and Unified Logistics Interface Platform (ULIP) through video conferencing on March 11, 2022.

At the outset, Shri Abhishek Chaudhary welcomed Shri Abhishek Gupta, JS, AITWA and all the participants in the meeting. Further, a detailed presentation about ULIP and LDB project was presented to AITWA (The copy of the presentation is available with AITWA).

It was briefed that objective of this discussion is to take feedback and communicate the idea of ULIP with AITWA and the participants to expand the usability of the platform created by the Government of India (GoI). Also, based on the feedback/inputs received from the actual stakeholders/users, how to identify the value addition that can be accommodated to the project and to reduce the logistics cost. It was also briefed that the company is expecting to work jointly in cooperation with AITWA or individually through its members. Initially, a pilot run will be made available, and they will try to understand how to integrate the process for its usability and in this process. Further, they will try to find out what additional requirements and customization/feedback is required in ULIP.

Shri Abhishek Gupta, JS, AITWA described the problems and challenges faced by AITWA members, being the part of logistics sector, and what initiatives AITWA took to tackle these challenges. For examples, verification of driver license that is very essential and necessary which help in creating a databank of all the drivers involved in the platform and in a situation of any mischief, theft, damage or other adverse act which can be recorded centrally and which can also be utilized by others also and get benefit out of it. This method enables other companies to verify the driver before hiring and ensure safety.

The second issue Sh. Abhishek Gupta described was about the vehicles that are bought on finance, and which are sometimes possessed by the financer and to identify the financer one should visit the site of VAAHAN or Saarthi. But this problem may not occur if it is already available at the time of booking and proper action can be at the time of default. It was further explained how this problem can be resolved using the same data of VAAHAN or Saarthi in simple ways and more conveniently using the ULIP platform in a single place.

The discussion was highlighted that a meeting can be fixed for giving a brief presentation and demo of the app created and of the API toolkit developed. It will help to understand how easy it is to use and verify the credentials.

The third issue discussed was regarding FASTag. Although, FASTag has helped a lot in the collection of payment and smooth movement of vehicle, but the data visibility advantage is still not made available and for this Track Your Transport application is available to resolve the issue. Further, suggestion was given that certain agency has made some tool to manage E-way bill and the aim was how to integrate the platform of FASTag and e-way bill.

Further, Sh. Abhishek Gupta also requested for a technical demonstration, scheduled for in the coming week.

The discussion ended with the thanks to the chair.

Here is the list of the participants:

Shri Abhishek Chaudhary, Vice President, NICDC Limited

Shri Ichiro Oshima, CEO & Director, NLDSL

Shri Abhishek Gupta, President, AITWA

Shri Janaki Ballav Mahapatra, NEC

Shri Jatin Taneja, NEC

Smt Merin Sijo, NICDC Limited

Shri Ashish Sonbarse, NLDSL

Shri Atanu Manna, NLDSL

Shri Mukund Shinde, NLDSL

ULIP: Unified Logistics Interface Platform

ogistics in India is a major part of the GDP growth and accounts for at least 5% of it. As many as 2.2 crore people are employed by it and it also handles the goods of around 4.6 billion tonnes, thereby estimating the cost of the sector to the tune of Rs. 9.5 trillion. However, logistics cost around 14% share of gross domestic product (GDP) to India which is highest in comparison to the other developed countries like the U.S and Germany which is around 8% and 9%.

Reason behind Soaring Logistics Cost:

- · Transportation Issues
- Tax Structure and Warehousing Problems
- Port Sector Issues, Driver Shortage & Retention
- Government Regulations, Technological and Skill Deterrents and Custom Service etc.
- Poor road infrastructure, multiple checkpoints, and congestion
- Delay in cargo evacuation unloaded at berths
- · Lack of quality workforce in this sector
- · Theft and material security etc.

Hence, in order to reduce the logistics cost in India and enhance the efficiency of the sector, the government asked for inputs from NITI Aayog in order to create and develop a model which addresses these challenges.



ULIP(Unified Logistics Interface Platform), as a model was invented and induced in 2019 as a solution by the PM Modi government, which focuses upon transparency and providing real time information to the stakeholders. It's a model based upon "technology commons initiative", wherein a single window platform will provide real-time monitoring of cargo movement and also ensure the confidentiality of data with end-to-end encryption.

Key Highlights of the ULIP Platform:

- Reduction in the heavy and bulky documentation process
- Enhancing and Improving the International Competitiveness
- Identification of cheaper logistics mode
- Easy monitoring of the movement of the Cargo ships and other mode of transport
- Digitization of Document Reference Number for all the documentation Processes at one platform.

The ULIP domain in collaboration with NLP (National Logistics Portal) is in the process of providing a holistic logistic environment to the new startups and private organizations and enabling them to be benefitted from the multimodal logistics system.

Components of ULIP:

There are three components to ULIP:

- Unification with the pre-existing data sources of Ministries: The handshake of all the ministries to help in the integration of the data and provide for the smooth running of the integral processes of logistics i.e. authorization, compliance and clearance.
- Exchanging the data with the private players: To make the private players or logistics service providers and industries use the data available with the ULIP and also sharing their data with ULIP.
- One point reference chain of documents in the supply chain: A single digitized number to be used in all the documentation processes at a uniform platform.

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.

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Fastag Related Challenges



Il fee plazas on National Highways are equipped with FASTag system except for following stretches, due to extremely low traffic:

Sundra Gunjangarh and Khuiyali plaza on Munabao-Tanot section of National Highway number 25E. Garadiya, Sinhaniya and Doongri fee plazas on Gagariya-Baori Kalan- Serwa- Bakhasar section of National Highway number 925 and Sata-Gandhav section of National Highway number 925A.

Various measures have been undertaken by National Highways Authority of India from time-to-time to reduce/eliminate occurrence of any incorrect deduction via FASTag at user fee plazas. Some of the key measures undertaken are as under:

Measures	Key benefit/feature
	 Penal action on defaulting bank/fee plaza operating agency/concessionaire.
	To enable near-real time processing of FASTag transactions at fee plazas on National Highways Instant SMS to FASTag users on user fee transactions
Agreement (SLA) parameters for issuer	Provision to resolve customer complaints related to overcharging, double deduction, unauthorized transaction, etc. in a time- bound manner

In order to achieve 100% fee collection electronically at fee plazas, Government has declared all lanes of fee plazas on National Highways as FASTag Lane of the fee plaza w.e.f. midnight of 15th/16th February 2021. This has resulted in reduced waiting time and minimized queues at fee plazas.

Draft Notification issued for amendments in the rules for "Recognition, Regulation and Control of Automated Testing Stations (ATS)"

inistry of Road Transport and Highways has issued a draft notification dated 25th March, 2022 to carry out certain amendments in the rules for "RECOGNITION, REGULATION AND

CONTROL OF AUTOMATED TESTING STATIONS (ATS)", which were earlier published on 23 September 2021.

These draft rules propose amendments in the following aspects: eligibility criteria for establishing these stations, automatic transmission of test results from equipment to the server, enabling vehicles registered in one state to be tested in another state, and the criteria to declare a vehicle as end-of-life vehicle. Certain minor changes have also been proposed in two tables, which provide the list of tests to be conducted and specifications of the equipment to be installed in an ATS. Certain new equipments have also been added for the testing of Electric Vehicles. A new standardized format has been added for test results. The endeavour is to facilitate owners of vehicles and promote ease of doing business.

This notification will remain in the public domain for 30 days (till 24th April 2022) for comments and suggestions from all stakeholders.

Signing of MOU Between NHAI/NHLML, NHIDCL and Ministry of Tourism for Developing Way-side Amenities

nion Minister for Road Transport and Highways Nitin Gadkari along with Union Minister G. Kishan Reddy and Union MoS, Shripad Naik witnessed the signing of MoU between NHAI / NHLML, NHIDCL of Ministry of Road Transport and highways and Ministry of Tourism.

This is a significant MoU which will facilitate leveraging expertise of Ministry of Tourism and Indian Tourism Development Corp (ITDC) for developing Way-Side Amenities (WSAs) and View-Points at tourist places.

This will further enable National Highway Logistics Management Limited (NHLML) to construct world-class WSAs at tourist places across all the North Eastern States. Senior government officials were also present at the occasion.

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10-lane, 117-km-long Stretch of the Bengaluru - Nidaghatta -Mysuru Section of NH-275 in Karnataka to be Completed by October 2022

he Bengaluru - Nidaghatta - Mysuru section of NH-275 is a 10-Lane, 117 km long stretch in the State of Karnataka. It is being developed at a cost of Rs 8,350 Crore. The construction work is nearing completion and will be completed by October 2022. This information was given by Union Minister for Road Transport and Highways Nitin Gadkari in a series of tweets.

The Minister said this road will substantially reduce the travel time from Bengaluru to Mysuru from 3 hours to 75 minutes only. It will enhance connectivity between the two important cities and provide an impetus to tourism and economy in the region.

Gadkari said under the dynamic leadership of Prime Minister Narendra Modi , various such infrastructure projects have been announced with great responsibility and it is our unwavering commitment to complete them in a corruption free, transparent and timebound manner.

This state of art project has multiple structures like 8 km long elevated corridor, 9 major bridges, 42 minor bridges, 64 underpasses, 11 overpasses, 4 ROBs and 5 bypasses which will ease out traffic congestion and significantly reduce pollution.

NHAI is planning cashless treatment facility for the road accident victims, including Drivers, Passengers, Pedestrians/Cyclists on identified National Highway stretches between Delhi-Mumbai/ Mumbai-Chennai/ Chennai-Kolkata/ Kolkata-Agra & Agra-Delhi Corridors of the Golden Quadrilateral (NH) for treatment of bodily injury caused by and arising out of road accident. This will cover the immediate needs of hospitalization of the victims for the first 48 hours, from the time of hospitalization or providing necessary treatment, whichever occurs earlier, up to a cost of Rs. 30,000/- starting from the time of the ambulance reaching the accident site, as recorded in the Control Room.

Cashless Treatment for

Road Accident Victims

The success of the scheme may be assessed only after the scheme is implemented on ground after conclusion of the bidding process and on-boarding of the selected insurance company.

The tender for the cashless treatment facility on all four arms of the Golden Quadrilateral stretch i.e. Delhi-Mumbai, Mumbai-Chennai, Chennai-Kolkata and Kolkata-Delhi has been invited from Insurance Companies registered with IRDAI or enabled by a Central legislation to undertake insurance related activities for at least the last 5 years having a claim settlement ratio of not less than 85% in the last 3 years. Based on the learnings from the implementation of the pilot scheme, the same may be extended to other National Highways as well.

Flex-fuel Vehicles



inistry of Heavy Industries' Production Linked Incentive (PLI) scheme for Automobile & Auto Components incentivises the Auto OEMs (Original Equipment Manufacturers) to accelerate the introduction of Flex Fuel vehicles in India. The following auto components of Flex Fuel Engine (capable of running upto Ethanol 85 (E85) Fuel) have been included in the list of Advanced Automotive Technology components as eligible products for incentivisation under this scheme:-

- · BS6 compliant Flex Fuel Engine capable of running upto Ethanol 85 (E85) fuel
- · Heated Fuel Rail for Flex Fuel
- · Heating Element for Flex Fuel
- · Heating control Unit for Flex Fuel Engine
- · Electronic Control Unit (ECU) for Flex Fuel Engine (Processor minimum 32 bits) and
- · Ethanol sensor for Flex Fuel Engine Flexible fuel vehicles (FFVs) have an internal combustion engine and are capable of operating on gasoline and

blend of gasoline and ethanol. Ministry of Road Transport and Highways has notified G.S.R. 682 (E) dated 12/07/2016 regarding mass emission standard for flex-fuel (E 85) or (E 100) vehicles.

Ministry of Road Transport and Highways has notified G.S.R. 889(E) dated 16th September, 2016, for use of Hydrogen as an automotive fuel in the country. The specifications for Hydrogen for Internal Combustion Engine have been specified in Annexure IV-W of the said notification. 18% blend of Hydrogen with CNG (HCNG) has been notified by this Ministry vide G.S.R. 585(E) dated 25th September, 2020. The Ministry vide G.S.R. 579(E) dated 23rd September, 2020 has notified safety norms regarding hydrogen fuel cell vehicles and its components.

Two Highway Projects Worth Rs 2,334 Cr in Sangli, Maharashtra

nion Minister for Road Transport and Highways Nitin Gadkari dedicated to the nation two Highway Projects worth Rs 2,334 crore in Sangli, Maharashtra. The total length of two section of Highway Projects dedicated is 96.78 km.

Speaking on the occasion, Union Transport Minister Nitin Gadkari informed that In Maharashtra, works worth more than Rs 5 lakh crore have been done in the areas of roads, ports, shipping, small scale industries and irrigation in last seven years. He added that he strives to make Maharashtra the number one state in the country.

Addressing the gathering in Sangli after inaugurating the highway projects, Gadkri promised to start work on Sangli to Peth road in the next three to four months by issuing tenders. Gadkari added the length of roads in Sangli district has increased three and a half times in seven years.

Union Minister Gadkari also spoke about the new National Highway being constructed between Pune and Bengaluru. He informed 'It is a 699 km long green highway which will pass through the backward areas of Sangli, Satara and Kolhapur districts and will benefit the area immensely'.

Four laning of Borgaon- Watambare section of NH-166

The Borgaon- Watambare section is a part of the Sangli to Solapur stretch of NH-166. The Sangli to Solapur stretch is an important link connecting Ratnagiri to Nagpur passing through Solapur city. This is the shortest link (East-West) connecting Konkan,



Western Maharashtra, Marathwada & Vidharbh Region passing through 11 Districts of Maharashtra. The Highway constructed is of Rigid Pavement for the entire section from Sangli (Km.182/556) to Solapur (Km. 378/100).

Benefits of the projects:

- Reduced Fuel consumption and travel time
- · Will reduce accidents
- · Ease of travel
- Easy transportation of Agricultural Produce

The up-gradation of the National Highway was taken up by the National Highways Authority of India through Public Private Partnership (PPP) mode and through budgetary allocations. The section between Sangli to Solapur of NH-166 has been taken up by NHAI through HAM Mode under the Bharatmala Project.

Rehabilitation and Up-gradation of

Sangola Jath Section of NH-965G

The Sangola to Jath section (from Km. 185/339 to Km. 230/123) was also dedicated to nation by Union Minister Nitin Gadkari. The surrounding areas of the project are known for pomegranate production. Jath holds one of the largest cattle fairs. NH-965G starts from Patas and ends at Jath having total length 230.123 Km. covering cities of Indapur, Baramati, Akluj, Sangola, Jath. The Highway constructed is of Rigid Pavement for the entire section from Sangola (Km. 185/339) to Jath (Km. 230/123).

Sangli District also known as the Turmeric city of Maharashtra is known for the production and trade of the spice. It also houses many sugar factories. Sangola and Jath have got historical importance. Sangola is famous for pomegranate production as well. Solapuri Chadars and towels are famous in India and also at a global level.

1ST Meeting of Consultative Committee of MPs Attached to The Ministry of Road Transport & Highways on "Road Safety"

nion Ministry of Road Transport & Highways conducted 1st Meeting of Consultative Committee of Members of Parliament attached to the Ministry of Road Transport & Highways on "Road Safety" on 24th March, 2022 to discuss various issues related to Road Safety. The meeting was Chaired by Nitin Gadkari, Union Minister of Road Transport & Highways. Gen. (Dr.) V.K. Singh, Minister of State for the Ministry of Road Transport & Highways was also present in the meeting. The meeting was attended by the Committee Members from Lok Sabha and Rajva Sabha, Secretary (MoRTH), and officials from MoRTH, NHAI, NHIDCL, TRW and PIB.

The Committee Members expressed their concern about the high number of accidents and deaths on road. It was emphasised that the number of road accidents and fatalities on roads across the country needs to be reduced through engineering, awareness and measures of enforcement. The important issues discussed during the meeting were rectification of black spots, requirement of widening of roads, provision of ambulance facilities and Trauma Care Facilities on National Highways, GPS system to alert drivers, payment of compensation to the road accident victims, maintenance and repair of roads, need to impart driving training (both to the existing and aspiring drivers), etc.

Gadkari appreciated the efforts of

Save Life Foundation for their initiative to create Zero Fatality Corridor on NHs (National Highways). CEO, Save Life Foundation presented strategies to rectify accident spots economically and efficiently and showcased a case study performed by their organisation.

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Gadkari also requested all the Committee Members to conduct regular meetings of Member of Parliament of Road Safety Committee (MPRSC) in their districts with the District Collector, police department, PWD and other State agencies. He directed Regional Officers and Project Directors of National Highways to attend the meetings regularly and provide appropriate road safety interventions in the ongoing projects.

The Minister also emphasised that an

effective training of drivers is the need of the nation and the Committee Members were briefed about the initiatives taken by the Ministry in this regard. A detailed presentation on setting up of Institute of Driving Training and Research (IDTR), Regional Driving Training Centre (RDTC), Driving Training Centres (DTC) and Model Inspection & Certification Centres in India was also made. Gadkari requested all the members present in meeting to send proposals to the Ministry for setting up of driving training institutes in their constituency.

Ministry also showcased a video on the progress of Zojila Tunnel and briefed about the difficult conditions of working in these higher reaches. The efforts of the Ministry were highly appreciated by all the Members present. Members were also apprised about various road safety initiatives taken by the Ministry.

Gadkari appreciated the commendable work done by the Ministry Officials including the work done by the NHAI, NHIDCL, TRW, etc towards road safety and urged the officials for even better contribution in this sector. He also motivated all the officials to put their best efforts towards building safer road infrastructure in the country and to save more lives on road.

Both Ministers thanked the Members for sparing their valuable time towards the noble cause of Road Safety and directed Ministry Officials to organize meeting of the Consultative Committee on a six month basis.

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Access to Working Capital for MSMEs



he Government has taken a number of initiatives for providing financial assistance to the Micro, Small and Medium Enterprises (MSMEs) to cope with the financial impact of the COVID-19 pandemic, including access to working capital. These include the following:

Prime Minister's Employment Generation Programme (PMEGP) maximum project cost is Rs. 25 lakh, which includes capital expenditure and working capital.

Credit Guarantee Scheme (CGS) maximum 85% guarantee is extended
upto credit facility of Rs. 200 lakh, for
both term loan and working capital. As
per the Budget Announcement 202223, to facilitate an increased flow of
credit, Rs. 2 lakh crore additional
credit facility will be provided to
Micro & Small Enterprises under this
scheme.

Emergency Credit Line Guarantee Scheme (ECLGS) - announced as part of Aatma Nirbhar Bharat Package in May, 2020 to provide Collateral free Automatic Loans for businesses,

Emergency Credit
Line Guarantee
Scheme (ECLGS) announced as part of
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including MSMEs

including MSMEs. Initially, the admissible limit of the guarantee was Rs. 3 lakh crore which was later enhanced to Rs. 4.5 lakh crore. As per the Budget Announcement 2022-23, the ECLGS is being extended up to March 2023 with an expanded guarantee cover of Rs. 5 lakh crore. The additional guarantee cover of Rs. 50,000 crore is earmarked exclusively for the hospitality and related enterprises.

Monitoring Mechanism to Control Quality of Road Construction

arious steps are taken by
the Government to
monitor and check the
construction quality of
National Highways (NHs). All NHs
are constructed as per quality
standards specified in the Ministry and
Indian Roads Congress (IRC)
specifications. This is ensured by
appointment of consultants as
Authority's Engineer/ Independent
Engineer for day-to-day supervision

for implementation of quality assurance/control as specified in contract/ concession agreement. The sub-standard works found, if any, are got rectified and re-laid as per specifications.

Addressal of Complaints regarding quality of Construction Work on National Highways and corrective measures taken thereof is a continuous process. Officials of National Highways Authority of India, National Highways & Infrastructure Development Corporation Limited, Border Roads Organisation, Public Works Departments/ Road Construction Departments/ Corporations of State Governments/ Union Territories undertake inspection and Contractors are directed to take necessary corrective measures to remove sub-standard works. In case of any defaults, actions against defaulting agencies are taken as per the provisions of agreements.



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5 Steps For Effective Transport Business Plan

ith nearly 30 kilometers of roads being constructed every day, there is an increasing demand for efficient road transport across India. And, when it comes to road transportation how can we ignore trucks!

Freight transport is possibly one of the oldest transport services which might have changed only in form, owing to better motor vehicle technology and larger digital networks. Since it was and continues to remain absolutely necessary for a variety of business enterprises, freight transport services are one of the most profit-making transport business options. To be an efficient businessman in this field one will have to follow the below go-to-plan-to.

Know the Business' ins and outs:

Like any other business enterprise, one needs to conduct research to understand the feasibility and profitability of a business enterprise. Since this may vary regionally, one will need to understand the specification of the transport business market in the regions that one wants to operate in. This will include the fleet of vehicles that a business owner will have to invest in, the loan schemes available for setting up such a business, important and popular routes, and making business connections with already successful entrepreneurs in the transport business.

Registration is Important:

To set up any kind of transport business, one will require legitimate licenses for the transport personnel and vehicles that are registered for



business purposes. Legitimate licenses are mandatory for the setting up and management of a transport business.

Choose Your Vehicles Properly:

While this may seem an obvious step, this needs meticulous research if the business has to succeed. While the first criteria of choice will be based on the nature of the business, one will further need to choose the appropriate kind of vehicles that will be practicable for the given context.

Insurance and Tracking Devices for Vehicles:

In the case of both vehicles for personal use or for business, vehicle insurance is mandatory. Today, however, there are also various tracking devices that can in fact prevent theft or help in the retrieval of stolen vehicles. Especially in the case of goods transport vehicles, one can also avail of extra insurance for goods that are being transported.

Organizing the Business Team:

Drivers - For passenger or freight

transport businesses, the primary personnel are the drivers. All drivers need to be above 18 years with legitimate licenses and adequate driving experience supplemented by on-the-job training. In the case of freight transport, truck drivers should possess a commercial license for large vehicles.

Customer Care Executives and Accountants - Like any business, a professional customer care department is important for an efficient and smoothly operating transport business. The business will also need a good accounts team that can efficiently manage income and expenditure balances

Advertising the Company - Over and above the necessary logistics and research in order to set up a transport business, one of the most important components of setting up a successful transport business is a strong advertising campaign to promote the business.

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- * Safety & Transit Insurance
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Tesla aims to Complete Cybertruck Development This Year

esla CEO Elon Musk has made a new comment a bout the Tesla Cybertruck, which recently took a backseat, and said that the automaker aims to complete Cybertruck development this year for production in 2023.

During an event for the start of Model Y deliveries at Gigafactory Berlin, Musk was asked by an employee about Tesla's short-term goals, reports the auto-tech website Electrek.

Musk reiterated that Tesla's focus this year is to ramp up production of current vehicle programmes, especially Model Y and Model 3, but he also offered a rare comment on Cybertruck. He said that Tesla aims to

complete the development of the Cybertruck this year for production in 2023.

"We want to complete the development of Cybertruck this year and be ready for production next year," said Musk, reported IANS.

When Tesla unveiled the Cybertruck back in 2019, Tesla said that the electric pickup truck would make it to market by the end of 2021. As the deadline was approaching, the automaker confirmed that production slipped to 2022.

Musk later said that Tesla was targeting a start of production for the electric pickup truck in "late 2022" at Gigafactory Texas. With the focus clearly on bringing the Model Y to production at the factory, and that being delayed as well, it appeared likely that the Cybertruck production timeline could also slip, the report said.

During Tesla's last earnings report in January, Musk gave an update confirming that Tesla wouldn't launch the Cybertruck or any new vehicle in 2022.

The CEO remained vague when it comes to the electric pickup truck and only said that it would "hopefully come next year" - meaning in 2023.

Since then, there have been rumours that Tesla is planning to start production of the Cybertruck in early 2023.

Daimler Truck Sees Rising Prices in 2022

aimler Truck expects high raw material prices to drive price increases this year but limited impact from events in Ukraine, the German truck and bus maker said, reported Reuters.

Unlike competitors, including Traton's MAN, it does not source wire harnesses from Ukraine, CEO Martin Daum said, while finance chief Jochen Goetz said Russia and Ukraine accounted for just 1% of the firm's sales.

Semiconductor supply will weigh on results particularly in the first quarter, Daum said, with the company sitting on high inventories of unfinished vehicles as it waits for semiconductors to arrive.

"When suppliers suddenly cut [their offer] by half nearly overnight, that is an unbearable situation," Daum said. "We've had to fly in parts by helicopter, which in my entire long career in trucking was unheard of."

Asked about its cooperation with Russian truckmaker Kamaz, which was frozen in late February, Daum said it was not supplying components to Kamaz but had not yet had any contact with Russian officials about the next steps.

Mercedes-Benz AG, which Daimler Truck split off from in December, holds a 15% stake in the Russian firm and two Daimler Truck executives sit on its board, though both stepped back until further notice in early March.

"We have to reassess," Daum said.
"We are certainly not in talks with any
Russian government officials at the
moment."

The truckmaker said it expects at least a 14% increase in revenue this year and for its return on sales to rise to 7-9% from 6.1% last year.

Returns were strongest in North America in 2021 at 9.2% but the fourth quarter was weaker in part due to the impact of two recalls in December that cost the firm \$1 million, Goetz said.

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Eicher-Volvo JV May Plan to Float New Unit for EVs

VE Commercial Vehicle (VECV), a joint venture between Eicher Motors and Volvo Group, is considering carving out a separate unit to participate in the country's growing electric vehicle segment, people aware of the company's plan told ET.

According to the sources, VECV would be open to private equity funding.

If VECV participates in the government's tender for 5,000 electric buses, the new entity would need funds to acquire a fleet of buses and operate them as mandated under the gross cost contract clause of the tender.

ET has learnt that the company is not only working on 9- and 12-m electric buses, but aims to participate in the country's emerging electric trucks space also.

VECV is also working on bringing out

5-tonne and 55-tonne electric trucks.

According to the sources, the company plans to invest close to Rs 1,500 crore over the next three years to prepare itself for the growing demand for EVs in India and the government's new regulations.

Vinod Agarwal, managing director of VECV, declined to comment on the quantum of investment, but said the company will continue to invest to upgrade its portfolio of products and be ready to participate in the growing EV space.

"We are continuing to build our business and build a portfolio to be future ready. There is investment being made for electric vehicles, in upgrading the existing portfolio to meet future BS VI phase II and also to enter into new segments, including CNG and LNG, to expand business," Agarwal said.

The company will be participating in the tender floated by Convergence Energy Services Ltd., a subsidiary of state-run Energy Efficiency Services Ltd., to purchase 5,000 electric buses. And since the tender mandates a commercial vehicle maker to operate the fleet as well, which may call for a separate arm, Agarwal said "the company will be making desirable changes to operationalise and participate in the electric buses tender".

He, however, was non-committal on raising funds.

Agarwal said the company has placed all the key critical pillars in placeright from capacity, products, network and systems and processes to capitalising on the expected up-cycle.

According to Agarwal, the company will focus on sustainable, profitable growth instead of running behind market share.

Truckmaker MAN to Shorten Hours of up to 11,000 Workers on Ukraine Crisis

BERLIN- German commercial vehicle maker Traton's MAN unit will shorten the hours of as many as 11,000 workers in Germany as the war in Ukraine causes what it said were "massive" supply gaps.

Russia's invasion of Ukraine has led to a shortage of wire harnesses, which bundle up to 5 km (3.1 miles) of cables in a car and are unique to each model, hitting the automotive sector.

"This threatens a loss of for several weeks and a massive reduction in production in the second quarter," said MAN, reported Reuters.

Since March 14, production has been

at a standstill at its truck plants in Munich and Krakow, and it has seen significant production downtimes in Nuremberg, Salzgitter and Wittlich, MAN said.

MAN said it would take several months to duplicate Ukrainian supply structures for truck wiring harnesses in other countries.

In addition, it has decided to stop spending on non-business-critical activities and implement a hiring freeze.

MAN has prolonged shortened working hours in Munich, Nuremberg, Salzgitter and Wittlich, and extended them to include administration.

"This means that up to 11,000 MAN employees in Germany will go on short-time work at the peak," it said, adding that country-specific regulations would apply to employees abroad.

MAN has offered customers the possibility to cancel their orders as it is unable to meet its agreed delivery deadlines. They can also place orders at new conditions, it said.

MAN said its bus production was not significantly affected by the supply shortages.

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Truckers in Spain Get Gas Price Cut, But Strike Still on

painish government and the country's main trucking federations reached an agreement on financial help for an industry that is hurting from high gas prices, but self-employed truckers said they would still continue the strike, reported AP. Russia's war in Ukraine has driven gas prices higher in Europe, making it more expensive for truckers to fuel their vehicles.

After 12 hours of negotiations that ended after midnight, the Socialist-led government announced it was discounting 0.20 euros (USD0.22) per litre of gas for truckers as part of a package of measures worth more than one billion euros (USD1.1 billion).

A litre of gas for truckers currently

costs around 1.80 euros (USD2).

Spanish Transport Minister Raquel Sanchez said the discount would translate into savings of around 700 euros (USD771) a month per truck.

The government said it would also provide 450 million euros (USD495 million) in direct financial aid to road haulage businesses, as well as special credit terms.

The Platform for the Defence of the Road Transport Sector, which is not affiliated with Spain's larger national trucking associations or road haulage companies and does not sit at the sector's negotiating table with the government, called on its members to continue their strike and to attend a street protest in Madrid.

The group said it would not budge

from its demands, which go beyond gas prices.

It claimed that large distribution companies engaged in unfair competition, forcing down the prices for freight, and that the group was seeking better working conditions for truckers, including retirement at age 60.

"After 12 days we're not going to throw in the towel. It's now or never," the Platform said on its Facebook page.

The strike has disrupted supply chains and brought scattered shortages at stores of fresh products, such as vegetables, milk and fish.

Thousands of police have escorted truck convoys and arrested picketers trying to stop working truckers.

Chip Shortage Forces GM to Pause Production at Indiana Plant

eneral Motors is shutting down its pickup truck factory in Ft Wayne, Indiana, for two weeks next month because the company has run short of computer chips, reported AP. The auto industry continues to face supply chain issues more than a year after a global chip shortage first emerged in late 2020.

Chip supplies have improved during the first three months of this year compared with 2021, GM said, improving production and deliveries in the first quarter. But there's still uncertainty in getting supplies from chip manufacturers.

The Ft Wayne plant will be closed the weeks of April 4 and 11. It has been running on three shifts per day making Chevrolet Silverados and GMC Sierra light duty pickups. The plant employs more than 4,000 blue collar workers.

"There is still uncertainty and unpredictability in the semiconductor supply base, and we are actively working with our suppliers to mitigate potential issues moving forward," GM said. All of GM's North American assembly plants have been running on at least one shift since Nov 1 of last year, the company said. Throughout the chip shortage, GM has sent most of the semiconductors it gets to pickup truck and large SUV factories. Those are the company's most profitable vehicles.

Earlier this week, GM President Mark Reuss said he's confident the company can manage its way through supply chain difficulties including chips and possible shortages of rare earth metals brought on by the Russian invasion of Ukraine.

"We're not a new automaker. We've got lots of volume, lots of partnerships. We've got over 20,000 suppliers, \$88 billion of material that we run through that chain to make our cars, trucks and crossovers," he said. "We're not new to this game. We work on it every day, and it's never over."

The roots of the computer chip shortage bedeviling auto and other industries stem from the eruption of the pandemic in early 2020. US automakers had to shut factories to help stop the virus from spreading and

some parts companies cancelled orders for semiconductors.

At the same time, with tens of millions of people hunkered down at home, demand for laptops, tablets and gaming consoles, technology heavily reliant on computer chips, skyrocketed.

And though auto factories were closing, demand for vehicles remained surprisingly strong. When auto makers did begin to open their factories, they found that chip makers had shifted production to other electronic goods being bought in vast quantities by people sheltering at home, creating a shortage of weather-resistant automotive-grade chips.

Then, just as auto chip production started to rebound in late spring, the highly contagious coronavirus delta variant struck Malaysia and other Asian countries where chips are finished and other auto parts are made. Automakers and many analysts have said they expect the chip shortage to ease in the second half of this year, but not return to near normal levels until 2023.

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Digital Payments in India: Know Everything Here!

s India made a massive transition to a cashless economy riding on cheap internet data, high smartphone penetration

and easier on-boarding process, the country's robust digital payment system is at a growth inflection point, feel industry experts. They believe as

India has shown its agility in faster adoption of new technology by driving digitalisation of cash transactions, improving customer experience, providing safe and secured transaction platforms, simplifying processes, creating awareness and most important technological innovations are key. Even as the economy is emerging from the brutal blow of COVID-19, the year 2022 has begun with a strong rally in digital payments in the first month. Online transactions volumes from tier 2 and 3 cities on

private payment gateway during 2021 show growth of 45.6% and 54.3% respectively, according to the Reserve Bank of India (RBI) latest bulletin released in February.

With the economy leaning on new technologies for innovation to improve efficiencies, there are significant risks of safety and security that online transactions may face. So, how is it possible to nurture the ecosystem of multiple payments instruments, along with the bigger adoption of digital payment methods for recurring use cases?

Innovation and agility are key, according to Amitabh Khandelwal, General Manager, Payment & Settlement Systems, RBI. "We have a wide array of payment systems. We have to continue with that. Instead, we can't say that this is the entire ecosystem and these are the options that are sufficient and now we need not

innovate. That is simply not possible," he said, reported ET.

PwC India expects the digital payments segment to grow significantly over the next three years in India. "By 2025, it estimates volume and value of digital transactions in India will reach 186 billion and Rs 238 trillion



respectively. UPI (Unified Payments Interface) is expected to continue to dominate with a significant majority of transactions," said Mihir Gandhi, Payments Transformation Leader, PwC India.

Aditya Murthy, Vice President, Digital Partnerships, South Asia, Mastercard concurs. He feels that India's digital payment system is at an inflection point of growth where the foundation of 10-15 years ahead is getting built for.

Shashank Kumar, Co-founder and CTO, Razorpay agrees that India's digital payment system is making constant progress in terms of technology while regulations are opening up new markets and new usecase.

"Post demonetisation, a lot more businesses, traditional companies got into digital payments and started looking at their infrastructure afresh. Following the pandemic we have seen a tremendous number of small businesses and traditional businesses flocking to digital payments because their traditional supply chain got disrupted," said Kumar.

How to improve consumer experience and enhance security? According to Prashant Sinha, Senior VP-Cards and Payments, Axis Bank for a consumer,

experience and security are critical and play a pivotal role. "Security is the moat of digital payment. It's the moat when we are thinking of a very strong defence, right? Because that's the launchpadbedrock-when you want to move fast," Sinha said.

Khandelwal also echoes a similar sentiment. "Even if I talk of this particular aspect of tokenisation, there is a common point here that its safety and security is paramount, and this is a step in the right direction," he said.

Tokenisation refers to the replacement of actual card details with an alternate code called the 'token', which is unique for a combination of card, token requestor and device.

Murthy is optimistic that one month after the deadline, there will be a significant scale in tokenisation. "One month after the deadline, once consent seeking process is over and stabilised, and customers get used to just giving the consent. I think the volumes will start recovering," Murthy said.

"There is a great innovation. There's a progressive regulator. There's a progressive government that is supporting digital payment change. It augurs well for everybody and we should look at the larger picture and not look at the small challenges that might trouble us in the short term. I think the larger picture is great for the country, and I think that's something we should all celebrate," said Murthy.

"Success usually comes to those who are too busy to be looking for it." - Henry David Thoreau

Cost of Construction has to be Reduced Without Compromising on Quality

nion Minister for Road
Transport and
Highways Nitin
Gadkari has said the
cost of construction has to be reduced
without compromising on Quality.
Addressing 17th Annual Conference
on 'Road Development in India'
organised by Indian Infrastructure he
said by using different waste material
like waste rubber and plastic in road

construction dependence on cement and steel can be reduced.

He said innovation, entrepreneurship, science, research, skill we name it as knowledge and to convert that is future. The minister said efforts are on to formulate policy for rating the contractors and companies for making DPRs. He said along with ethanol, methanol, bio diesel, bio CNG and

electric Green hydrogen is the fuel for the future. Gadkari said it is time for country to create more alternatives and competition.

He said it is also being planned to formulate a policy for making bitumen from biomass. The Minister also emphasized on Road safety and said more efforts are needed in this area from all the stakeholders.

Reduce Sugar Production and Increase Conversion to Ethanol

nion Minister for Road Transport and Highways, Nitin Gadkari has given a clarion call to the sugar factories to make a shift to conversion of sugar into ethanol, in line with the realities of changing times and the needs of the nation. The Minister issued a warning to leaders of sugar and allied industries that if sugar production goes ahead as it does now, it will be harmful for the industry in times to come. Reminding them that as a country, we are ricesurplus, corn-surplus and sugarsurplus, Gadkari said that what is good for our future is to reduce production of sugar and increase production of ethanol.

The Minister exhorted all sugar factories who manufacture ethanol to open ethanol pumps in their factories and other areas. "This can bring in 100% ethanol-run scooters, auto rickshaws and cars and thus increase ethanol consumption, reduce pollution, bring down imports and also

provide jobs to people in villages."

The Minister assured that no one needs to be concerned whether there would be a big enough market for ethanol. "Ethanol is a green and clean fuel; we are producing 465 crore litres of ethanol at present. However, when E-20 programme gets completed, our requirement will become around 1,500 crore litres. Moreover, in coming five years, when flex engines get ready, ethanol requirement will become 4,000 crore litres." Hence, if you do not convert to ethanol and keep producing sugar, the factory will become loss-making, cautioned the Minister. A viable alternative is to produce syrup from sugarcane juice and produce ethanol from that as well, he added.

The Minister said that every factory should go into B molasses. "India has promised that we will stop sugar export subsidy after December 2023. Hence, every factory should go in to B molasses. Only if we discourage sugar production will we be able to get

reasonable price for sugar. The government had reserved 245 crore litres for B molasses; however, only 55 crore litres or 22% has been supplied, which indicates a significant gap. Hence, this is a safe way by which sugar factories can also be saved and our economics will also be favourable due to ethanol." He added that seaheavy molasses should be discouraged and that the industry should think of producing ethanol from broken rice as well.

Using flex engines in road construction equipment is another way to promote ethanol, the Minister informed. "There has been an 80% rise in manufacturing of road construction equipment machinery; I have told them to stop using diesel engines and convert to flex engines, so that ethanol use can be promoted." The Minister added that biodegradable plastic too has been made from ethanol by Brazil, something which can be replicated in India as well.



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19 National Highway Projects Worth Rs 1407 Crore in Haryana and Rajasthan

nion Minister for Road
Transport and
Highways Nitin
Gadkari inaugurated 19
National Highway projects worth Rs
1407 crore in Haryana and Rajasthan.
Haryana Chief Minister Manohar Lal
Khattar, Chief Minister of Rajasthan
Ashok Gehlot, Union Minister of State
General V.K. Singh, Rao Inderjit
Singh, Deputy Chief Minister of
Haryana Dushyant Chautala,
Rajyavardhan Singh Rathor,

Ramcharan Bohra, State Ministers and all MPs-MLAs, officers and other dignitaries were present on the occasion.

With the construction of these projects, tourism, agriculture, industry and trade will increase along with increase in employment in the states. Time and fuel will be saved and pollution will be reduced. The construction of a U-turn near Ambience Mall will relieve the congestion on the Delhi-Gurugram

border. The construction of various fly-overs on the Delhi-Jaipur highway will relieve traffic jams on the highway. With the construction of various major and minor bridges on NH-48, the adjoining areas will get rid of water logging and the travel of the people will be smooth. Dharuhera city will get rid of jam due to the construction of Dharuhera-Bhiwadi link road. Also, with these projects, the travel between Delhi - Jaipur will reduce.

46 National Highway Projects with Investment of Rs 19,930 Crore in Karnataka

nion Minister for Road Transport and Highways Nitin Gadkari inaugurated and laid foundation stone of 46 National Highway Projects with investment of Rs 19,930 crore in Karnataka. Addressing the gathering in Belgavi he said under the leadership of Prime Minister Narendra Modi government is committed for the sustained progress and prosperity of Karnataka to create avenues of prosperity in the state through a network of world class National Highways. He said the National Highway Projects of total length 238 KM with an investment of Rs 3,972 crore will improve the interstate road connectivity from Karnataka to Maharashtra and Goa. He said these projects will decrease traffic jams and fuel consumption,



make commuting faster and improve port connectivity in the region.

Inaugurating and laying the Foundation Stone of 26 National Highway Projects in Hubbali Gadkari said National Highway Projects of a total length 925 km with an investment of Rs 12,795 Crore will boost intra state connectivity by enabling seamless, safe and faster travel from villages to District HQs to Banglore. He said they will provide connectivity

to heritage monuments in Karnataka which will boost the tourism sector and create sustainable employment opportunities in the State.

Speaking at the Inauguration and Foundation stone laying ceremony of 15 NH projects worth Rs 3,163 Crore in Mangaluru the Minister said Highways built will have transformational impact on the socioeconomic prosperity of the people in Karnataka. Gadkari said the Projects of a total length 165 km will boost interstate connectivity by enabling seamless travel from Karnataka to Goa at the same time ensuring safety of commuters in Ghat roads.

Chief Minister of Karnataka B S Bommai, Union Minister Pralhad Joshi and other senior MPs and MLAs were also present on these occasions.

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Creation of Record for Highest Quantity of Bituminous Mix Laid for Road Construction in 100 Hours

dding one more jewel to the crown of records, India Book of Records have awarded certificates in respect of creation of record for Highest Quantity of Bituminous Mix laid for road construction in 100 Hrs. In a series of tweets Union Minister for Road Transport and highways Nitin Gadkari informed that longest Length of Flexible Pavement (DBM Course)

road construction in 100 Hrs was awarded to PNC Infratech Ltd.

The Minister said this incredible feat was achieved by PNC Infratech Ltd at the Construction of 8-Lane access-controlled expressway starting from junction with NH-47 near Bhamiya village and ending at junction with SH-175 in Baletiya village in Panchmahal district (Ch-780+920 to Ch-803+420. Design Ch-328+500 to Ch-351+000) section of Delhi-

Vadodara Greenfield Alignment (NH-148N) on under #Bharatmala Pariyojna in the state of Gujarat.

Nitin Gadkari tweeted on March 13, "Striving for the fast paced development of our country, under the dynamic leadership of PM Shri @narendramodi ji, @MORTHIndia has created many world records in construction of roads. #PragatiKaHighway#GatiShakti"

Pilot Project for Hydrogen Based Advanced Fuel Cell Electric Vehicle (FCEV)

ndia is committed to a cleaner energy and low-carbon pathway for achieving accelerated economic growth. Hydrogen is a key element of the energy strategy and would play a key role in the low carbon energy pathways. Green Hydrogen offers huge opportunities to decarbonize a range of sectors including road transportation and is gaining unprecedented momentum globally. Transportation powered by Green hydrogen are going to be a key technology option of the future with significant application, especially across bigger cars, buses, trucks, ships and trains and best suited for medium to long distances.

Aligning with Prime Minister's vision



of achieving Energy Independence, and as a part of Toyota commitment towards promoting sustainability by adopting multiple pathways to enable energy shift from fossil fuel and towards the conservation of our environment, Toyota Kirloskar Motor Pvt. Ltd. along with International Center for Automotive Technology (ICAT) conducted a pilot project to study and evaluate the world's most advanced Fuel Cell Electric Vehicle

(FCEV) Toyota Mirai which runs on hydrogen, on Indian roads and climatic conditions. This would be a first of its kind project in the country aimed at spreading awareness about Hydrogen, FCEV technology and disseminating its benefits to support hydrogen-based society for India. Union Minister of Road Transport & Highways Nitin Gadkari inaugurated this pilot project and also demonstrated Toyota Mirai FCEV.

Chetak Foundation Joins Hands With Sir Ganga Ram Hospital To Start Its Swasthya Plus Health

hetak Foundation (the social arm of Chetak Group, the leader Automotive Logistics in India) has collaborated with India's leading Sir Ganga Ram Hospital (SGRH) to felicitate their frontline workers and drivers and provide them with sanitization kits, which will help them with covid preparedness, 1,000 sanitization kits were handed over to covid frontline workers and drivers at a ceremony held at SGRH, here today.

Sachin Haritash, Board Member, Chetak Group said, "In order to take the legacy of my late father Shri J K Sharma, Founder Chetak Gourp, we have set up Chetak Foundation as a tribute to him and his good work. He believed in and worked hard to make a positive impact on the community and especially on the

underpriviledged. We are really happy that Sir Ganga Ram Hospital has collaborated with us for this noble cause and it reflects the social ethos being practiced by the organization. We would like to convey our gratitude to the entire team of SGRH, New Delhi."

Earlier, the Hon'ble Union Minister of State for Social Justice and Empowerment Ramdas Athawale, while formally rolling out Chetak Foundation's Health & Fitness Scheme had said, "It is heartening to see Chetak Foundation come forward

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and support the government's efforts by acknowledging the Covid frontline workers and drivers who work tirelessly helping the public at large while risking their own lives. We need many more corporates and foundations to join hands in such noble initiatives"

On the development, Dr. Prof. D.S. Rana, Chairman, Ganga Ram Hospital said "We really appreciate the efforts of Chetak Foundation in felicitating our frontline workers who have been the backbone of the healthcare system during the

pandemic and strived for the cause of saving lives. Sanitation is the key factor in averting the spread of covid and needs to be adhered by one and all to break the covid chain. This is a timely initiative and in line with the values being practiced by SGRH where we have always prioritized the health and sanitation of its healthcare staff."

SGRH has identified drivers, security guards, nurses, paramedics, housekeeping and cleaning staff for the felicitation and provision of sanitization kits.

Also present on the occasion were Dr M S Chaturvedi, Director Administration Dr Ruby Sahney, Joint Medical Superintendant, Dr Varun Kapoor, PRO and Dr Vaibhav Tiwari, Nephrologist /Renal Specialist from SGRJ and Mr. Arun Arora, Head and Director – Governing Board,

Chetak Foundation.

Chetak Foundation focuses on areas including Education, Environment, Health, Livelihood and Road Safety, in the logistics space and public at large in the related domains. Chetak Foundation has conceived specific interventions to enhance beneficiaries' experience. Some of these include Oxygen Plus (an environment initiative), Swasthaya Plus (a Health & Fitness initiative), Shikha Se Rozgaar (an Education to employment initiative) and Zindagi Plus (a Road Safety Initiative).

Source: India CSR

Registration And Functions Of Vehicle Scrapping Facility

inistry of Road Transport and Highways has issued the draft notification. GSR 192 (E), dated 10thMarch 2022 pertaining to Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility Amendment) Rules, 2022. These are amendments to the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules dated 23rd September 2021, which lay down the procedure for establishment of Registered Vehicle Scrapping Facility (RVSF). These amendments have been done to simplify and digitalize the process of vehicle scrapping for all stakeholders in the ecosystem, such as vehicle owners, RVSF operators, dealers, regional transport authorities etc. These amendments have been done on the basis of feedback received on the rules. Processes have been made time bound to ensure ease of doing business.

Some of the key highlights of the amendments are:

- Provision for vehicle owners to apply digitally for vehicle scrapping.
 All applications for vehicle scrapping shall be submitted digitally. RVSFs will act as facilitation centres to help vehicle owners apply digitally to scrap their vehicles.
- Necessary checks to be done from "Vahan" database before submission of application by vehicle owner have been specified. These checks include surrender of hire-purchase, lease or hypothecation agreement of the vehicle, no criminal record against the vehicle in records of the National Crime Records Bureau, no pending dues on the vehicle, and no record of blacklisting of the vehicle by regional transport authorities. Application for vehicles failing any of these checks shall not be submitted.
- Introduction of undertakings by vehicle owner and RVSF operators at the time of vehicle submission to ensure that there is transparency in the responsibility of the vehicle before and after submission for scrapping
- · Inclusion of more details in the

Certificate of Deposit pertaining to the vehicle submitted for scrapping to enable transparency in trading of the said certificate. The said certificate will be available to the vehicle owners digitally and shall be valid for a period of 2 years

 Introduction of Transfer Certificate of Deposit to ensure that consumers obtaining the certificate of deposit through electronic trading have a digital proof of the transaction

Here're glimpses of the Gazette notification:

G.S.R. 192(E).—The following draft of certain rules, further to amend the Central Motor Vehicles Rules, 1989, which the Central Government proposes to make in exercise of the powers conferred by sub-section (4) of section 59 and clause (p) of section 64 of the Motor Vehicles Act, 1988 (59 of 1988) is hereby published as required by sub-section (1) of section 212 of the said Act for information of all persons likely to be affected thereby and notice is hereby given that the said draft rules shall be taken into consideration after expiry of a period of thirty days from the date on which the copies of this notification as published in the Official Gazette are made available to the public; these draft rules are being published to supersede the draft rules published vide draft GSR 172(E) dated 04.03.2022.

Objections or suggestions, if any, may be sent to the Joint Secretary (Transport), Ministry of Road Transport and Highways, Transport Bhawan, Parliament Street, New Delhi - 110 001 or by email at <comments-morth@gov.in> within the period specified above;

Objections or suggestions which may be received from any person with respect to the said draft rules before the expiry of the period aforesaid will be considered by the Central Government.

1. Short title and commencement-(1)
These rules may be called the Motor
Vehicles (Registration and Functions of
Vehicle Scrapping Facility
Amendment) Rules, 2022.

(2) These rules shall come into force on the date of final publication in the official Gazette.2. In the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021, (hereinafter referred as said rules), in rule 3 sub rule (1) for clause (c), the following shall be substituted, namely:

"'Certificate of Deposit' means the certificate issued by the Registered Vehicle Scrapping Facility (RVSF) to recognise the submission of the vehicle from the registered owner to the RVSF for further treatment."

3. In rule 4 for subrule (2), the following shall be substituted, namely:

"The Registered Vehicle Scrapping Facility must have necessary cyber security certifications for the IT Systems before start of operation for safe access to the VAHAN database."

- 4. In rule 4 subrule (3), the following words, "as well as with the local Police" shall be omitted
- 5. In rule 5 for sub rule (h) clause (i), the following shall be substituted, namely:
- "The entity shall have necessary cyber security certifications specified under sub-rule (2) of rule 4 before start of operation"
- 6. In rule 6, sub rule (1) clause (ii), the following words, "plus ninety days" shall be omitted
- 7. In rule 7, for subrule (5), the following shall be substituted, namely:
- "The registration issued under this rule and rule 6 shall not be transferable"
- 8. For rule 10 and the entries relating thereto, the following shall be substituted, namely:-
- "Scrapping Procedure: (1) The scrapping of vehicles shall be carried out by an RVSF in respect of all End-of-Life Vehicles, by the following procedure, namely: -
- i. The registered owner shall apply digitally on Vahan as per Form-2 to the RVSF or the designated Collection Centre for deposit and further treatment of the vehicle. The RVSF and the designated Collection Centre shall also act as facilitation centres to support citizens with digital application of

Form-2.

- Vehicles impounded by an enforcement agency shall be handed over to the RVSF, if they meet the criteria for vehicle scrapping as per rule (8).
- iii. The RVSF shall verify the records of the vehicles produced for scrapping with the database of the stolen vehicles held by National Crime Records Bureau through the Vahan portal.
- iv. The Registered Vehicle Scrapping Facility shall also digitally verify through the Vahan portal -
- a. that the hire-purchase, lease or hypothecation agreement in the certificate of registration of a motor vehicle required under sub-section (1) of section 51 of the Act has been duly discharged for the concerned vehicle,
- b. that there are no pending dues on the vehicle, and
- c. that the vehicle has not been blacklisted
- If the vehicle fails any of these checks, the owner shall not be allowed to submit the digital application as per Form-2.
- v. The following documents shall be uploaded along with Form-2 by the registered owner for verification by the RVSF -
- a. copy of the Permanent Account Number card of the owner;
- b. cancelled cheque of the bank account of the owner;
- c. letter of authorization on stamp paper for the authorized representative as per para 5 of Form-2, applicable if the vehicle is not to be submitted by the owner
- d. identity proof of the authorized representative (if applicable) such as passport, voter card, Aadhar card, driving license or photo identity card issued by the State Government or the Central Government:
- e. address proof of the owner such as electricity bill, water bill, land line telephone bill or piped cooking gas bill etc; and
- f. digital photograph of the owner or authorized representative with the Endof-Life Vehicle
- g. an undertaking, as per para 4 of Form-2 from the owner acknowledging that all information furnished in digital Form-2 application is true as per his knowledge
- vi. Once the digital application as per Form-2 is submitted on Vahan, it shall be sent digitally to the regional transport

office for no dues for vehicle scrapping as per rule 58A of CMVR.

vii. On receiving the no dues for vehicle scrapping from the regional transport office, the RVSF shall accept the digital application as per Form-2 and inform the owner to submit the vehicle for scrapping. If the no dues for vehicle scrapping is not provided by the regional transport office, the RVSF cannot accept the application for scrapping.

viii. The owner or his authorized representative shall submit the vehicle along with the original certificate of registration to the RVSF and sign a digital undertaking as per Form-2A. The RVSF shall also sign a digital undertaking as per Form-2B. In case of no action by the vehicle owner after acceptance of digital application as per Form-2 by the RVSF, the application shall expire along with the no dues for vehicle scrapping as per Rule 58A of CMVR. The RVSF shall digitally remit or pay by an account payee cheque, the agreed consideration for the vehicle and obtain a receipt for the same from the owner or his authorized representative for record.

- ix. The RVSF shall deface or punch the certificate of registration in the presence of the owner or his authorized representative and issue a digitally signed Certificate of Deposit in Vahan, as per Form 2C, as evidence of acceptance of vehicle for scrapping.
- x. The RVSF established in a State may accept and scrap the vehicles registered in any of the State or Union Territory under the jurisdiction of any Registration Authority.
- xi. The whole process shall be seamlessly linked with VAHAN on pan India basis irrespective of the location of any vehicle registering authority.
- xii. The Certificate of Deposit shall be a necessary and sufficient document for the owner to avail incentives and benefits for purchase of a new vehicle as may be declared from time to time. The validity of this certificate shall be 2 years from the date of issuance.
- xiii. The Certificate of Deposit shall be electronically tradeable. The transfer Certificate of Deposit shall be generated on the trading platform for each new owner as per Form 2D. The Certificate of Deposit once utilised shall be marked "Cancelled" in the Vahan database by the regional transport office or dealer

providing the benefits to the bearer of the said certificate.

xiv. The regional transport office/dealer registering the new vehicle purchased against the Certificate of Deposit shall verify and authenticate the Certificate of Deposit digitally.

xv. The RVSF shall facilitate the process of transmission of original certificate of registration (defaced or punched) along with Certificate of Vehicle Scrapping to road transport or regional transport office, in the state of registration of the vehicle, to get the vehicle registration cancelled as per rule 52B of CMVR.

xvi. The RVSF shall have the cut piece of the chassis number in safe custody for a period of six months from the date of issue of Certificate of Vehicle Scrapping issued under rule 11.

xvii. The RVSF shall maintain digital scanned copy of all documents for a period of ten years for record and examination during inspection.

xviii. The RVSF shall ensure that removal or re-cycling or disposal of hazardous parts of the scrapped vehicle is done as per CPCB guidelines for Environmentally Sound Management of End-of-Live Vehicles and AIS-129.

xix. Vehicles shall not be scrapped until the fuel, oil, antifreeze, and other gases, fluids etc. are drained and collected in certified standard containers.

- xx. A digital register of vehicles scrapped shall be maintained in Form-3."
- 9. In rule 11 subrule 1, the following shall be substituted, namely: -

"The RVSF, after completing the necessary treatment, shall issue a digital Certificate of Vehicle Scrapping including a digital photograph of the cut out of the chassis, in Form-4 to update the VAHAN Database and inform the competent authority of the State Government or Union territory Government for updating of records as per rule 52B of CMVR."

10. In rule 13 subrule 12, the following shall be substituted, namely:

"Collection centre may be established by an RVSF at any other place as well, other than the Scrapping Yard. If collection centre undertakes activities such as depollution and dismantling, then the requirements applicable for RVSF shall also be applicable to such collection centre"

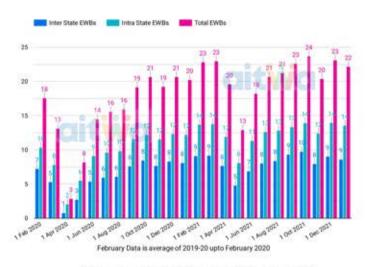


Eway Bill Dashboard

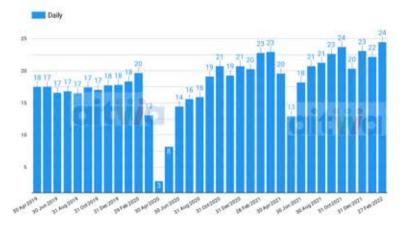


Last updated on 1st March 2022 | Data as on 27th February 2022

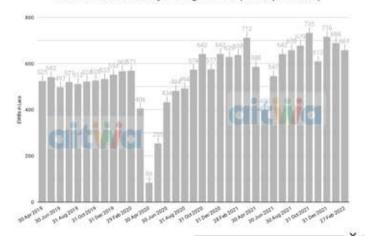
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



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





पीएम गतिशक्ति राष्ट्रीय मास्टर प्लान के कार्यान्वयन के माध्यम से लॉजिस्टिक्स क्षमता को मजबूत कर रहे हैं

प्रधानमंत्री ने अपने विशेष संबोधन के दौरान संसाधनों के इष्टतम उपयोग के लिए केंद्र सरकार के मंत्रालयों, राज्य सरकारों और निजी क्षेत्र समेत विभिन्न हितधारकों में एकीकृत योजना और सूचना के निर्बाध प्रवाह के महत्व पर जोर दिया। उन्होंने कहा कि पीएम गतिशक्ति राष्ट्रीय मास्टर प्लान एकीकृत बुनियादी ढांचा योजना, कुशल समन्वय और निगरानी को सक्षम बनाने की दिशा में पहला कदम है और इससे परियोजना के पूरा होने में लगने वाले समय और लागत में भी कमी आएगी।

प्रधानमंत्री ने इस बात पर प्रकाश डाला कि केंद्र सरकार द्वारा पूंजीगत व्यय 2013-14 के समय 2.5 लाख करोड़ रुपये से बढ़ाकर 2022-23 में 7.5 लाख करोड़ रुपये किया गया है। सरकार ने राष्ट्रीय राजमार्ग, रेलवे, नागरिक उड्डयन, जलमार्ग, ऑप्टिकल फाइबर, गैस ग्रिड और नवीकरणीय ऊर्जा जैसे बुनियादी ढांचा क्षेत्रों में निवेश बढ़ाया है। प्रधानमंत्री ने इस बात पर भी जोर दिया कि राज्य सरकारों को पीएम गतिशक्ति के तहत बुनियादी ढांचे के विकास के लिए 2022-23 में 1 लाख करोड़ रुपये दिए गए हैं।

प्रधानमंत्री ने इस बात पर जोर दिया कि देश में लॉजिस्टिक्स खर्च मौजूदा समय में जीडीपी का 13-14 प्रतिशत है, जिसे घटाने की आवश्यकता है। इसके लिए सरकार और निजी क्षेत्र के बीच समन्वित कार्रवाई की आवश्यकता है। उन्होंने हितधारकों को आश्वासन दिया कि नीति निर्माण में उनके सुझावों पर विचार किया जाएगा।

'लॉजिस्टिक्स दक्षता को बढ़ाने वालें विषय पर ब्रेकआउट सत्र का आयोजन किया गया और इसका संचालन सड़क परिवहन और राजमार्ग मंत्रालय, रेल मंत्रालय और बंदरगाह, जहाजरानी और जलमार्ग मंत्रालय की ओर किया गया। ब्रेकआउट सत्र में श्री हरिकिशन कोप्पुला रेड्डी (सीईओ, क्यूब हाईवे), श्री विक्रम जयसिंघानिया (सीईओ, अडानी लॉजिस्टिक्स), श्री बेंजामिन फौचियर डेलविग्ने (एशिया सेल्स मैनेजर, पीओएमए) और श्री सचिन भानुशाली (सीईओ, जीआरएफएल) सिहत कई प्रतिष्ठित हस्तियों और उद्योग व इन्फ्रास्ट्रक्चर एजेंसियों के 20 से ज्यादा पैनलिस्टों ने हिस्सा लिया।

ब्रेकआउट सत्र की शुरुआत अध्यक्ष NHAI श्रीमती अल्का उपाध्याय के संबोधन के साथ हुई। श्रीमती उपाध्याय ने एक्सप्रेसवे के लिए मास्टर प्लान के चार उप-विषयों पीएम गतिशक्ति कार्गो टर्मिनलों और मल्टीमॉडल लॉजिस्टिक्स पार्को, पर्वतमाला: लास्ट माइल हिल कनेक्टिविटी में सुधार और सागरमाला: पारंपरिक परिवहन प्रणाली के साथ पोर्ट इंटिग्रेशन पर हितधारकों की राय मांगी है।

एक्सप्रेसवे के मास्टर प्लान पर, श्री रेड्डी ने सुझाव दिया कि सभी प्रमुख आर्थिक केंद्रों के लिए हाई-स्पीड कनेक्टिविटी सुनिश्चित की जानी चाहिए। उन्होंने आगे कहा कि एक्सप्रेसवे नेटवर्क को मौजूदा राष्ट्रीय और राज्य राजमार्ग नेटवर्क का पूरक होना चाहिए। पैनलिस्टों ने सुझाव दिया कि पीपीपी रियायत पाने वालों के लिए एक व्यावहारिक वित्तपोषण मॉडल विकसित करने की आवश्यकता है और विकास वित्त संस्थान (डीएफआई) के शीघ्र संचालन के जरिए ऋण उपलब्धता में सुधार किया जाना चाहिए। केंद्र और राज्य स्तर पर समयबद्ध वन, वन्य जीव, खनिज और अन्य स्वीकृतियों पर बल दिया गया।

पीएम गतिशक्ति कार्गो टर्मिनलों और मल्टी मॉडल लॉजिस्टिक्स पार्कों में कस्टम बॉन्डिंग सुविधाओं के स्वचालित प्रावधान और एमएमएलपी व कार्गो टर्मिनलों पर अन्य मंजूरी की पीएम गतिशक्ति राष्ट्रीय मास्टर प्लान में पहचान की गई, इसका सुझाव दिया गया। श्री जयसिंघानी ने केंद्रीय मंत्रालयों (जैसे पर्यावरण) और राज्य सरकारों से सही मायने में मल्टी-मॉडल कनेक्टिविटी (सड़क, रेल) और समयबद्ध मंजूरी सुनिश्चित करने के लिए अंतर-मंत्रालय समन्वय पर जोर दिया। इस क्षेत्र में निजी निवेशकों को आकर्षित करने के लिए एसेंट रीसाइक्लिंग और लंबी रियायत अवधि के लिए लचीली नीति में सुधार का भी प्रस्ताव किया गया।

पर्वतमाला पर, श्री डेलिवग्ने ने निजी क्षेत्र से निवेश को आकर्षित करने के लिए सुरक्षा आवश्यकताओं और वैकल्पिक पीपीपी मोड के उपयोग के मद्देनजर प्रौद्योगिकियों के चयन में लचीलेपन की जरूरत पर प्रकाश डाला। पैनिलस्टों ने सुझाव दिया कि शहरी क्षेत्रों में टैरिफ नीतियों और हवाई अधिकार मानदंडों सिहत क्षेत्र को बढ़ावा देने और विकसित करने के लिए नियामक ढांचे को उदार बनाने की आवश्यकता है। उन्होंने आगे कहा कि पर्यावरण मंजूरी से छूट और समयबद्ध वन मंजूरी के माध्यम से मंजूरी व्यवस्था को उदार बनाने की जरूरत है। प्रधानमंत्री के 'आत्मिनर्भर भारत' और 'मेक इन इंडिया' दृष्टिकोण के अनुरूप, रोपवे पारिस्थितिकी तंत्र को विकसित करने के लिए आईआईटी और एनएसडीसी कौशल पाठ्यक्रमों के माध्यम से उत्कृष्टता केंद्र की स्थापना के माध्यम से क्षमता निर्माण का सझाव दिया गया।

सागरमाला पर, श्री भानुशाली ने पोर्ट कनेक्टिविटी परियोजनाओं के लिए वित्तपोषण और लागत रिकवरी के लिए आधुनिक तरीके इस्तेमाल करने का सुझाव दिया। पैनलिस्टों ने समयबद्ध भूमि अधिग्रहण और राज्य सरकारों से मंजूरी के द्वारा सभी बंदरगाहों के लिए मल्टी-मॉडल कनेक्टिविटी के प्रावधान पर जोर दिया। उन्होंने कहा कि केंद्रीय मंत्रालयों, राज्य सरकारों और बंदरगाह संचालकों को समन्वय के लिए बीआईएसएजी-एन पोर्टल का प्रभावी ढंग से उपयोग करना चाहिए।

अपने समापन भाषण में, सचिव एमओआरटी एंड एच श्री गिरिधर अरमाने ने सभी हितधारकों को धन्यवाद दिया और इस बात को रेखांकित किया कि सुझावों पर संबंधित मंत्रालय द्वारा समीक्षा की जाएगी और समयबद्ध तरीके से इसके कार्यान्वयन के लिए एक कार्ययोजना तैयार की जाएगी।



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प्रारूप के नियमों में निर्धारित तरीके के अनुरूप वाहनों पर प्रदर्शित होने वाले मोटर वाहन फिटनेस प्रमाणपत्र की वैधता और पंजीकरण चिह्न के लिए मसौदा अधिसूचना जारी की गई

सड़क परिवहन और राजमार्ग मंत्रालय ने 28 फरवरी, 2022 को जी.एस. आर. 166 (ई) के जरिए एक मसौदा अधिसूचना जारी की है। इसके अनुसार फिटनेस प्रमाण पत्र की वैधता (दिनांक-माह-वर्ष के प्रारूप में) और मोटर वाहन का पंजीकरण चिह्न मसौदा नियमों में निर्धारित तरीके से वाहनों पर प्रदर्शित किया जाएगा।

भारी माल/यात्री वाहनों, मध्यम माल/यात्री वाहनों और हल्के मोटर वाहनों के मामले में इसे विंड स्क्रीन के बाई ओर के ऊपरी किनारे पर प्रदर्शित किया जाएगा। वहीं, ऑटो-रिक्शा, ई-रिक्शा, ई-कार्ट और क्वाड्रिक साइकिल के मामले में इसे विंड स्क्रीन के बाई ओर के ऊपरी किनारे पर प्रदर्शित किया जाएगा, अगर फिट किया गया हो। इसके अलावा मोटरसाइकिल के मामले में इसे वाहन के साफ दिखाई देने वाले हिस्से पर प्रदर्शित किया जाएगा। इसे टाइप एरियल बोल्ड स्क्रिप्ट में नीले रंग की पृष्ठभूमि पर पीले रंग में प्रदर्शित किया जाएगा।

राजपत्र अधिसुचना के अनुसार:

सा.का.जन. 166(अ). — केंद्रीय मोटर यान नियमावली, 1989, जिनमें केंद्र सरकार मोटर यान अधिनियम, 1988 (1988 का 59) की धारा 56 की उप धारा (6) और (7) द्वारा प्रदत्त शिक्तयों का प्रयोग करते हुए संशोधन करने का प्रस्ताव करती है, में और अधिक संशोधन करते हुए निम्निलिखित प्रारूप कितपय नियमों को इस अधिनियम की धारा 212 की उप-धारा (1) के द्वारा यथावश्यक इसके द्वारा प्रभावित होने की संभावना वाले सभी व्यक्तियों की जानकारी के लिए एतदद्वारा प्रकाशित किया जाता है; और एतदद्वारा नोटिस दिया जाता है कि प्रारूप नियमों को उस तारीख से तीस दिन की अविध समाप्त होने के बाद विचारार्थ स्वीकार कर लिया जाएगा जिसको सरकारी राजपत्र में यथा प्रकाशित इस अधिसचना की प्रतियां जनता के लिए उपलब्ध करायी जाती हैं:

इन प्रारूप नियमों के प्रति आपित्तयों एवं सुझावों, यदि कोई हो, को संयुक्त सिचव (एमवीएल, परिवहन और टोल), सड़क परिवहन और राजमार्ग मंत्रालय, परिवहन भवन, संसद मार्ग, नई दिल्ली-110001 या ईमेल: commentsmorth@gov-in, के माध्यम से भेजा जा सकता है। विनिर्दिष्ट अवधि समाप्त होने के पहले उक्त प्रारूप नियमों के संबंध में किसी भी व्यक्ति से प्राप्त होने वाली आपित्तयों या सुझावों पर केंद्र सरकार द्वारा विचार किया जाएगा।

मसौदा नियम

- (1) इन नियमों को केन्द्रीय मोटर यान (... ...संशोधन) नियम,
 2022 कहा जाएगा।
- (2) ये अधिकारिक राजपत्र में प्रकाशन की तारीख से लागू होंगे।
- 2. केन्द्रीय मोटर यान नियमावली, 1989 (इसमें इसके बाद उक्त नियमों के रूप में उल्लिखित) में नियम 62 के उप नियम (5) में, पहले परंतुक के पश्चात् निम्नलिखित परंतुक अंत:स्थापित किया जाएगा, अर्थात:-

"बशत, इसके अलावा माटर वाहन के फिटनेस प्रमाण पत्र को वेधता (दिनांक-माह-वर्ष प्रारूप में) और पंजीकरण चिह्न को नीचे निर्दिष्ट तरीके से वाहनों पर प्रदर्शित किया जाएगा-

भारी माल / यात्री वाहनों, मध्यम माल / यात्री वाहनों और हल्के मोटर वाहनों के मामले में, यह विंड स्क्रीन के बाई ओर के ऊपरी किनारे पर नीले रंग की पृष्ठभूमि पर पीले रंग में टाइप एरियल बोल्ड स्क्रिप्ट में प्रदर्शित किया जाएगा। स्टिकर का चित्रण प्रदर्शन-1 में निर्दिष्टानुसार होगा।

प्रदर्शन-1



नोट - परिमाप मिमी में, वणों की ऊंचाई के लिए लागू टॉलरेंस +/10% है और लाइनों के बीच खाली स्थान है। ऑटो-रिक्शा, ई-रिक्शा, ई-कार्ट और क्वाड़िसाइकिल के मामले में, इसे विंड स्ट्रीन,यदि फिट किया गया है, के बाई ओर के ऊपरी किनारे पर नीले रंग की पृष्ठभूमि पर टाइप एरियल बोल्ड स्क्रिप्ट में प्रदर्शित किया जाएगा यदि ऐसे वाहनों में विंड स्ट्रीन नहीं लगाई जाती है, तो इसे वाहन के सुस्पष्ट भाग पर प्रदर्शित किया जाएगा। स्टिकर का चित्रण प्रदर्शन-11 में निर्दिष्टानुसार होगा। मोटर साइकिल के मामले में, इसे वाहन के सुस्पष्ट भाग पर नीले रंग की पृष्ठभूमि पर पीले रंग में टाइप एरियल बोल्ड स्क्रिप्ट में प्रदर्शित किया जाएगा। स्टिकर का चित्रण प्रदर्शन-11 में निर्दिष्टानुसार होगा।

प्रदर्शन-2



नोट - परिमाप मिमी में, वणों की ऊंचाई के लिए लागू टॉलरेंस

(फा. सं. आरटी-23013/2/2021-टी)

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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	20	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	1	Shop No.11, Lakhmi Pyau, Kundii Border (Kamla Market) Sonepat (HR) 131028	7995000438	7428388316	9541905794
Rama Road	:	61, Rama Road, Near Bisleri, New Delhi - 110015	9310658047	7995000427	25410794
Manesar		Shop No.4, Pepsi Dhaba, Near Apna Ghar, Delhi Jaipur Highway, Village Shikhapur, More, Manesar - 122001	7838900139	7995000453	7995000448
G.T.Karnal		B-96, G.T.Karnal Road, Behind Telephone Exchange, G.T.Karnal Road, Delhi - 110033	9310657964	7995000433	
Narela		Shop No.22, Chamanial 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-886
ANSWERED ON- 09/02/2022

HYDROGEN FUEL FOR VEHICLES

886. SHRI VINAY DINU TENDULKAR:

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

- (a) whether any research programme is underway in the country in order to reduce the carbon emission generated by vehicles and to make the vehicles run with hydrogen fuel instead of petrol and diesel;
- (b) the details of the modifications needed to be brought in the vehicles and by when this technique would be available to the common man;
- (c) the guidelines formulated by Government for establishing a hydrogen cell manufacturing industry after the acquisition of technical know-how by an entity and the estimated cost thereof; and
- (d) the reasons responsible, if no research work is being conducted, in this regard?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (d) Ministry of Road Transport and Highways has notified G.S.R. 889(E) dated 16th September, 2016, for use of Hydrogen as an automotive fuel in the country. The specifications for Hydrogen for Internal Combustion Engine have been specified in Annexure IV-W of the said notification. 18% blend of Hydrogen with CNG (HCNG) has been notified by this Ministry vide G.S.R. 585(E) dated 25th September, 2020. This Ministry vide G.S.R. 579(E) dated 23^{td} September, 2020 has notified safety norms regarding hydrogen fuel cell vehicles and its components.

Ministry of New and Renewable Energy is implementing Renewable Energy Research and Technology Development programme to support research in various aspects of renewable energy including inter-alia hydrogen based transportation and fuel cell development. The ongoing R&D projects on hydrogen and fuel cells are as under:-

- Indian Institute of Science, Bangalore has established a production plant for high purity hydrogen generation through biomass gasification.
- ARCI Centre for Fuel Cell Technologies, Chennai is setting up an integrated automated manufacturing line for producing 20 kW PEM Fuel Cell stacks.
- Dayalbagh Educational Institution has developed novel materials for Hydrogen production through Photo electrochemical splitting of water. Two patents were granted for materials developed under the project in 2021.
- iv. National Institute of Solar Energy, Gurgaon, under the project to establish a Centre of Excellence on Hydrogen Energy, have procured electrolyzer and other equipment for augmenting the Green Hydrogen production capacity to demonstrate various applications including hydrogen fuelled vehicles.



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Is Third-party Premium Hike The Only Solution? Let's Find Out!



he draft notification No RT- 11036/194/2021- MVL dated 04/03/3033 the year 2022-23 (regarding third party motor premium) establishes that the Government of India(GOV) and IRDA are kind enough to see the interest of only insurance companies, giving a completely deaf ear to truckers' claim that they have been always left to almighty to pay the hefty premium.

We discuss the issue among the representatives of our all India level and state level bodies from time to time, who are taking up this issue with IRDA and MoRTH. A few of our members, with experience of over three decades, have expertise in dealing with insurance issues and are ready to work selflessly for the betterment of the industry. They are

neither tired nor retired and are working honorary for the welfare of the industry as the name indicates.

Also, we discuss with the advocates in the panel, who are fighting the cases for road victims in motor accident

Also, we discuss with the advocates in the panel, who are fighting the cases for road victims in motor accident claims tribunals to get the maximum awards for their clients

claims tribunals to get the maximum awards for their clients. Similarly, we talk to the senior officers of the insurance companies who handle the portfolios of claims settlements at state and national levels. Further, we also discuss with very senior personalities of the insurance industry who have worked in very high positions to offer a resolution to this unresolved issue every year. At times, they feel, there are many reservations and not all things can be expressed but how can a problem be resolved if we keep it wrapping it under the carpet. you have to represent. One fine day will come when one person will listen to our concerns and resolve the issue by taking the right step.

Therefore, we will continue to do this exercise and hope the day will come soon when all of us i.e. IRDAI /MoRTH /Stakeholders/Truck Owners will be sitting at peace if the issue is resolved.

The History and the Possible Solution to the Issue

The solution to the problem of Third Party Premium is not to increase the premium rate every time to save the interest of insurance companies and advocates.

We still remember that even 20 years ago, in the year 2001, a committee was formed to decide on the TP rates and it was suggested then that a cap must be applied on accidental death claim amount, to avoid high amount rewards by MACT in the country. I being the member of the committee, on behalf of the transport industry, suggested and raised the issue strongly to sort out the problem permanently. The TP premium rate then was Rs. 1279 only, which has hiked to Rs. 44000 this year and seems there is no end to it. We can offer documentary evidence if required, as everything is drafted in the minutes of the meeting. But, ironically, even after 20 years of exercise we are only doing eyewash with all powers to do anything and everything vested in either MoRTH or IRDAI.

Previously IRDA use to share data with the common public as well including the transport industry, which by their power stopped providing even that crucial data to the stakeholders, and have started informing the basic methodology to calculate the premium.

If the government of India really want to solve the problems of truckers and also wants to reduce the burden of insurance cost, sooner or later the claim liability of road accident victim has to be restricted to a fixed amount, considering the income of the common Indian public at large. This amount should be fixed by ACT may be to the tune of say Rs 15 lacs or whatever is deemed fit.

At times, a very high award to the tune of crore of Rupees or more is awarded against the owner of the vehicle and on behalf of the vehicle owner insurance companies are forced to pay that amount to the victim and the same is recovered from the truck owners in the form of third party premium, which is the root cause of the increasing TP premium every year.

If any wealthy person dies in a road accident normal claim amount whatever IRDAI/GOI fixes by an act should only be payable to the road accident victim from the TP fund. Being a wealthy person he must have taken other insurance policies which will be payable from the respective

If any wealthy person dies in a road accident normal claim amount whatever IRDAI/GOI fixes by an act should only be payable to the road accident victim from the TP fund. Being a wealthy person he must have taken other insurance policies which will be payable from the respective portfolios as per his insurance risk cover

portfolios as per his insurance risk cover. No jackpot should be offered to any tom or harry (prove himself wealthy) from the fund of a poor truck operator.

Since all claims are awarded from the TP premium income, therefore, all insurance companies are only the custodian of the truck owner's Third-party premium. Neither GOI nor any insurance company is contributing to this fund.

The gravity of the problem is further

enhanced by the advocates, who are fighting the cases in MACT and delaying the awards and getting interested in the amount of the award from the date of filing the case in the MACT. Advocates are mostly fighting these cases on a percentage basis and are in search of such victims and are not charging any initial fees to file the case, as we all are aware of this practice.

A very high amount of interest is paid along with the award amount as it takes 5 to 6 years to settle the case, though IRDAI has made so many changes to reduce the period.

We still hold this opinion, even after 20 years, that the liability of road accident victims has to be restricted, simply by looking to the income of the normal Indian public as early as possible to bring the situation under control. Therefore, we are requesting all the CMDs of all the four government insurance companies to include representatives from the transport industry in that committee.

In 2001 it was done under the chairmanship of Mr Ansari when the honourable Supreme Court of India intervened to include a representative of the transport industry in that committee. This was the first and the last representation by the truck industry as a member of such a committee where TP rates were decided.

One more suggestion to reduce the burden of TP on truckers is to de-tariff the TP premium like that of OD premium. We remember, Mr Bhandariji, then CMD of New India Assurance Company and a very senior member of such committees used to tell us that we are now de-tariffing OD premium and that with time, the insurance sector will be healthy and all factors itself will decide the rates for any risk.

IRDA rightly de-terrified the OD premium rates result are before we and rates came down drastically in OD premium.

We feel the right time has come to detariff TP premium! The insurance industry is mature enough to accept this change.

You must be aware for your information that a 15 - 30 % discount is available on TP premium. We are sorry to understand why the government wants to extract a heavy premium from poor truck operators, who are not aware of this discounting secrete and are forced to pay full TP premium as stamped by GOI along with IRDAI.

White colour loot from poor truck operators

Looking at the mandatory type of insurance cover there is every apprehension of forming a cartel by insurance companies for such type of cover and forcing people to pay any amount. Our truck transport industry has gone through such a situation also. Around 18 years ago we were unwanted customers in the office of the insurance company and were begging for TP cover here and there.

To overcome this situation as IRDA/MoRTH was giving the basic



minimum rate for this cover. This rate should be the maximum chargeable rate for any insurance company for this risk.

What we are requesting is deterrifying along with the maximum chargeable rate for mandatory insurance cover to pass on the benefits of de-terrifying to the common public and save insurance companies' interest as well for their survival.

We hope GOI will come in support of poor truck operators in reducing the cost of insurance, along with reducing the overall logistic cost, which GOI is trying to reduce.

As for the mentioned notification, we have offered only two suggestions to consider, sympathetically, and we hope to get the result without fail.

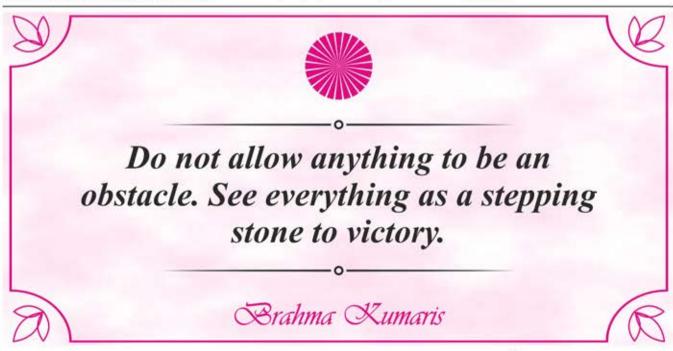
Because of the high-value claim settlement by MACT, insurance companies are forced to pay highvalue claims from TP premium income, through their nose, and bleeding most of the money this way, then the IRDAI is forced to come to their rescue with the help of MoRTH /GOI. It is very difficult to break the chain, but someone of high stature like the PM can come forward to help our industry. As MoRTH increases the carrying capacity of our trucks to reduce corruption and to fulfil the need of the transport industry. Though it took 20 years to consider this fact by the government, we welcome this.

Here too, the intervention of PM can create an impact on such notifications, otherwise, IRDA/MoRTH will keep increasing the rate.

The transport fraternity strongly opposes this system of increasing TP premium this way as adopted and requests PM sir to be the angel to show us hope.

Drafted by:

Ishwar Chander Goel (9327004175) Chairman (Insurance Committee -AITWA





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

West Zone

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

Specialist in- Automobiles, Container Services, ODC, Clearing & Forwarding, & Warehousing

TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.) Freight (in MT

	Airport		The Mon			Period Apr		
no.		Dec 2021	Dec 2020	% Change	2021-22	2020-21	% Change	
(A)	15 International	Airports						
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	200	
Tota		19361	19445	-0.4	160518	114790	39.8	
	6 PPP Internatio							
16	Ahmedabad	3686	3955	-6.8	31761	26855	18.3	
17	Lucknow	1285	862	49.1	8880	6273	41.6	
18	Mangalore	180	21		1890	1100	71,8	
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 Internation	al Airports						
22	Delhi (DIAL)	30036	30054	-0.1	243301	187534	29.7	
23	Mumbai (MIAL)	20472	18241	12.2	160013	99136		
24	Bangalore (BIAL)	12786	12764	0.2	105155	83436	26.0	
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	0	2017	3	0	20.0	
Tota		71058	68034	4.4	571410	111111111111111111111111111111111111111	38.5	
	1 ST Govt./Pvt.				271410	412340	2920	
_		_						
29	Shirdi	0	0	-	0	0	-	
Tota		0	0	2	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	
* *	Visakhapatnam	266	264	0.8	3039	2471	23.0	
34							43.6	
35	Indore	702	1113	-36.9	6246	4350		
	Indore	702 119				4350 1306		
35	A CONTRACTOR OF THE PARTY OF TH		1113 265 403	-36.9 -55.1 -10.9	6246 1014 3718		-22.4 26.0	
35 36 37	Indore Madurai	119	265	-55.1	1014	1306	-22.4	
35 36 37 38	Indore Madurai Surat	119 359	265 403	-55.1 -10.9	1014 3718	1306 2950	-22.4 26.0	
35 36 37 38 39	Indore Madurai Surat Aurangabad Gaya	119 359 71 0	265 403 102 0	-55.1 -10.9 -30.4	1014 3718 634	1306 2950 476 0	-22.4 26.0 33.2	
35 36 37 38 39 Tota	Indore Madurai Surat Aurangabad Gaya	119 359 71 0 7187	265 403 102	-55.1 -10.9	1014 3718 634 0	1306 2950 476	-22.4 26.0	
35 36 37 38 39 Tota (F)	Indore Madurai Surat Aurangabad Gaya 69 Domestic Air	119 359 71 0 7187 ports	265 403 102 0 8484	-55.1 -10.9 -30.4 -15.3	1014 3718 634 0 59883	1306 2950 476 0 47622	-22.4 26.0 33.2 - 25.7	
35 36 37 38 39 Tota (F) 40	Indore Madurai Surat Aurangabad Gaya 69 Domestic Air Ranchi	119 359 71 0 7187 ports	265 403 102 0 8484 705	-55.1 -10.9 -30.4 -15.3	1014 3718 634 0 59883	1306 2950 476 0 47622 3614	-22.4 26.0 33.2 25.7	
35 36 37 38 39 Tota (F) 40 41	Indore Madurai Surat Aurangabad Gaya 69 Domestic Air Ranchi Raipur	119 359 71 0 7187 ports 459 559	265 403 102 0 8484 705 562	-55.1 -10.9 -30.4 - -15.3 -34.9 -0.5	1014 3718 634 0 59883 4170 4567	1306 2950 476 0 47622 3614 3098	-22.4 26.0 33.2 25.7 15.4 47.4	
35 36 37 38 39 Tota (F) 40 41 42	Indore Madurai Surat Aurangabad Gaya 169 Domestic Air Ranchi Raipur Jammu	119 359 71 0 7187 ports 459 559 125	265 403 102 0 8484 705 562 104	-55.1 -10.9 -30.4 -15.3	1014 3718 634 0 59883 4170 4567 1120	1306 2950 476 0 47622 3614 3098 623	-22.4 26.0 33.2 25.7 15.4 47.4	
35 36 37 38 39 Tota (F) 40 41 42 43	Indore Madurai Surat Aurangabad Gaya 69 Domestic Air Ranchi Raipur Jammu Dehradun	119 359 71 0 7187 ports 459 559 125 79	265 403 102 0 8484 705 562 104	-55.1 -10.9 -30.4 -15.3 -34.9 -0.5 20.2	1014 3718 634 0 59883 4170 4567 1120 450	1306 2950 476 0 47622 3614 3098 623 40	-22.4 26.0 33.2 25.7	
35 36 37 38 39 Fota (F) 40 41 42 43 44	Indore Madurai Surat Aurangabad Gaya 69 Domestic Air Ranchi Raipur Jammu Dehradun Agartala	119 359 71 0 7187 ports 459 559 125 79 345	265 403 102 0 8484 705 562 104 10 179	-55.1 -10.9 -30.4 - -15.3 -34.9 -0.5	1014 3718 634 0 59883 4170 4567 1120	1306 2950 476 0 47622 3614 3098 623 40 1243	-22.4 26.0 33.2 25.7 15.4 47.4 79.8	
35 36 37 38 39 Fota (F) 40 41 42 43 44 45	Indore Madurai Surat Aurangabad Gaya I 69 Domestic Air Ranchi Raipur Jammu Dehradun Agartala Gorakhpur	119 359 71 0 7187 ports 459 559 125 79 345 0	265 403 102 0 8484 705 562 104 10 179 0	-55.1 -10.9 -30.4 -15.3 -34.9 -0.5 20.2 92.7	1014 3718 634 0 59883 4170 4567 1120 450 2684	1306 2950 476 0 47622 3614 3098 623 40 1243 0	-22.4 26.0 33.2 25.7 15.4 47.4 79.8	
35 36 37 38 39 Fota (F) 40 41 42 43 44 45 46	Indore Madurai Surat Aurangabad Gaya I 69 Domestic Air Ranchi Raipur Jammu Dehradun Agartala Gorakhpur Bhopal	119 359 71 0 7187 ports 459 559 125 79 345 0 216	265 403 102 0 8484 705 562 104 10 179 0 163	-55.1 -10.9 -30.4 -15.3 -34.9 -0.5 20.2	1014 3718 634 0 59883 4170 4567 1120 450 2684 0 1553	3614 3098 623 3614 3098 623 40 1243 0 814	-22.4 26.0 33.2 25.7 15.4 47.4 79.8	
35 36 37 38 39 Tota (F) 40 41 42 43 44 45 46 47	Indore Madurai Surat Aurangabad Gaya 69 Domestic Air Ranchi Raipur Jammu Dehradun Agartala Gorakhpur Bhopal Udaipur	119 359 71 0 7187 ports 459 559 125 79 345 0 216	265 403 102 0 8484 705 562 104 10 179 0 163	-55.1 -10.9 -30.4 -15.3 -34.9 -0.5 20.2 -92.7 -32.5	1014 3718 634 0 59883 4170 4567 1120 2684 0 1553 78	3614 3098 623 40 47622 3614 3098 623 40 1243 0 814 2	22.4 26.0 33.2 25.7 15.4 47.4 79.8 90.8	
35 36 37 38 39 Fota (F) 40 41 42 43 44 45 46 47 48	Indore Madurai Surat Aurangabad Gaya 69 Domestic Air Ranchi Raipur Jammu Dehradun Agartala Gorakhpur Bhopal Udaipur Dibrugarh	119 359 71 0 7187 ports 459 559 125 79 345 0 216 18	265 403 102 0 8484 705 562 104 10 179 0 163 1	-55.1 -10.9 -30.4 -15.3 -34.9 -0.5 20.2 92.7	1014 3718 634 0 59883 4170 4567 1120 450 2684 0 1553 78	3614 3098 623 40 47622 3614 3098 623 40 1243 0 814 2 525	-22.4 26.0 33.2 25.7 15.4 47.4 79.8	
35 36 37 38 39 Tota (F) 40 41 42 43 44 45 46 47 48 49	Indore Madurai Surat Aurangabad Gaya 69 Domestic Air Ranchi Raipur Jammu Dehradun Agartala Gorakhpur Bhopal Udaipur Dibrugarh Prayagraj	119 359 71 0 7187 ports 459 559 125 79 345 0 216 18 78	265 403 102 0 8484 705 562 104 10 179 0 163 1 109	-55.1 -10.9 -30.4 -15.3 -34.9 -0.5 20.2 -92.7 -28.4	1014 3718 634 0 59883 4170 4567 1120 450 2684 0 1553 761	1306 2950 476 0 47622 3614 3098 623 40 1243 0 814 2 525	-22.4 26.0 33.2 25.7 25.7 15.4 47.4 79.8 90.8	
35 36 37 38 39 Tota (F) 40 41 42 43 44 45 46 47 48 49 50	Indore Madurai Surat Aurangabad Gaya 69 Domestic Air Ranchi Raipur Jammu Dehradun Agartala Gorakhpur Bhopal Udaipur Dibrugarh Prayagraj Leh	119 359 71 0 7187 ports 459 125 79 345 0 216 18 78 0 268	265 403 102 0 8484 705 562 104 10 179 0 163 1 109 0	-55.1 -10.9 -30.4 -15.3 -34.9 -0.5 20.2 -92.7 -32.5	1014 3718 634 0 59883 4170 4567 1120 450 2684 0 1553 78 761 0	1306 2950 476 0 47622 3614 3098 623 40 1243 0 814 2 525 0 1109	-22.4 26.0 33.2 25.7 25.7 15.4 47.4 79.8 90.8	
35 36 37 38 39 Tota (F) 40 41 42 43 44 45 46 47 48 49 50 51	Indore Madurai Surat Aurangabad Gaya 69 Domestic Air Ranchi Raipur Jammu Dehradun Agartala Gorakhpur Bhopal Udaipur Dibrugarh Prayagraj Leh Jodhpur	119 359 71 0 7187 ports 459 125 79 345 0 216 18 78 0 268	265 403 102 0 8484 705 562 104 10 179 0 163 1 109 0 326	-55.1 -10.9 -30.4 -15.3 -34.9 -0.5 20.2 -92.7 -32.5 -28.4 -17.8	1014 3718 634 0 59883 4170 4567 1120 450 2684 0 1553 78 761 0 1675	3614 3098 47622 3614 3098 623 40 1243 0 814 2 525 0 1109	-22.4 26.0 33.2 25.7 15.4 47.4 79.8 90.8 45.0	
35 36 37 38 39 Tota (F) 40 41 42 43 44 45 46 47 48 49 50 51 52	Indore Madurai Surat Aurangabad Gaya 69 Domestic Air Ranchi Raipur Jammu Dehradun Agartala Gorakhpur Bhopal Udaipur Dibrugarh Prayagraj Leh Jodhpur Vadodara	119 359 71 0 7187 ports 459 125 79 345 0 216 18 78 0 268 0 122	265 403 102 0 8484 705 562 104 10 179 0 163 1 109 0 326 0 391	-55.1 -10.9 -30.4 -15.3 -34.9 -0.5 20.2 -92.7 -32.5 -28.4 -17.8 -68.8	1014 3718 634 0 59883 4170 4567 1120 450 2684 0 1553 78 761 0 1675 0 868	3614 3614 3614 3098 623 40 1243 0 814 2 525 0 1109 0 1039	-22.4 26.0 33.2 25.7 25.7 15.4 47.4 79.8 90.8 45.0 51.0	
35 36 37 38 39 Tota (F) 40 41 42 43 44 45 46 47 50 51 52 53	Indore Madurai Surat Aurangabad Gaya 69 Domestic Air Ranchi Raipur Jammu Dehradun Agartala Gorakhpur Bhopal Udaipur Dibrugarh Prayagraj Leh Jodhpur Vadodara Silchar	119 359 71 0 7187 ports 459 125 79 345 0 216 18 78 0 268 0 122 62	265 403 102 0 8484 705 562 104 10 179 0 163 1 109 0 326 0 391 72	-55.1 -10.9 -30.4 -15.3 -34.9 -0.5 20.2 -92.7 -32.5 -28.4 -17.8 -68.8 -13.9	1014 3718 634 0 59883 4170 4567 1120 450 2684 0 1553 78 761 0 1675 0 868 612	3614 3614 3098 623 40 1243 0 814 2 525 0 1109 0 1039 420	-22.4 26.0 33.2 25.7 15.4 47.4 79.8 90.8 	
35 36 37 38 39 Tota (F) 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54	Indore Madurai Surat Aurangabad Gaya 69 Domestic Air Ranchi Ranipur Jammu Dehradun Agartala Gorakhpur Bhopal Udaipur Dibrugarh Prayagraj Leh Jodhpur Vadodara Silchar Belgaum	119 359 71 0 7187 ports 459 559 125 79 345 0 216 18 78 0 268 0 122 62 2	265 403 102 0 8484 705 562 104 10 179 0 163 1 109 0 326 0 391 72	-55.1 -10.9 -30.4 -15.3 -34.9 -0.5 20.2 -92.7 -28.4 -17.8 -68.8 -13.9	1014 3718 634 0 59883 4170 4567 1120 450 2684 0 1553 78 761 0 1675 0 868 612	3614 3098 47622 3614 3098 623 40 1243 0 814 2 525 0 1109 0 1039 420 0	-22.4 26.0 33.2 25.7 25.7 15.4 47.4 79.8 90.8 45.0 51.0	
35 36 37 38 39 Tota (F) 40 41 42 43 44 45 46 47 48 49 50 51 52 53	Indore Madurai Surat Aurangabad Gaya 69 Domestic Air Ranchi Raipur Jammu Dehradun Agartala Gorakhpur Bhopal Udaipur Dibrugarh Prayagraj Leh Jodhpur Vadodara Silchar	119 359 71 0 7187 ports 459 125 79 345 0 216 18 78 0 268 0 122 62	265 403 102 0 8484 705 562 104 10 179 0 163 1 109 0 326 0 391 72	-55.1 -10.9 -30.4 -15.3 -34.9 -0.5 20.2 -92.7 -32.5 -28.4 -17.8 -68.8 -13.9	1014 3718 634 0 59883 4170 4567 1120 450 2684 0 1553 78 761 0 1675 0 868 612	3614 3614 3098 623 40 1243 0 814 2 525 0 1109 0 1039 420	-22.4 26.0 33.2 25.7 15.4 47.4 79.8 90.8 	

S.	Airport	For	Period Apr	April To Dec			
no.	•	Dec 2021	Dec 2020	% Change	2021-22	2020-21	% Change
(F)	69 Domestic Air						
58.	Rajkot	32	9	. 2	158	13	
59	Jabalpur	0	0		0	0	
60	Tuticorin	0	0.		0	0	
61	Hubli	6	3	- 1	28	56	-50.0
62	Dimapur	124	37		694	171	- 3
63	Gaggal (Kangra)	0	0		0	0	
64	Kishangarh	0	0	_ :	0	0	
65	Mysore	0	0	-	0	0	
66	Kolhapur 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	87.9
72	Cuddapah	0	0	-	0	0	
73	Jaisalmer	0	0	000	0	0	500
74	Jorhat	2	5	-60.0	7	16	-56
75	Bikaner	0	0		0	.0	1
76	Jamnagar	0	0	- 2	0	0	
77	Salem	0	0		0	0	- 3
78	Diu	0	0	-	0	0	
79	Porbandar	0	0	- 8	0	0	
80	Adampur (Jalandhar)	0	0	-	0	0	
81	Bhuj	0	0		0	0	
82	Hindon	0	0	-	0	0	
83	Pantnagar	0	0		0	0	
84	Lakhimpur (Lilaberi)	2			3	0	
85	Pakyong	0	0	-	0	0	-
86	Bhavnagar	0	0	- 5	0	0	
87	Pathankot	0	0		0	0	
88	Bhuntar Ludhiana	0	0		0	0	
90	Agatti	5	0		87	0	
91	Jalgaon	0	0		0	0	
92	Barapani (Shillong)	0	0	-	0	0	
93	Bilaspur (Simong)	0	0		0	0	
94	Tezpur	0	0	-	0	0	
95	Agra	0	0		0	0	
96	Baareilly	0	0		0	0	
97	Hyderabad (Begampet)	0	0		- 0	0	- 5
98	Shimla	0	0	-	0	0	
99	Khajuraho	0	0		- 0	0	- 0
100	Pondicherry	0	0		0	0	
101	Bhatinda	0	0	- 8	- 0	- 0	
102	Kota	0	0		0	0	
	Sholapur	0	0	- 2	0	0	
	Keshod (Junagarh)	0	0		0	0	
105	Safdarjung	0	- 0	-	0	- 0	
106	Tezu	0	0		0	0	
	Coochbehar	0	0	-	0	0	
108	Rupasi	0	0		0	0	
F) 6	9 Domestic Airports	2569	2723	-5.7	20001	12944	54.5
	14 St.Govt. / Pvt	Airports					
	Durgapur	1	0	-	2	0	
110	Nasik(Hal ozar)	0	16	-	1	17	-94.
П	Lengpui(aizwal)	30	48	-37.5	254	284	-10.0
	Nanded	0	0	-31,3	0	0	10.0
	Jagdalpur	0	0	-	0	0	
114		0	0	- 2	0	0	
	Bidar	0	0	-	0	0	
	Pasighat	0	0	-	0	0	
	Hisar	0	0	-	0	0	
	Mundra	0	0		0	0	
	Pithoragarh	0	0	- 2	0	0	
118	and the same of th	0	0	-	0	0	
118	Bangalore(Hal)						_
18 19 20	Bangalore(Hal)		0		0	- 0	
118 119 120 121	Bangalore(Hal) Kurnool	0	0	-	0	0	
118 119 120 121 122	Bangalore(Hal) Kurnool Sindhudurg	0	0	-	0	0	-14.6
118 119 120 121 122 G) 1	Bangalore(Hal) Kurnool	0		-51.6			-14.6

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	P.O.L.	de, Liquids ., /	1 22 2 2 2 2	Fertilizers			oal	Conta			TOTAL	% VAR.	CAGR*(%)
	PERIOD	(Crude, Prod., LPG/ LNG)				RAW	Thermal & Steam	Coking & Others	Tonnage	TEUs	Misc. Cargo		AGAINST 2020-21	2019-20 AND 2021-22
SMP, KOLKATA	War downer was a control	1												
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	28368 26992 31847	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	11964 14973 11846	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	1 104	99	35	15472 11122 16168	1735 549 829	0.0000.500	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	2027	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	9 90000	22	259 240 157			8580 7607 7189	615 550 519	10 10 to 10	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		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	- 8	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	30382 27659 32179	1384 1349 1690	5668 5594 5838	278 325 235	124 37 91	4442 3094 2978	290 925 2392	214 211 267	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	2687 3028 3253	2356 2013 2124		·	2		:	57305 45536 50549	4700 3687 4205	654		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	581763	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	100 OF \$ 60 CO FEED IN		41370 56849			79188 62211	40922 43389	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	9336 7641	B-0000138325550	592020 542478	9.13	
% Variation from previous year	TRF APRIL-JAN., 2020	8.29	11.84	-27.23 45004	-	-	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

RBI to Ensure Enough Liquidity to Support Business

he Reserve Bank of India (RBI) will ensure abundant liquidity to support business even as Mint Road's crisis-era measures are coming to an end, said Governor Shaktikanta, reported ET. While the Ukraine war has created new challenges, the central bank will seek to cushion its economic fallout by going even beyond the playbook, where steps often accompany sunset clauses after bitter lessons from the past.

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This was his first in-person interaction with the industry since the start of the Covid-19 pandemic.

Das was answering questions from industry captains such as Uday Kotak, Keki Mistry and Rishad Premji, who attended the meeting as members of the CII council. "There will be abundant liquidity to meet the



productive needs of the economy. All our schemes have a sunset clause," Das said. "We will ensure the whole process, the injection of liquidity as well as the withdrawal, is very nondisruptive."

Das also remained confident that India won't top the 6% consumer price inflation threshold on a continuous basis. "I don't see a situation in India where the inflation keeps on increasing beyond the band which we have," he said. "Indian growth projection is 8.9% for the current year. Even if you factor in the impact of the Ukraine crisis, it will be very marginal."

India has reported consumer price inflation of more than 6% for two consecutive months.

'Focus on Keeping Indian Rupee Stable'

That is above the RBI comfort band of 4%, with a two-percentage point latitude either side of the ballpark.

Das, however, cautioned about supply-side issues arising due to increase in shipping charges, nonavailability of containers, and supplyside bottlenecks. But he downplayed concerns around stagflation and said that this is not a worry for India.

"In our assessment, such prospects don't exist for India, I think India is far away from such a grim prospect," he said. "We see the inflation numbers, a lot of developments are taking place. For example: the crude prices touched \$130 and came down to \$99 and then went up again to \$112. So, we really don't know how it is going to pan out."

Forex Reserves

Governor Das also sounded confident of dealing with spillover effects of actions taken by global monetary policy managers. He said that India had forex reserves of more than \$622 billion and an additional \$55 billion that it holds in the forwards market.

"There can be some spillovers but I can say with reasonable confidence that we will be able to maintain the stability of the Indian rupee," the governor said. "Our standard policy is that we intervene to prevent excessive volatility. It will be our endeavour and we should be able to maintain the stability of the Indian rupee."

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