



परिवहन प्रगति

Monthly Magazine of All India Transporters Welfare Association

Parivahan Pragati

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



The Growing Industry Called Logistics

Supportive Environment, Emergence of
3PL Players Enabled Warehousing Efficiency

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NSWS Facilitates Application for Grant of
Registration Certificate to Set Up Automated Testing
Stations and Registered Vehicle Scrapping Facilities

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Introducing Members of
AITWA Women's Wing

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FPT Industrial Completes
Acquisition of Minority Stake in
Blue Energy Motors

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Strong Foundation of Public & Private Sectors to Build India A World-class Freight System

To sustain the growing demand for freight transport without driving existing externalities to extreme levels, Indian stakeholders needed to take steps to shift to a new freight paradigm that is more cost-effective, clean, and efficient. This new freight transportation paradigm was supposed to help India achieve its development goals, including improved air quality, improved GDP, better public health, enhanced logistics productivity, and more employment opportunities, which is also in line with India's clean mobility ambitions.

The good news is that India already has a portfolio of policies and

supportive market trends that can accelerate the transition to effective, cost-efficient, clean, and safe freight movement.

Supportive Policy Environment

- **Make In India:** This is an initiative to promote domestic manufacturing of products and infrastructure by providing dedicated investments. The initiative aims to reduce India's reliance on other nations for manufacturing capabilities of goods and associated infrastructure.
- **Digital India:** It is a flagship programme with a vision to transform India into a digitally empowered society and knowledge economy. The vision of the programme will support



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

the digitisation of the supply chain which can improve logistics efficiency.

- **Logistics Efficiency Enhancement Program (LEEP):** LEEP is designed to improve freight transportation efficiency by

LEEP is designed to improve freight transportation efficiency by improving associated costs, transportation time, and logistical practices like goods transferring and tracking through infrastructure, technology, and process interventions

improving associated costs, transportation time, and logistical practices like goods transferring and tracking through infrastructure, technology, and process interventions.

- **National Logistics Policy:** The goal of the National Logistics Policy is to enhance the economic growth of India by making the logistics sector more efficient, seamless, and integrated. It also aims to drive down logistics costs as a share of GDP.

- **Faster Adoption and**





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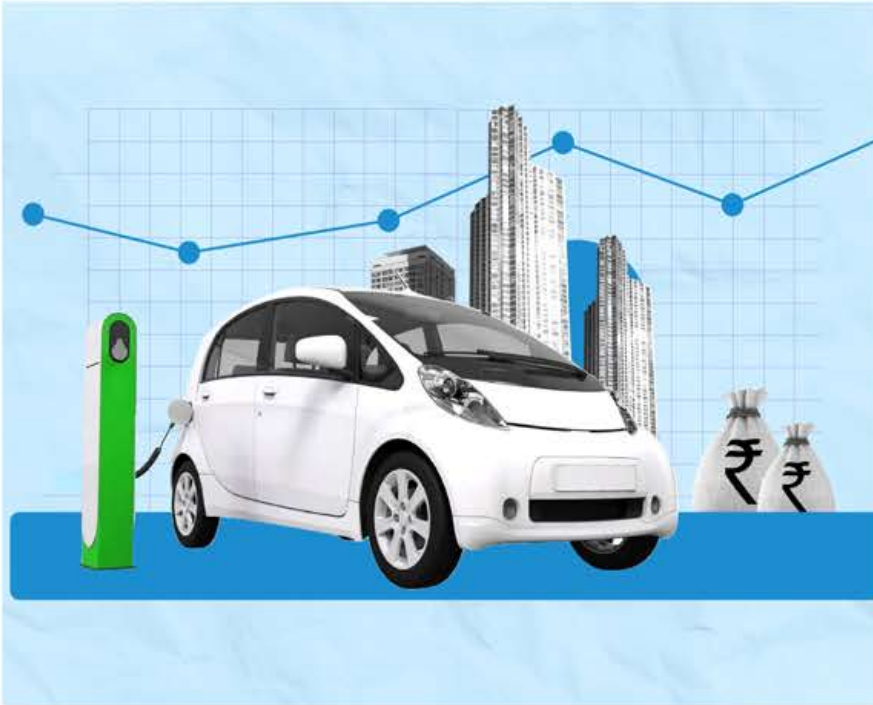
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Manufacturing of Electric Vehicles (FAME II): FAME II is a subsidy scheme by the Government of India (GOI) to accelerate the manufacturing and uptake of electric vehicles. Policies like FAME II will promote the deployment of EVs and associated charging infrastructure for freight EVs.

• **Bharat Stage (BS) Emission Norms:** BS Emission Norms are emissions standards set by the GOI to reduce criteria pollutant emissions from motor vehicles and improve vehicle efficiency. BS VI has been

effective since April 2020.

In addition, India is also developing infrastructure to support growing freight demand. The Union Budget announced in 2021 allocated INR 2.3 lakh crore for transport infrastructure. In 2023-24, the Ministry of Road Transport and Highways has been allocated Rs 2,600 crore for maintaining highways (1% of the Ministry's budget).

Besides, dedicated long-distance freight corridors, high-capacity freight rail routes are being developed by the GOI for freight movement.

Further, the Sagarmala project is implemented with a focus on developing waterways transport by improving existing ports and developing Coastal Economic Zones. And, the Bharatmala and Golden Quadrilateral projects were introduced to focus on the development of road highway infrastructure in the country.

Also, the Jal Marg Vikas Project (JMVP) is developed to be operated as National Waterway 1, which is expected to cut the logistics cost by at least 2 per cent.

Additionally, the National infrastructure pipeline includes over 7,400 infrastructure projects – INR 30 lakh crore for roads, INR 14 lakh crore for railways, INR 1.4 lakh crore for airports and INR one lakh crore for ports and inland waterways.

In the air mode of transportation, UDAN scheme is presented to establish 100 more airports to improve air connectivity.

Moreover, Hydrogen Energy Mission is aimed to ramp up the production of green hydrogen used for various end-use sectors such as industries and transport.

There is no doubt that India is emerging as one of the leading power on the world map. Soon the change will be visible and every Indian will take pride in being an Indian.

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Brahma Kumaris



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A Cost-effective, Clean Freight Movement in India, How?

Today, the logistics sector represents five per cent of India's Gross Domestic Product (GDP) and employs 2.2 crore people. India handles 4.6 billion tonnes of goods annually, amounting to a total annual cost of INR 9.5 lakh crore. These goods represent a variety of domestic industries and products: 22 per cent are agricultural goods, 39 per cent are mining products, and 39 per cent are manufacturing-related commodities. Trucks and other vehicles handle most of the movement of these goods. Railways, coastal and inland waterways, pipelines, and airways account for the rest.

Recognising the sector's critical role in the country's future, the Government of India (GOI) is pursuing a range of actions to improve its logistics performance. These include the development of dedicated rail-based freight corridors and improvements to the capacity and connectivity of coastal and inland water-based shipping. It is also looking at the buildout of road infrastructure projects such as Bharatmala and the Golden Quadrilateral, and the creation of supportive policies.

While these steps of the Government of India (GOI) will boost the logistics sector India is expected to consume a considerable amount of energy to make the movement of goods. A survey suggests that India's cumulative energy consumption from freight transport between 2020 and

2050 under a business as usual (BAU) scenario will be around 5.8 billion tonnes of oil equivalent (TOE).

However, India can reduce this energy consumption by 50 per cent under an efficient scenario through three opportunities areas:

- More share to rail transport
- Use of trucks to the optimum
- Fuel-efficient vehicles and alternative fuels must be encouraged

More share of rail transport - Rail's share in freight transportation in India

Rail's share in freight transportation in India has been declining since 1951. In 2020, it stood at merely 18 per cent as compared to the road's share of 71 per cent

has been declining since 1951. In 2020, it stood at merely 18 per cent as compared to the road's share of 71 per cent.

To increase the share of rail transport, India can give priority to • Increase the rail network capacity and • Increase the share of inter-modal transportation How these can be deployed? These can be realised by improving existing network infrastructure by increasing axle loads, increasing train length, and



Ramesh Agarwal
National President, AITWA

enabling trains to move faster. Further, the government must add new network capacity by developing specialised heavy-haul corridors and dedicated freight corridors. Besides, GOI will have to identify and upgrade corridors with high potential for inter-modal transport. In addition, a better modal integration across rail, road, and water have to be ensured. It is heartening to see that the GOI has invested in the buildout of dedicated freight corridors. It is expected that the eastern and western dedicated freight corridors are expected to be operational very soon and the work on four other corridors will be undertaken in the future. These corridors will increase rail network capacity and support improved rail mode share.

Use of trucks to the optimum - Logistics costs in India are high, accounting for 14 per cent of the GDP. Transportation and inventory costs account for more than 90 per cent of these costs. These high costs are, in part, a result of low logistics efficiency due to a fragmented market, lack of

standardised trucking assets, old vehicles and obsolete warehousing technologies. These factors have resulted in: Low truck utilisation, high empty running of trucks and overloading of trucks. To use the trucks to the optimum, India can give emphasis on improve transportation and warehousing practices.

The GOI is required to follow the actions that support the deployment of these solutions. One, by improving load matching using digital platforms and get freight on the right type of truck, depending on the use case. Two, maximising vehicle productivity through efficient packaging and loading. Third, by improving the siting of warehouses using the principles of optimised network design. Fourth, by improving the performance of warehouses by implementing advanced digitised tools. Fifth, the GOI has already designed it, Logistics Efficiency Enhancement Program (LEEP), to improve logistics efficiency using infrastructure solutions like building 35 multi-modal logistics parks as well as introducing technological and digital solutions like goods tracking.

Fuel-efficient vehicles and alternative fuels must be encouraged - Internal combustion engine (ICE) vehicles, mostly powered by diesel, dominate India's road-based freight activity. Electric vehicle (EV) sales penetration of freight vehicles is less than 1 per cent.

To reduce high logistics costs, and higher CO₂, PM and NO_x emissions the Government will have to promote clean, fuel-efficient vehicle technologies such as EVs, India can



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To deploy these solutions the actions that needed to be taken are - to enhance fuel consumption and emissions standards of ICE vehicles, promote collaboration across industry players to share experiences with technology solutions, implement

supportive policies and pilot projects to deploy EVs and charging infrastructure, manufacture high-quality electric vehicles and create a robust charging infrastructure network.

Without a doubt, once India will properly implement the mentioned solutions, the following benefits are bound to be experienced:

- Reduced logistics costs – India has set a

target of reducing the logistics costs as a share of GDP from 14 per cent currently to below 10 per cent by 2025, which can save up to INR 10 lakh crore.

- Reduced carbon emissions and improved air quality – India can save 10 giga tonnes of CO₂, 500-kilo tonnes of particulate matter (PM) and 15 million tonnes of nitrogen oxide (NO_x) caused by freight transport by 2050.

- Less truck traffic on roads – Improved mode share and efficient logistics can reduce vehicular-freight activity by 48 per cent in 2050 over a BAU scenario.

- This new freight paradigm will also lead to higher economic growth, more employment opportunities, better public health, and enhanced logistics productivity, which will meet many of India's development goals.

As national freight activity grows about five-fold by 2050, India's freight transport ecosystem has a critical role to play in supporting India's ambitious priorities, including international competitiveness, job growth, urban and rural livelihoods, and clean air and environment. By following the mentioned steps India surely achieve its goals.

x

India's Logistics Sector is Expected to Grow at 7%

India's logistics efficiency has improved dramatically in recent years and technology-driven integrated solutions and structural reforms are set to transform the sector. The change is already visible in the industry which still has the stigma of an unorganized sector, with almost 80 per cent of the industry run by small or medium-sized companies that rely on manual and conventional working methods.

The government is also working on various policies and infrastructure developments to streamline the logistics process, including making drones more user-friendly. Now, the focus is on the development of the logistics sector on both the macro and micro levels, thus we can expect even more positive changes in the dynamics of the Indian logistics industry.

Logistics is considered an apt barometer of the economy's health, but it is not a self-thriving industry and is dependent on how other sectors function. Its pivotal role — and weak spots — were on display after the onset of the pandemic in 2020, which affected almost all business operations in every sector and every part of India.

In 2021, India's logistics sector comprises over 10,000 types of products and has a market size of INR 11 lakh crore. It is expected to grow to a market of INR 15 lakh crore by 2022; however, it has done exceptionally well and exceeded the figure presently. Currently, commercial activities in India generate about 4.6 billion tonnes of freight annually, which results in over three trillion tonne-km of transportation demand for INR 9.5 lakh crore.

This demand for freight transport has been rising as the population has grown and standards of living have improved, leading consumers and businesses to demand and consume more goods. Between 2015 and 2020, India's GDP grew by 32 per cent to 217 lakh crore³⁰ —making India the sixth largest economy in the world. In the same decade, India's population also increased by 5 per cent, while freight demand increased by 28 per cent.

With rising income levels, higher exports, a rapidly growing e-commerce sector, a growing retail sales market, and a projected GDP

With rising income levels, higher exports, a rapidly growing e-commerce sector, a growing retail sales market, and a projected GDP growth of seven to eight per cent in the next five years, the demand for goods movement is also expected to increase at 7 per cent Compound Annual Growth Rate (CAGR)

growth of seven to eight per cent in the next five years, the demand for goods movement is also expected to increase at 7 per cent Compound Annual Growth Rate (CAGR).

As the demand for goods continues to grow, goods movement is expected to



Abhishek Gupta
General Secretary, AITWA

increase to 15.6 trillion tonne-km in 2050.³⁵ This activity will spur growth across freight modes, but especially in road-freight transport. This will lead to over three trillion kilometres travelled on Indian roads by freight vehicles in 2050.³⁶ To meet this demand, India has been continuously improving its logistics system.

India had improved its score on the Logistics Performance Index (LPI), a World Bank tool, commonly used to measure a country's logistics capabilities, from 3.07 to 3.42 between 2007 and 2016. This progress came from improving infrastructure, introducing policies and programmes like Make in India, and incorporating technological and digital improvements in the logistics supply chain.

However, a lot of work remains to be done. Despite being one of the world's biggest and fastest-growing logistics industries, India's LPI only ranks 44th in the world. This ranking can be improved by tapping into the opportunity areas outlined in the report.



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Supportive Environment, Emergence of 3PL Players Enabled Warehousing Efficiency

R Warehousing is an important part of any supply chain, especially when it comes to inventory management. Depending on the purpose, warehousing infrastructure can include logistics parks, consolidation centres, multimodal parks, regional warehouses, and distribution centres. The size of the warehouses can be managed according to consumer demand. Higher inventory aggregation at large centralised warehouses reduces inventory holdings but also increases lead times. So hitting the right balance is an important part of distribution network design.

There are three factors to consider in making warehousing more efficient:

- Quality
- Siting
- Processes

All these three are interrelated, for instance, digitisation can improve the quality of a warehouse, while siting can be simplified through digital processes. Improving the quality of warehouses and digitising processes support streamlined loading operations, leading to lower detention time for trucks and improved load factors. Optimised warehouse siting minimises the distance to the customer, and hence reduces vehicle travel and lead times. Thus, improving warehousing efficiency supports optimised truck use.

Why Improving the Quality of Warehouses is Important?

To meet the growing demand for lean,



Pradeep Singal
Chairman, AITWA

To meet the growing demand for lean, resilient supply chains, it is important to upgrade the quality of warehouses. The upgrades should ensure that the warehouse has specialised capabilities that match the needs of the supply chain manager

resilient supply chains, it is important to upgrade the quality of warehouses. The upgrades should ensure that the warehouse has specialised capabilities that match the needs of the supply chain manager. For example, efficient cold-storage infrastructure, such as

refrigerated warehouses, for perishable goods can reduce waste.

Is It Crucial to Optimise the Siting of Warehouses?

There is a growing demand for Just in Time (JIT) inventory. Centrally located warehouses and access to intermodal transport, allow wider coverage of consumer demand areas. This also results in a higher frequency of transport to retail stores

How Digitalising of Warehouses is Critical?

Implementation of digitisation and automation processes, such as warehouse management systems (WMS), increase efficiency within the warehouse. WMSs include optimised pick-and-sort operations and automatic inventory counts, replenishments, tracking, and reporting.

The policy can impact supply chain efficiency in unexpected ways. For example, moves to streamline tax collection in India through a Goods and Services Tax (GST), have had a major impact on how supply chains in India are designed. Before the implementation of India's GST, trucks were stopped at borders for physical checking and collection of taxes. Transportation was delayed and truck productivity was reduced.

To avoid high travel time and costs, companies started setting up small warehouses and distribution centres in every state in which they wanted to deliver products. With the implementation of GST, state border check posts and taxes no longer exist.

This has increased the daily utilisation of trucks and reduced travel times. It has also created an opportunity for companies to set up larger, centralised warehouses and invest in better infrastructure. Consolidation of warehouses also resulted in a reduction in excess inventory holdings. With GST eliminating a major barrier to efficient supply chains, the government is continuing to promote efficient logistics by



focusing on three areas, namely - The quality of warehouses, Digitisation of warehouses and Siting of warehouses.

Quality of warehouses

- The Logistics Efficiency Enhancement Program focuses on freight efficiency improvements through infrastructure, procedural and Information Technology (IT) interventions

- Nationwide, ten states have a dedicated policy for warehousing and logistics

Digitisation of warehouses

- India's Warehousing Development and Regulatory Authority (WDRA)

has set up norms for standardising warehousing practices

- Digital India, a flagship GOI program, promotes digitisation in logistics operations across the supply chain

Siting of warehouses

- Land development plans developed by city governments identify residential and commercial areas to plan for warehouse

On a positive note, investment in warehousing is growing and the emergence of third-party logistics (3PL) is transforming the landscape of the Indian logistics sector.

India's warehousing sector has started

to attract big investments over the past two years. Between 2017 and 2019, investment in India's warehousing sector was INR 25,400 crore, which got bettered to INR 49,500 crore by 2021. On the supply side, the warehousing space also exceeded from 169 million sq ft in 2019 to 344 million sq ft in 2022.

This growth is a result of market conditions such as increased e-commerce demand and the emergence of 3PL

players. The 3PLs play an important role in shaping the future market. They provide integrated services for warehouse management, network optimisation and dispatch planning. They have expertise in supply chain efficiencies and the ability to achieve economies of scale and the potential to invest in higher-quality warehousing. The 3PL market (with a market penetration of 5.7 per cent) in India stood at INR 33,000 crore in 2017 and reached INR 57,000 crore in 2020. With the increase in 3PL penetration, India's warehousing market is expected to rapidly deploy world-class infrastructure, technology and processes.

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URGENT & IMPORTANT

Dear All

We are happy to inform you that after consistent efforts by AITWA for the extension of the deadline to submit the Annexure V for GTAs who are under FCM, the same has been granted on 9th May vide attached notification

We thank all members & associations to wholeheartedly support by sharing letters & filling the forms for making the representation stronger.

Since the deadline is 31st May 2023, it is important that all members should complete their offline & online submission in time to avoid any further issues of compliance.

We once thank all for their support & trust in AITWA.

With regards

Abhishek A Gupta

General Secretary -AITWA

NSWS Facilitates Application for Grant of Registration Certificate to Set Up Automated Testing Stations and Registered Vehicle Scrapping Facilities

In order to promote ease of doing business for private investors, Ministry of Road Transport and Highways has facilitated the application for grant of registration certificate to set up automated testing stations and registered vehicle scrapping facilities through national single window system (NSWS).

Currently, 18 states are live on NSWS for accepting applications for V-VMP. The states live on NSWS are Andhra Pradesh, Assam, Bihar, Chandigarh, Delhi, Goa, Gujarat, Haryana, Jharkhand, Karnataka, Madhya Pradesh, Maharashtra, Odisha, Punjab, Rajasthan, Uttar Pradesh, Uttarakhand, West Bengal.

The Government has received applications from 79 investors for Registered Vehicle Scrapping Facilities across 17 states out of which, 48 applications are approved by the states.

For implementation of Voluntary Vehicle-Fleet Modernization Programme (V-VMP) or Vehicle Scrapping Policy, following steps have been taken by the Government:

(1) GSR Notification 653 (E) dated 23.09.2021 provides the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 for establishment of Registered Vehicles Scrapping Facility (RVSF). The notification has come into force with effect from 25th September, 2021.

(2) GSR Notification 652 (E) dated

23.09.2021 provides for recognition, regulation and control of Automated Testing Stations. The notification has come into force with effect from 25th September, 2021.

(3) GSR Notification 714 (E) dated 04.10.2021 provides for upward revision of registration fee, fitness testing fee and fitness certification fee of vehicles. The notification has come into force with effect from 1st April, 2022.

(4) GSR Notification 720 (E) dated 05.10.2021 provides for concession in the motor vehicle tax for the vehicle registered against submission of "Certificate of deposit". The notification has come into force with effect from 1st April, 2022.

(5) GSR notification 272(E) dated 05.04.2022 provides for mandatory fitness of motor vehicles only through an Automated Testing Station, registered in accordance with rule 175 of the Central Motor Vehicle Rules 1989, as under –

(i) For Heavy Goods Vehicles/Heavy Passenger Motor Vehicles with effect from 01st April 2023 onwards, and

(ii) For Medium Goods Vehicles/Medium Passenger Motor Vehicles and Light Motor Vehicles (Transport) with effect from 01st June 2024 onwards.

(6) GSR Notification 695(E) dated 13.09.2022 provides for amendments in Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 earlier published vide GSR 653(E) dated 23.09.2021.

(7) GSR notification 797(E) dated 31.10.2022 provides for amendments in the rules for "recognition, regulation and control of automated testing stations" earlier published vide G.S.R. 652(E) dated 23.09.2021.

(8) GSR Notification 29(E) dt 16.01.2023 provides that Certificate of registration for vehicles owned, by Central, States and UT governments and their Departments, Local government (Municipal Corporations or Municipalities or Panchayats), PSUs and other Autonomous bodies with the Central Government and State Governments, shall not be renewed after the lapse of fifteen years.

For expediting implementation of Vehicle-Fleet Modernization Programme, Department of Expenditure, Ministry of Finance has included an incentive of Rs. 2000 crore for the states in their ongoing scheme for 'Special Assistance to States for Capital Investment 2022-23'. A similar scheme has been continued in 2023-24 named as 'Scheme for Special Assistance to States for Capital Investment 2023-24'. An amount of Rs. 3000 crore has been earmarked in the scheme to incentivise scrapping of old State Government vehicles which are older than 15 years, waiver of liabilities on old vehicles, provision of tax concessions to individuals for scrapping of old vehicles and setting up of automated vehicle testing facilities.

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अधिक जानकारी के लिए सम्पर्क करें।

* नियम और शर्तें लागू। यस बैंक के विवेकाधिकार पर ऋण स्वीकृत किए जाते हैं। इसमें निहित कुछ भी यस बैंक के किसी भी उत्पाद/सेवा को खरीदने या कोई अधिकार या दायित्व बनाने के लिए निमंत्रण या आग्रह नहीं माना जाएगा। बैंक उत्पादों की बिक्री/विपणन आदि में एजेंटों की सेवाओं का उपयोग कर सकता है। यस बैंक करता है ब्यौरे में दी गई किसी बात पर भरोसा करते हुए किसी के द्वारा किए गए किसी नुकसान या खर्च किए गए डोमन के लिए कोई आदत या जिम्मेदारी नहीं ले। साइट पर प्रदान की गई सामग्री या सूचना और/या तीसरे पक्ष के कृत्यों/चूक के कारण।

Development and Maintenance of State Roads Under Central Road and Infrastructure Fund (CRIF)

The Ministry allocates funds for State Governments / Union Territories (UTs) for development and maintenance of State Roads under the Central Road & Infrastructure Fund (CRIF) Scheme as per the provisions of the Central Road and Infrastructure Fund (CRIF) Act, 2000 amended by the Finance Act, 2019.

About six State Road projects in a length of about 54 km amounting to Rs. 566 Crores, are ongoing under CRIF Scheme in the State of Bihar.

The above projects are targeted for completion in a phased manner by February, 2025.

Based on the section 7A and 11 of CRIF Act, 2000, the Ministry finalised



the criteria for allocation of funds for development and maintenance of State Roads under CRIF Scheme in consultation with the Ministry of Finance and circulated the same to all State Governments and UTs in January, 2020 and amendments were issued in April, 2022.

The criteria inter-alia provides for:-

Project monitoring and quality control

of works to be done at regular intervals.

Quality monitoring system at State / UT level to consist of experts and supporting staff appointed by State Govt. / UT including State Quality Monitor.

Quality monitoring system at State / UT level to devise a Quality Assurance System delineating requirement of quality, responsibility of officers and contractors,

conduct independent tests, examine Quality Assurance documentation, responsibility of training PWD staff and recommending laboratory and field testing facilities.

Inspection of works by civil engineer(s) having degree in civil engineering and 10 years' experience / Inspection of works by an independent impartial agency/ firm.

Extension of Date For Mandatory Testing to 1st Oct 2024

Ministry of Road Transport and Highways (MoRTH) vide GSR 272(E) dated 05.04.2022 notified that Fitness shall be done mandatorily, only through an Automated Testing Station registered in accordance with the rule 175 for recognition, regulation and control of automated testing station as under-

(i) For Heavy Goods Vehicles/Heavy Passenger Motor Vehicles with effect from 01st April 2023 onwards; and

(ii) for Medium Goods Vehicles / Medium Passenger Motor Vehicles and Light Motor vehicles (Transport) with effect from 01st June 2024 onwards”

Now, in view of the present status of readiness of the Automated testing Stations (ATS) across the country,

MoRTH has decided to extend the date for mandatory testing through ATS in respect of Heavy Goods Vehicles/Heavy Passenger Motor Vehicles, Medium Goods Vehicles / Medium Passenger Motor Vehicles and Light Motor vehicles (Transport) to 1st October, 2024. In this regard, GSR (E) dated 29.03.2023 has been published in the gazette of India.

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70 Projects Underway in Andhra Pradesh Totaling 2,014 Km Worth Rs 33,540 Crore

Union Minister for Road Transport and Highways Nitin Gadkari has said there are currently 70 projects underway, totaling 2,014 kilometers and costing ₹33,540 Crore in Andhra Pradesh. Addressing Andhra Pradesh's Global Investment Summit 2023 at Visakhapatnam he said efforts are being made to establish 5 Green Highways and 2 Expressways at a total cost of ₹32,430 Crore.

Gadkari said during 2022-23 works costing ₹15,400 Crore have been awarded for a length of 777 kilometers across 27 projects. He said additionally, two Multimodal Logistics Parks (MMLPs) have been sanctioned in Visakhapatnam and

Anantapur at a cost of ₹1,797 crore. These MMLPs will serve as a key hub for centralizing freight cargo consolidation in the region, he added.

Gadkari said over the past eight and half years (2014-23) of Modi Government there has been a significant increase in the length of NHs (National Highways) in Andhra Pradesh. The Minister said the length has expanded from 4,193 kilometers to 8,744 kilometers. He said we are approving the 6-lane Vizag Port Highway on NH 16 near Bhogapuram with a length of 55 Km costing 6300 Crore.

Gadkari said in line with Prime Minister Narendra Modi's

commitment to promoting sustainable practices, we are focused on converting our farmers to Urjadata while continuing to support them as Annadata. He said we also advocate for swadeshi manufacturing, which prioritizes safety, recyclability, and sustainability. He said our goal is to create opportunities for green energy and a green economy in the mobility sector.

Andhra Pradesh Chief Minister YS Jagan Mohan Reddy, Finance Minister Buggana Rajendranath Reddy, Minister for Industry, Infrastructure & Investment Gudivada Amarnath and other senior officials were also present on the occasion.

Nitin Gadkari meets Austrian Delegation led by Ambassador of Republic of Austria to India, Ms. Katharina Wieser

Union Minister for Road transport and Highways Nitin Gadkari met Austrian Delegation led by Ambassador of Republic of Austria to India, Katharina Wieser.

In the meeting, views were exchanged on the latest technologies and innovations in the road infrastructure development and green technologies. Representatives from Austrian Companies apprised the Minister about the various innovative technologies and the innovative products being manufactured by them.

Gadkari informed several ropeways and cable car projects are being executed by India. He appreciated the high quality of the ropeways and cable cars components and equipment are being manufactured by Austrian companies and emphasized on collaboration in technology transfer and manufacturing the same in India. He also invited the companies to set up manufacturing plants in India to reduce the overall costs.

Deliberations also took place about other potential areas of collaboration such as new technologies in highways

construction, tunnel construction, electronic toll systems, intelligent transportation systems, traffic management systems, green technologies tunnel monitoring systems and road safety.

The meeting paved the way for strengthening India's continued partnership and developmental cooperation with Austria for bringing innovations in the road transport sector and develop effective solutions to contemporary challenges in Transportation and Logistics. Austrian Ambassador also extended an invitation to Gadkari to visit Austria.

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Down-to-Earth Person, Out-of-the-Earth Ideas



Ms. Tanvi Naik
Director,
Reema Transport Pvt. Ltd. (RTPL)

In this edition, we are pleased to introduce you to Tanvi Naik, the youngest Director at Reema Transport Pvt. Ltd. (RTPL) - a shining star of the second-generation entrepreneurship team of RTPL.

Born into a business family she has witnessed it all - ups and down in business and what one goes through to build a business and how hard work can change one's fortune and what effective strategies can power a business, to embark on a voyage of profitable business, which also offers the taste of success.

Her father and her idol, Mr. Dileep Naik, who founded RTPL in 1983 in partnership with Kotharis and started the journey of RTPL with commitment

and a vision. This motivated and intrigued her and propelled her to learn more about logistics since the very beginning. So, she travelled to Manchester, United Kingdom (UK) to acquire the skills and best knowledge in Logistics and Supply Chain Management by pursuing a master's degree in the same. This equipped her to work in UK and India with multinational Supply chain and Logistics organisations. Once she gained the experience, skills and tricks of the industry she joined RTPL.

Today, it has been almost 8 years since Tanvi joined RTPL and the stature of the company will reveal how she has influenced RTPL. She has distinctly represented RTPL in various platforms such as Mahindra Transport Excellence Awards, FSC Cold Chain Industry Awards, and Tata Global Logistics Excellence Awards and has been conferred with National Awards for driving positive change in Driver management and Reefer Services. Additionally, the growth story of RTPL is remarkable; as it has bloomed into a leader in the industry and offers services through 100-plus trucks.

In her voice, she says, "It has been quite an experience to work internationally and come back into a family-run transport business. I am proud to say that Reema Transport is one of the most organised and compliant transport companies in

India. My Father along with the entire top management of RTPL have always inspired and supported me with my decisions and are the reason I am what I am today. He continues to inspire me and our goal is to keep the business strong and grow to the next level ethically and organically."

She is an inspiration for many aspiring women who want to excel in the logistics business, a traditionally male-dominated sector. She mentors the women in her organisation to grow and develop a career path in the organisation. It is because of women like her who are proving their calibre; the industry is welcoming females cordially and bridging the gap of gender equality. No doubt, women's leadership is a welcome change in a male-dominated industry as women tend to be more empathetic and view situations more compassionately which helps to bring a human angle to complex situations. Interestingly, the men - women ratio at Reema Transport is nearly equal and RTPL hopes to continue the trend while maintaining a healthy work environment.

Tanvi is very active and dedicatedly participates in the Operations, Compliance and Business Development of RTPL. With changing times and requirements the company offers its services for pharmaceutical transportation, delivering vaccines,

medicines, blood plasma, etc. through critical temperature-sensitive cargos under her supervision. She is always on her toes and searches for opportunities to grow the company while keeping ethical values intact.

Another positive aspect of Tanvi is, she keeps herself abreast with the latest in the industry. She constantly strives to educate herself in various sectors and therefore got enrolled in the Mahindra Mpower workshop in collaboration with IIM Ahmedabad called "Empowering Your Transport Business amid COVID -19"- June 2020. Also, she is certified in Lifesaving, First aid and CPR since July 2021.

As for recognition, Tanvi was awarded the "Woman Transport Leader of the Year 2022" by ISCM PharmaSCM5.0. She has been a part of the panel for Commercial vehicles and Road Safety alongside Mr YS Malik, Secretary MoRTH Government of India. As a speaker for Commercial Vehicle Forum for Zee, TV9 and other various channels she has left her footprints in the society. Her articles in magazines

like Cargo Connect and Transtotics have created ripples. The idea behind these pieces was to through insights into various issues and their possible solutions for the betterment of the sector. Tanvi's regular participation in panel discussions opens her brain and makes her see the issues from a different perspective, and in the course makes her even wiser.

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x

*One way to guard against the
feelings to hate is to give regard.*

Brahma Kumaris

Mumbai-Goa National Highway To Be Completed By December 2023

Union Minister for Road Transport and Highways Nitin Gadkari informed that the much-awaited construction work of Mumbai-Goa National Highway No 66 will be completed by December, 2023 and the road will be open for traffic in January 2024. The Minister conducted an aerial inspection of the construction work of Mumbai-Goa highway and addressed the media afterward at Ratnagiri. Industries Minister of Maharashtra Uday Samant was also present on the occasion.

The Minister further informed that the Mumbai-Goa highway has been divided into 10 packages. Out of these, two packages (P-9, P-10) in Sindhudurg district are almost 99 percent complete. There are total 5 packages in Ratnagiri district and 92 percent and 98 percent work of two of these packages (P-4, P-8) has been completed respectively. Rest of the work is in progress. The delayed works for two packages (P-6, P-7) has been resumed by appointing a new contractor, informed the Minister. Out of the three packages in Raigad district, two packages (P-2, P-3) have been completed up to 93 percent and 82 percent respectively. More than half of the work on package (P-1) has been completed and the remaining work will be completed soon, he added.

The Road Transport and Highways Minister further said that land acquisition and environmental clearances for the Panvel-Indapur phase had delayed the work on the Mumbai-Goa National Highway. He said that now all these hurdles have



been cleared and the environmental issue is being taken care of by removing the flyover in the Karnala sanctuary area.

The Minister informed that the construction work in Goa of the Mumbai-Goa National Highway has been completed. The Mumbai-Goa National Highway is a highway connecting major tourist destinations in Konkan. This will boost tourism development. Also, as there is a road connecting major industrial areas, industrial development will also get a boost, said the Minister.

The minister also announced three new projects worth Rs 15 thousand crores. These include the Rs. 1,200 crore Kalamboli Junction project, the Rs. 1,200 crore Pagode Junction Chowk to Greenfield Highway project and the Rs. 13,000 crore Morbe – Karanjade highway connecting Delhi via JNPA. The works of these projects will start soon.

Earlier this morning, the Minister laid

the foundation stone of three national highway projects worth Rs. 414.68 crore and 63,900 km long at Palaspe village in Raigad district. These projects will boost economic dynamism at the two ports of Jawaharlal Nehru Port Authority and Dighi, while concretisation of Panvel to Kasu highway will speed up travel and save fuel.

Bamboo Crash Barrier

To avoid accidents, a proposal to install Bamboo Crash Barrier on the sides of Mumbai-Goa highway has been given to the National Highway Authority. Also, the state government has been asked to carry out wide plantations along the highway, the minister informed.

Signages as per international standards

The Minister said that signages as per international standards will be installed on the Mumbai-Goa National Highway. This will help reduce the number of accidents and also make travel easier, he said.

“Wisdom is always an overmatch for strength.”

— *Phil Jackson, Former professional basketball player and coach*

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MoRTH Chief Inspects Highway Projects in Jammu and Kashmir

Union Minister for Road Transport and Highways Nitin Gadkari inspected Zojila Tunnel, Asia's longest tunnel to establish all weather connectivity for Ladakh and an important project implemented in Jammu and Kashmir with the Lieutenant Governor of Jammu and Kashmir Manoj Sinha and members of Parliament of Parliamentary Consultative Committee on Road Transport and Highways.

19 tunnels are being constructed in Jammu and Kashmir at a cost of Rs 25000 crore. Under this, the construction of 13.14 km long tunnel and approach road at a cost of Rs 6800 crore is in progress in Zojila. It is a 7.57 m high horseshoe-shaped single-tube, 2-lane tunnel, which will pass under the Zojila Pass in the Himalayas between Ganderbal in Kashmir and Drass town in Kargil district of Ladakh. The project includes a Smart Tunnel (SCADA) system, which has been constructed using the New Austrian Tunneling Method. It is equipped with facilities like CCTV, radio control, uninterrupted power supply, ventilation. The use of modern technology in this project has saved the Government of India more than 5000 crore rupees.

Under the Zojila Tunnel project, the main Zojila tunnel of 13,153 meters with 4 culverts of total length of 810 meters, 4 Nilgrar tunnels of total length of 4,821 meters, 8 cut and covers of total length of 2,350 meters and three 500 meters, 391 meters and 220 meters of vertical ventilation shaft are proposed. So far 28% work of Zojila Tunnel has been completed.

With the construction of this tunnel, there will be all-weather connectivity for Ladakh. Currently the average travel time to cross the Zojila Pass

sometimes takes three hours, after the completion of this tunnel the travel time will come down to 20 minutes. The reduction in travel time will ultimately result in fuel savings.

The terrain near Zojila Pass is extremely inhospitable, with many fatal accidents taking place here every year. After the completion of Zojila Tunnel, the chances of accidents will be zero. This tunnel will provide year-round connectivity between the Kashmir Valley and Ladakh, which will be extremely important for the development of Ladakh, promotion of tourism, free movement of local goods and movement of Indian armed forces in case of emergency.

Notably, 19 tunnels are being constructed in Jammu and Kashmir at a cost of Rs 25 thousand crore. Under this, construction work of 6.5 km length Z-morh tunnel and approach road is in progress at a cost of Rs 2680 crore. This 2-lane road tunnel is being built under the mountain glacier Thajiwas Glacier between Gagangir and Sonamarg in Ganderbal district of Kashmir.

Under the Z-Morh tunnel project, a main tunnel of total length of 10.8 meters with a modified horse shoe shape escape tunnel of total length of 7.5 meters, D-shaped ventilation tunnel of total length of 8.3 meters, 2 major culverts of total length of 110 meters and 270 meters, 1 small culvert of total length of 30 meters is proposed. Till now 75% work of Z-Morh Tunnel has been completed. A target has been set to dedicate this tunnel by December 2023.

Intelligent Traffic Management System has been installed in Z-Morh Tunnel which will make it easier to control traffic. Along with this, traffic will be facilitated through the dedicated escape tunnel. The Z-Morh

tunnel will provide all-weather connectivity to the Sonamarg tourist town. The debris generated during the construction work of this project has been used for way-side facilities and development of the area.

The area of Z-Morh tunnel is strategically important as its construction will ensure seamless connectivity between Srinagar and Kargil and there will also be considerable reduction in travel time between Srinagar and Leh. This tunnel will promote social and economic development in the entire region. Tourism in Sonamarg will be promoted including activities like whitewater rafting on Thajiwas Glacier and Sindh River.

Moreover, to ease the travel between Jammu and Srinagar, 3 corridors are being built at a cost of Rs 35,000 crore. Under this, the first corridor from Jammu to Udhampur-Ramban-Banihal and further to Srinagar includes the section from Srinagar to Banihal. This 4-lane road of 250 km length is being built at a cost of Rs 16,000 crore. Out of this, 4-laning of 210 km route has been completed, including 10 tunnels of 21.5 km.

The design of 4-laning of this road has been done on the basis of geo-technical and geological investigation to overcome the possible landslides in this area. Crash barriers and other road safety measures have also been put in place to make travel between Jammu and Srinagar safe and smooth.

With the construction of this route, there will be all-weather connectivity between Jammu and Srinagar. Travel time from Srinagar to Jammu will reduce from 9-10 hours to 4-5 hours. A carriage-way of 40 km 4-lane road between Ramban and Banihal will be completed by June 2024 which will provide relief to the commuters of Srinagar.

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31 National Highways Projects Worth Rs 13,243 Crore in Jharkhand

Union Minister for Road Transport and Highways Nitin Gadkari inaugurated and laid foundation stones for 21 projects of 532 km at a cost of more than Rs 9400 crore at Dhurva in Ranchi, Jharkhand. Gadkari said with the construction of 260 km 4-lane inter-corridor from Ranchi to Varanasi at a cost of 7000 crores, Ranchi to Varanasi can be reached in 5 hours. He said the 635 km, 4-lane Raipur-Dhanbad Economic Corridor will facilitate transportation of coal, steel, cement

and other minerals.

Further, Union Minister for Road Transport and Highways Nitin Gadkari inaugurated and laid foundation stones of 10 National Highway projects of 220 km at Bishtupur, Jamshedpur in Jharkhand at a cost of Rs.3843 crore.

Gadkari said with the construction of Jharkhand's first 4-lane double-decker elevated road from Kali Mandir to Baliguma on Ranchi-Jamshedpur road at a cost of 1876 crores, the journey of 45 minutes will be covered in 5 minutes.

The Minister said Ranchi to Jamshedpur Inter Corridor will improve connectivity to West Bengal-Odisha. This corridor will bypass Ranchi city and connect Delhi-Kolkata Highway (NH-2) and East-West Corridor (NH-6), providing Jamshedpur-Kolkata direct connectivity. He said this route from Hatgamaria to Bokna Hathichowk (NH-320G) in West Singhbhum district will provide better connectivity to Naxal-affected areas and aspirational districts with the construction of Kolavira road.

Urban Extension Road Project (UER-II) Being Developed as a Component of Delhi Decongestion Plan

Union Minister for Road Transport and Highways Nitin Gadkari inspected the progress of the Urban Extension Road Project (UER-II) in Delhi with Lt. Governor of Delhi Vinay Kumar Saxena, Member of Parliament Hansraj Hans, Parvesh Varma, Leader of Opposition, Delhi Ramvir Singh Bidhuri, BJP Senior Leader Vijender Gupta and other high officials.

Briefing the media Gadkari said we are developing UER-II as a component of the Delhi Decongestion Plan. The project involves the construction of UER-II in five different packages with cost of Rs 7716 Crore. He said as part of this project 20 lakh tons of plastic garbage sourced from the Ghazipur Landfill is



being utilized.

Gadkari said NH-344M (Pkg 1-3) will serve as an additional western ring road in Delhi, lessening the travel duration from 2 hours to 20 minutes to IGI Airport, offering an alternative route for traffic from West/South Delhi, and Gurgaon heading towards NH-44, Chandigarh, Punjab & J&K. It also connects to the proposed IICC in

Dwarka, improving traffic flow in Delhi, he added.

The Minister said NH-344P (Pkg 4) will begin at NH-344M and end at NH-352A (Barwasini bypass), serving as a spur to Sonipat Bypass. He said this project will alleviate traffic on NH-44 and establish connectivity between Delhi, KMPE, and Delhi-Katra Expressway via KMPE.

Gadkari said NH-344N (Pkg 5) is a spur to the Bahadurgarh bypass, connecting NH-344M (near Village Dhichaon Kalan) in Delhi to NH-10 (near Bahadurgarh) which eases congestion on NH-10 in Delhi and improves connectivity between Eastern Haryana and Kanjhawala in Delhi, as well as a shorter connection between Delhi and KMP Expressway.



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14.71-km-long four-lane Highway from Dimapur to Kohima (Package-II) being Undertaken at Estimated Cost of Rs 339.55 Crore

In a series of tweets Union Minister for Road Transport and Highways Nitin Gadkari has said in Nagaland we are undertaking a significant infrastructure development project: the construction of a 14.71-kilometer-long four-lane highway from Dimapur

to Kohima (Package-II). He said the total cost of the project is estimated at Rs 339.55 crore.

Gadkari said the primary objective of this project is to improve the connectivity between the capital city and other major commercial centers in the state, thereby enabling faster

movement of people and goods for growth and prosperity.

The Minister said our aim under the leadership of Prime Minister is to deliver a road infrastructure that is both cost-effective and sustainable while adhering to strict timelines and uncompromising standards of quality.

7 National Highway Projects with an Investment of 6500 Crores in Ballia, UP

Union Minister for Road Transport and Highways Nitin Gadkari inaugurated 7 National Highway projects with an investment of 6500 crores in Chitbada village, Ballia, Uttar Pradesh.

Speaking on the occasion Gadkari said with the construction of Ballia Link Expressway it will be possible to reach Patna from Lucknow through Purvanchal Expressway in just four and a half hours. He said Ballia to Buxar can be reached in half an hour, Ballia to Chhapra in one hour and Ballia to Patna in one and half hour. With the construction of Greenfield Highway, eastern Uttar Pradesh will get better connectivity with Chhapra, Patna, Buxar in Bihar, he added.

The Minister said the vegetables of the farmers of Ballia will be able to reach the mandis of Lucknow, Varanasi and Patna easily. He said vegetable producing farmers will get direct benefit of three multi-modal terminals Varanasi, Ghazipur and Haldia through this expressway.

Gadkari said the greenfield road from Chandauli to Mohania being constructed at a cost of Rs 130 crore will provide connectivity to Chandauli in Uttar Pradesh and Kaimur district of Bihar through the Delhi-Kolkata GT Road. He said with the construction of Saidpur to Mardah road there will be direct connectivity of Mau to Varanasi via Saidpur. He said due to better connectivity with other cities of the state economic and social condition of the state will improve as well as backward areas of Azamgarh district will get new connectivity.

On this occasion, Gadkari also announced the new connectivity route between Ballia-Ara through 28 km greenfield spur road at a cost of 1500 crores.

4-lane-wide, 80-km-long Section from Phagwara to Rupnagar on NH-344A is Being Executed in Hybrid Annuity Mode at a Cost of Rs 1,367 Crore

With an ambition to give a major boost to the road infra in Punjab, NHAI has developed a 4-Lane wide section from Phagwara to Rupnagar on NH-344A.

In series of tweets Union Minister for Road Transport and Highways Nitin Gadkari said the project is being executed in Hybrid Annuity Mode at a cost of ₹1,367 Crore spanning a length of 80.82 km. The section connects major cities Amritsar - Jalandhar - Chandigarh and extends mobility to Kapurthala, Jalandhar, Ludhiana, Ropar, and Mohali.

The Minister said the alignment lessens the travel time from Jalandhar to Chandigarh to almost half and provides direct access to Khatkarkalan, which is the ancestral home of Shaheed Bhagat Singh.

Gadkari said resonating the vision of Prime Minister Narendra Modi to build sustainable infrastructure, this Green Highway is fully saturated with healthy flowering plants throughout the stretch. It is also considered to be one of the safest highways in Punjab and stimulates socio-economic development in the region.



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Ashok Leyland Sets up an All-women Production Line

Ashok Leyland has launched an all-women production line with 100 percent women employees at the Hosur plant. To promote women empowerment and attract more women to the manufacturing industry, Ashok Leyland has set up this line with 80 women employees at its Hosur plant. This is an effort by Ashok Leyland to build a diverse workforce. Ashok

Leyland has invested to train and upskill them in core manufacturing skills, and they will be responsible for the entire production of the new engine line.

Commenting on the initiative Shenu Agarwal, Managing Director & CEO, Ashok Leyland said, "Giving women these opportunities enhances not only their lives but also the lives of their families and the community. This initiative is in line with our brand

philosophy of "Koi Manzil Door Nahin", as we aim to upskill and generate employment for these women and bring alive their dreams," reported Express Mobility.

The new P15 Engine Module (Assembly and Testing) is established in H1 Unit to address the demand for LCV products. This new line has a capacity of 62,000 engines per annum and will be operating in two shifts.

Daimler India Commercial Vehicles Launches Uptime Assurance Program

Daimler India Commercial Vehicles (DICV), a wholly-owned subsidiary of Daimler Truck, has launched an uptime assurance program called 'BharatBenz Rakshana'.

The Rakshana program commits to servicing and delivering BharatBenz trucks and buses within 48 hours. A standard feature in BharatBenz on-road haulage trucks, tippers, tractor trailers and buses. This is in addition to the active powertrain warranty that comes at the time of sale and assures timely delivery of vehicles that report to authorised BharatBenz service stations.

Rajaram K, VP – BharatBenz Marketing, Sales and Customer Service at DICV said, "We are also enhancing the efficiency of our technicians to reskill and upskill through BharatBenz Regional Training Centres. Our aim is to increase touchpoints and service bays

by 13 percent and 17 percent by December 2023 to address our growing customer base across India," reported Express Mobility.

The Rakshana program covers scheduled services, running repairs or vehicle breakdown cases.

Over 98 percent of the trucks and buses that check in to BharatBenz service centres are serviced and delivered to customers within 48 hours. However, in case the service delivery exceeds 48 hours, BharatBenz will compensate the customer as per the terms and conditions of the Rakshana program. The compensation for the delay in completion of the service will be a percentage of the cost incurred in the service.



At present, BharatBenz has over 300 touchpoints across India covering national highways on the Golden Quadrilateral North-South and East-West Corridors, with reach to customers on these highways within two hours. Its trucks are considered one of the safest in the segment on the back of crash-tested cabins in India which meet the highest safety standards as per European cab-crash regulations that are not introduced in India yet.

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Ashok Leyland Launches 'Re-AL' e-Marketplace for Used Commercial Vehicles

Ashok Leyland, one of the leading commercial vehicle manufacturers in the country, has launched its e-marketplace for used commercial vehicles christened 'Re-AL'.

The marketplace will enable customers to exchange their used vehicles and upgrade to Ashok Leyland trucks and buses. By leveraging this digital platform, the company hopes to increase transparency in the otherwise disorganised used vehicle ecosystem. The e-marketplace will offer customers with a range of features to

easily find vehicles of their choice, such as verified vehicle images, validated documents as well as evaluation reports. Additionally, in a few simple clicks, sellers can list their vehicles for liquidation.

Shenu Agarwal, MD & CEO, Ashok Leyland said, "The used commercial vehicle industry is ripe for disruption. Leveraging our digital platforms, there are many opportunities for us to provide customer centric solutions. This used vehicle e-marketplace solution marks a significant milestone in our digital transformation journey, and this will help us add significant

value in the customer life cycle," reported Express Mobility.

Sanjeev Kumar, President – M&HCV, Ashok Leyland, said, "The used vehicle business is a key focus area for us as it enables our customers to liquidate their vehicles with better resale value. We believe this e-marketplace will help in enhancing the overall customer experience in exchanging their old vehicles for brand new Ashok Leyland trucks and buses by bringing a level of ease, transparency into the process and thereby building trust."

Tata Motors Onboards Inchcape as its CV Range Distributor in Thailand

Tata Motors, one of the leading automotive manufacturers has partnered with Inchcape, a leading global automotive distributor for its commercial vehicle range in Thailand.

Through this partnership, Tata Motors will start sales and service of its commercial vehicle range across Thailand.

Its CV range will include sub-1-tonne to 55-tonne cargo vehicles and 10-seater to 51-seater mass mobility solutions, ranging in SCV and PUs (Small Commercial Vehicles & Pick-ups), I&LCV (Intermediate & Light Commercial Vehicles), M&HCV (Medium & Heavy Commercial

Vehicles) and buses segments.

Anurag Mehrotra, VP – International Business & Strategy, Commercial Vehicle Business, Tata Motors said "Inchcape comes with a rich experience, expertise and strong understanding of the automotive industry, as well as an established presence across Asia-Pacific. This agreement is a momentous step towards expanding our market presence in Thailand, as it will benefit local businesses that are looking to build their fleet for short and long-haul solutions," reported Express Mobility. Ruslan Kinebas, CEO Asia-Pacific, Inchcape said "With this distributorship, we see good opportunities to leverage Inchcape's

existing presence and network to drive business growth in Thailand and deliver excellent customer experience journey. This is a great example of our Accelerate strategy in action, delivering on the Group's ambition to expand its existing global footprint and being the automotive distributor of choice."

Charnchai Mahantakhun, MD, Inchcape Thailand stated "We target to open ten retail sites across Thailand focusing on business sustainability, professionalism, and transparency in working with our retail partners."

At present, Tata Motors' product range is available in 44 countries spread across Africa, Middle East South and South East Asia, South America, and CIS, among others.



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FPT Industrial Completes Acquisition of Minority Stake in Blue Energy Motors



Pune-headquartered zero-emission truck technology start-up Blue Energy Motors has concluded the strategic investment by FPT Industrial, the global Powertrain brand of Iveco Group.

As part of the agreement, FPT Industrial has acquired a minority stake in Blue Energy Motors, which will further strengthen the future of LNG trucks in the country, as well as the development of the next-generation heavy-duty electric (BEV) truck platform for the Indian market.

It was in September 2022, Blue Energy Motors launched what is said to be India's first Liquefied Natural Gas (LNG) fuelled truck and inaugurated its plant in Pune.

Anirudh Bhuwarka, CEO, Blue Energy Motors said, "Strengthening

our partnership with FPT Industrial will enable us to continue in the development of the company into a pioneer of clean and green energy solutions including a range of LNG and electric vehicles in the upcoming years. The investment demonstrates the full support of FPT Industrial in the growth of Blue Energy Motors and its ambitious plans to play a key role in India's march towards decarbonising of the transport sector," reported Express Mobility.

Sylvain Blaise, President – Powertrain Business Unit, Iveco Group said, "This investment and our partnership is further evidence of FPT Industrial's commitment to advancing innovative technologies for sustainable mobility. We aim to provide transport solutions that allow customers all over the world to run their businesses efficiently and

profitably while respecting the environment."

The market entry of Blue Energy Motors LNG-fuelled trucks started with the inauguration of the factory at Chakan, Pune by Nitin Gadkari, Union Minister, MoRTH, and the subsequent launch of the 5528 4x2 truck. FPT Industrial is already providing its LNG engines for powering Blue Energy Motor's LNG trucks.

With this development, Blue Energy Motors says it will be able to bolster its position as a disruptor in the clean energy-fuelled heavy trucking space, pioneering the green revolution in the Indian trucking sector. The company will also be able to leverage FPT Industrial's expertise in developing next-generation heavy-duty BEVs for the Indian market.

X

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Alternate Fuel, Connected Tech to Drive CV Sales in 2023



Alternate fuels have been making smart inroads and at the same time, the introduction of electric variants like Tata ACE or the unveiling of the Ashok Leyland Bada Dost Xpress CNG 12 seater at the Auto Expo 2023 indicates that the electrification is also progressing on an even keel across the Indian CV industry

Additionally, in a bid to attract more customers, OEMs are pushing connected technologies in their vehicle offering to provide higher uptime, which leads to growth in business for the customers and all of this has added to brisk sales in FY2023.

A total of 101,737 CVs were sold across segments, marking a 12 percent YoY growth, and 27 percent growth

over the previous month. In fact, looking at the fiscal year 2023, the overall commercial vehicle sales came at 902,432 units, a 34 percent jump compared to the same period last year.

Tata Motors, closed the year on a 22 percent growth with sales of 393,317 CVs sold. The growth was witnessed across its M&HCV, I&LCV, Passenger carriers, SCV Cargo and Pickup segments. For March the sales were flat at 45,307 units.

According to Girish Wagh, Executive Director, Tata Motors, "Higher replacement demand, advance buying in anticipation of price hikes, and year-end buying to claim depreciation benefits, further buoyed the demand towards the end of the quarter. As a result, M&HCVs grew by over 33 percent versus Q3 FY2023, while being 18 percent ahead of Q4 FY2022.

However, the demand for small and light commercial vehicles continued to be impacted due to high-interest rates and high base effect," reported Express Mobility.

Wagh remains optimistic on the overall CV demand in FY2024 on the back of the government's "continuing thrust on infrastructure development but will maintain a close watch on geopolitical developments, interest rates, fuel prices, and inflation."

For Mahindra, the demand for its Pickup range helped it report a yearly wholesale of 248,576 units, which was a 40 percent jump YoY. The LCV 2-tonne to 3.5-tonne was the strongest segment for the company throughout the year and saw its best-ever performance.

The company posted a 12 percent growth with sales of 22,282 units in March.

Ashok Leyland, continued to witness robust growth, in fact, in terms of YoY performance, the company sold 180,916 units marking a 54 percent growth. The company benefited from the strong demand led by the infrastructure push, helping drive sales of M&HCV trucks.

Volvo Eicher CV, too saw strong demand and closed the financial year with sales touching almost 80,000 units. It reported wholesales of 79,623 units, which marked a 40 percent growth YoY. In March the company reported sales of 11,263 units, a 42 percent growth over the same period last year.

Going forward, with the pre-buying taking place in March, there could be a temporary slowdown in overall sales. But, with the government's continued focus on infrastructure projects, as well as, improvement in finance, fleet buyers who make up for the bulk of truck sales, as well as replacement demand for buses kicking in, the industry is well-poised for sustained growth.

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Vehicle Scrappage Policy Needs to Consider the Actual Usage of Vehicles

The acquisition cost of a commercial vehicle is a high-ticket purchase, and contrary to other segments, a large fleet operator ends up paying less price per vehicle, than an individual or small fleet owner, revealed Manish Raj Singhania, President, Federation of Automobile Dealers Association (FADA).

He was speaking as a panelist on the topic of 'Replacement Demand and CV Sales' at the Financial Express Commercial Vehicle Conclave 2023. The other panelists in the session included Ashish Bhagra, COO, Mahindra CERO; Kunal Aggarwal, Co-Founder, Kool-Ex; Prasanna Patwardhan, President, BOCI (Bus and Car Operators Confederation of India); and Manish Raj Singhania, President, Federation of Automobile Dealers Association (FADA).

The August gathering was discussing the ground realities, challenges and thoughts of the commercial vehicle industry's key stakeholders.

Singh stated that with electrification happening, India's dependency on China will increase because the largest share of lithium mines and battery production is with China. He pointed out that trucking is the second largest industry in India after agriculture.

Patwardhan pointed out that while the government is pushing the adoption of electric buses, the fact of the matter is that there is still huge demand and waiting period for them, and hence private players will find it quite difficult to acquire them even if they wanted to.

“Staying in the trucking space is not

really profitable for all” stated Aggarwal, reported Express Mobility. He found it was better to switch to an alternate business and hence got into the cold-chain business. Aggarwal shared that 1.97 billion doses of the 2 billion Covid vaccine doses were moved by Kool-Ex.

Singhania stated that dealers are the facilitators between OEMs and the customers. With all the change coming in the CV space there will be new initiatives that will come up in the dealer spaces. This means there will be a need for skill enhancement and technological changes too.

Representing India's first organised vehicle recycling company, Mahindra CERO, a JV between Mahindra Accelo and MSTC (government of India) Bhagra stated that one needs to assign an end of life to a truck or a bus, keeping in mind the safety of the drivers and passengers and also the profitability of the vehicle. “You have a birth certificate for a vehicle in the form of registration, now you have a death certificate for the vehicle which is the scrap certificate,” he said.

He mentioned that there are 80 million vehicles reaching end-of-life in the next two years, which presents an opportunity to recycle 80 percent of steel content in the vehicle.

Commenting on the scrappage policy, Patwardhan stated the suggestions of the major stakeholders in the trucking community have not been taken into consideration when designing the policy.

“You won't shoot a 70 year old man in the head, because he has reached 'end-

of-life', similarly why scrap perfectly usable vehicles?” He argued that the scrappage of a vehicle should be determined on the actual usage of the vehicle, the number of kilometres it has run, the condition of the vehicle, and not just blindly put a expiry tag to the vehicles.

Malkit Singh supporting the thought asked for the retrofitment of new engines and reconditioning should be allowed, so that there is no economic loss for old vehicles.

Patwardhan further stated that as per the current norms, nearly 10 lakh vehicles in the past few years would need to be scrapped, but “the reality is that we don't have the infrastructure. Out of 19 lakh buses, 6 lakh buses are working for schools, where annual mileage is not more than 15,000km. So it's not even out of warranty when it reaches scrapping age. Whereas intercity buses reach more than 15 lakh kilometre in just 7-8 years. We need to find a system that looks at number of kilometres and hours of running.

“Dog lives for 10 years, elephant lives for 100 years, but you are saying shoot both at 10 years of age,” added Patwardhan.

Sharing the woes of the trucking community, Singh pointed out that despite so much technology and policies being introduced, there still was harassment of truckers on highways. He suggested that officers should be given devices to check papers digitally, but still there are old systems and bribery of nearly Rs 48,000 crore annually he says quoting a Save Life Foundation study.



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Cost Optimisation to Drive the Adoption of Electric Commercial Vehicles

The commercial vehicle segment has consistently seen more challenges than any other vehicle segment, thanks to the stringent policies in terms of safety, emissions or the need for higher uptime and total cost of ownership. As part of our endeavour to bring forth the topic of disruptions in the automotive industry, The Financial Express Commercial Vehicle

Conclave 2023, hosted a panel discussion on 'Electrification and Connectivity in the CV Segment'.

The panelist for the session included Abhinav Srivastava, CIO & Head of IT Services, Daimler India Commercial Vehicles; Anurag Agarwal, Vice-Chairman, PMI Electro Mobility; Uday Narang, Founder & Chairman, Omega Seiki Mobility; and Devendra Chawla, CEO, Greencell Mobility.

Narang started his thoughts that when it comes to electrification in the CV space, one should not look at competition as such, but look at working together to embrace the latest technologies in the space.

PMI's Agarwal spoke about how electric buses were seeing adoption not just in cities but also even in tier-2 cities. There are challenges as well, as the infrastructure needs to pick up.

"OEMs need to pick up on this." He said cost is a challenge that has to be overcome without compromising on quality.



Adding to his thoughts, Chawla spoke on there were new opportunities in the EV space.

"We are one of the first companies to start inter-city EV buses, like Bengaluru to Tirupathi or Hyderabad to Vijayawada, which are really high-end buses. This takes a lot of investment to create the infrastructure for this kind of facility. The routes are around 400km, which needs a charging stop in between when the buses stop," he said.

Representing, Daimler India Commercial Vehicles (DICV) Srivastava said that CVs right now is a bundle of software on wheels. The telematics data provides a lot of new use cases for CVs. "New technologies of connectivity like 5G will complement this whole ecosystem. With telematics we can improve profitability, drivability, and safety", he says.

Talking about numbers, he mentioned that at present a truck can generate around 60 million data points every single second. "This data needs to be

churned and it can give a huge amount of insights on driver behaviour, which is a goldmine for many organisations," Srivastava said.

Coming to 5G technology, he said that the speed of telematics and telemetry in a vehicle will be far more effective. It is a game changer for software on wheels. ADAS, driver monitoring systems, etc, will all work much better with 5G.

It comes as no surprise that when it comes to the Indian market, any fruitful discussion cannot be complete without the mention of 'cost', which makes up a very important factor.

Narang stated that "price sensitivity is very high in this country, so while we can talk about high-end products, at the end of the day it needs to be affordable."

He says there's a huge opportunity for electrification in the 1-tonne truck, but this is a very cost-sensitive segment that looks at the total cost of ownership. We need to look at scale and volume and look at how to reduce costs.

In response to the question on when does one see autonomous vehicles become a reality in India? All the panelists say that it's quite a while away. Regulations are needed first for autonomous vehicles, which India doesn't have. Also, the infrastructure is lacking, and the roads are not conducive to autonomous vehicles in India.

x

"Patience is the art of concealing your impatience." — Guy Kawasaki, Marketing leader and Silicon Valley venture capitalist



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रिपोर्ट : राष्ट्रीय राजमार्गों के निर्माण एवं संचालन के दौरान कार्बन डाइऑक्साइड के उत्सर्जन से किए गए बचाव के आकलन



केन्द्रीय पर्यावरण, वन एवं जलवायु परिवर्तन मंत्री भूपेंद्र यादव ने नई दिल्ली में विश्व सतत विकास शिखर सम्मेलन में गुयाना के उपराष्ट्रपति डॉ. भरत जगदेव तथा जलवायु परिवर्तन से संबंधित विशेष दूत एवं कॉप28 के अध्यक्ष डॉ. सुल्तान अल जाबेर की उपस्थिति में “राष्ट्रीय राजमार्गों के निर्माण और संचालन के दौरान कार्बन डाइऑक्साइड के उत्सर्जन से किए गए बचाव के आकलन” से संबंधित रिपोर्ट जारी की। यह अध्ययन कार्बन डाइऑक्साइड के उत्सर्जन की उस सीमा का आकलन करता है जिससे राष्ट्रीय राजमार्गों के निर्माण के दौरान प्रति किलोमीटर के आधार पर बचा जा सकता है।

भारत में दुनिया का दूसरा सबसे लंबा सड़क नेटवर्क है। विभिन्न प्रकार की सड़कों में से, अब तक 1,44,634 किलोमीटर की लंबाई वाले राष्ट्रीय राजमार्गों (एनएच) ने भारत के तीव्र आर्थिक विकास में महत्वपूर्ण योगदान दिया है। वर्ष 2014 से लेकर जनवरी 2023 के बीच, राजमार्गों की मौजूदा लंबाई का आधे से अधिक हिस्सा (77,265 किलोमीटर) जोड़ा गया है।

राजमार्गों के निर्माण की यह तीव्र गति

दूर-दराज के कस्बों और गांवों की स्थानीय अर्थव्यवस्थाओं को राष्ट्रीय अर्थव्यवस्था के साथ एकीकृत करने में सक्षम है। सड़कों के निर्माण और रखरखाव को कार्बन डाइऑक्साइड का एक स्रोत माना जाता है, जोकि सड़कों पर ईंधन से चलने वाले वाहनों से उत्सर्जित कार्बन डाइऑक्साइड के अतिरिक्त होता है। वर्ष 2016 में, भारत में जीवाश्म ईंधन से चलने वाले वाहनों के परिचालन से लगभग 243 मिलियन टन कार्बन डाइऑक्साइड उत्सर्जित हुई, जोकि कुल

वर्ष 2016 में, भारत में जीवाश्म ईंधन से चलने वाले वाहनों के परिचालन से लगभग 243 मिलियन टन कार्बन डाइऑक्साइड उत्सर्जित हुई, जोकि कुल राष्ट्रीय कार्बन डाइऑक्साइड के उत्सर्जन का 10.8 प्रतिशत है

राष्ट्रीय कार्बन डाइऑक्साइड के उत्सर्जन का

10.8 प्रतिशत है।

हालांकि, भीड़भाड़ वाले और अक्सर घुमावदार मार्गों की जगह नए एवं उन्नत अत्याधुनिक राजमार्ग, उन पर चलने वाले वाहनों में ईंधन की दहन प्रक्रिया को कम करके कार्बन डाइऑक्साइड उत्सर्जन से बचने में मदद कर सकते हैं। एवेन्यू वृक्षारोपण तथा प्रतिपूरक वनीकरण (सीए) अतिरिक्त रूप से कार्बन डाइऑक्साइड के उत्सर्जन को पृथक कर सकता है और इस प्रकार संपूर्ण राजमार्ग संचालन से उत्सर्जित कार्बन डाइऑक्साइड की मात्रा में कमी लाने में मदद कर सकता है।

यह सारांश रिपोर्ट कार्बन डाइऑक्साइड के उत्सर्जन की उस सीमा का आकलन करने की एक पद्धति प्रस्तुत करती है जिससे राष्ट्रीय राजमार्गों के निर्माण के दौरान प्रति किलोमीटर के आधार पर बचा जा सकता है। इसके अलावा, इसमें राष्ट्रीय राजमार्गों के निर्माण पूर्व और वास्तविक संचालन एवं रखरखाव से संबंधित डेटा को निर्मित राष्ट्रीय राजमार्गों के प्रति किलोमीटर आधार पर कार्बन डाइऑक्साइड के उत्सर्जन से बचाव की मात्रा को निर्धारित करने के लिए लागू किया गया है।

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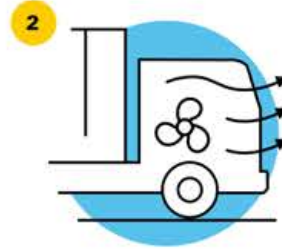
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Recommendations for truck drivers during COVID-19



1 Clean regularly all frequently touched surfaces inside and outside your cabin (steering wheel, radio, levers, door handles, etc.) using disinfectant. Clean all tools and equipment (portable scanners, etc.) you use, especially those shared with other users.



2 Ventilate the driver's cabin regularly at stopping points.



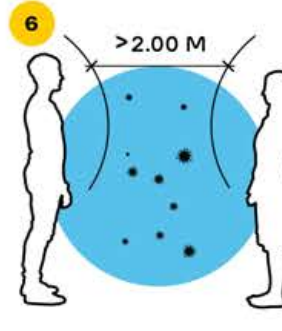
3 Disinfect hands with hand sanitiser or wash them with liquid soap and water for at least 30 seconds every time you enter or return to your vehicle.



4 Wear gloves when at loading and unloading docks, gas stations, customers' sites and terminals.



5 Stay in the driver's cabin whenever possible while at customer sites, unless otherwise required.



6 Maintain a distance of 2 metres from others in case of leaving your cabin, and **avoid entering closed rooms** where other people are present. Takeout meals are recommended rather than eating at rest stops.



7 Sign transport documents with your own pen and do not share it with anybody else. Disinfect or wash hands and pen once done.



8 Avoid shaking hands. The virus spreads through coughing and sneezing (via airborne droplets), as well as through direct contact.



9 If you or your family members show potential symptoms of COVID-19 such as a dry cough or fever, immediately inform your manager.



10 Follow any specific guidelines given by your company and general recommendations/instructions issued by health authorities. **Be responsible** and use your common sense.

Source: IRU



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[TO BE PUBLISHED IN THE GAZETTE OF INDIA, EXTRAORDINARY, PART II, SECTION 3, SUB-SECTION (i)]

Government of India
Ministry of Finance
(Department of Revenue)

Notification No. 05/2023- Central Tax (Rate)

New Delhi, the 9th May, 2023

G.S.R.....(E).- In exercise of the powers conferred by sub-section (1), sub-section (3) and sub-section (4) of section 9, sub-section (1) of section 11, sub-section (5) of section 15, sub-section (1) of section 16 and section 148 of the Central Goods and Services Tax Act, 2017 (12 of 2017), the Central Government, on being satisfied that it is necessary in the public interest so to do, on the recommendations of the Council, hereby makes the following further amendments in the notification of the Government of India, in the Ministry of Finance (Department of Revenue) No. 11/2017-Central Tax (Rate), dated the 28th June, 2017, published in the Gazette of India, Extraordinary, Part II, Section 3, Sub-section (i), *vide* number G.S.R. 690(E), dated the 28th June, 2017, namely:-

In the said notification, in the Table, against serial number 9, in item (iii), in sub-item (b), in the entries under column (5), in condition (2), after the second proviso, the following provisos shall be inserted, namely:-

“Provided also that the option for the Financial Year 2023-2024 shall be exercised on or before the 31st May, 2023:

Provided also that a GTA who commences new business or crosses threshold for registration during any Financial Year, may exercise the option to itself pay GST on the services supplied by it during that Financial Year by making a declaration in Annexure V before the expiry of forty-five days from the date of applying for GST registration or one month from the date of obtaining registration whichever is later.”

[F. No. -CBIC-190354/63/2023-TO (TRU-II)-CBEC]

(Rajeev Ranjan)
Under Secretary to the Government of India

Note: -The principal notification number 11/2017 -Central Tax (Rate), dated the 28th June, 2017 was published in the Gazette of India, Extraordinary, *vide* number G.S.R. 690 (E), dated the 28th June, 2017 and last amended *vide* notification number 03/2022-Central Tax (Rate), dated the 13th July, 2022 published in the official gazette *vide* number G.S.R. 541(E), dated the 13th July, 2022.



भारत का राजपत्र The Gazette of India

सी.जी.-डी.एल.-अ.-09052023-245765
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असाधारण
EXTRAORDINARY

भाग II—खण्ड 3—उप-खण्ड (i)
PART II—Section 3—Sub-section (i)

प्राधिकार से प्रकाशित
PUBLISHED BY AUTHORITY

सं. 278]
No. 278]

नई दिल्ली, मंगलवार, मई 9, 2023/वैशाख 19, 1945
NEW DELHI, TUESDAY, MAY 9, 2023/VAISAKHA 19, 1945

वित्त मंत्रालय

(राजस्व विभाग)

अधिसूचना

नई दिल्ली, 9 मई, 2023

सं. 05 /2023-केन्द्रीय कर (दर)

सा.का.नि. 348(अ).—केन्द्रीय माल एवं सेवाकर अधिनियम, 2017 (2017 का 12) की धारा 9 की उप-धारा (1), उप धारा (3) और उप धारा (4), धारा 11 की उप धारा (1), धारा 15 की उप धारा (5), धारा 16 की उप-धारा (1) और धारा 148 के तहत प्रदत्त शक्तियों का प्रयोग करते हुए, केन्द्र सरकार, इस बात से संतुष्ट होते हुए कि ऐसा करना जनहित में आवश्यक है, और जीएसटी परिषद की सिफारिशों के आधार पर, एतद्वारा, भारत सरकार, वित्त मंत्रालय (राजस्व विभाग) की अधिसूचना संख्या 11/2017-केन्द्रीय कर (दर), दिनांक 28 जून, 2017, जिसे सा.का.नि. 690(अ), दिनांक 28 जून, 2017 के तहत भारत के राजपत्र, असाधारण, के भाग II, खंड 3, उप-खंड (i) में प्रकाशित किया गया था, में और आगे भी निम्नलिखित संशोधन करती है, यथा:-

उक्त अधिसूचना में, सारणी में, क्रम संख्या 9 के समक्ष, मद (iii), उप-मद (ख) में, कॉलम (5) की प्रविष्टि के अंतर्गत, शर्त (2) में, दूसरे परन्तुक के पश्चात, निम्नलिखित परन्तुकों को अंतःस्थापित किया जाएगा, यथा-

“बशर्ते और भी कि वित्तीय वर्ष 2023-2024 के लिए यह विकल्प 31 मई, 2023 को या उसके पहले तक अपनाया जा सकेगा:

बशर्ते और भी कि यदि कोई जीटीए, किसी वित्तीय वर्ष के दौरान नया व्यापार शुरू करता है या उस वर्ष में निर्धारित पंजीकरण की थ्रेशोल्ड सीमा को पार करता है तो वह उस वित्तीय वर्ष के दौरान आपूर्ति की गई सेवाओं पर जीएसटी का स्वयं भुगतान करने के विकल्प का प्रयोग जीएसटी पंजीकरण के आवेदन किए जाने की तारीख से पैंतालीस दिन पूरे हो जाने के पहले या ऐसे पंजीकरण के हो जाने की तारीख से एक माह की अवधि पूर्ण हो जाने के पहले, दोनों में जो भी बाद में हो, अनुबंध V में इस प्रकार की घोषणा करके कर सकता है।”

[फा. सं. सीवीआईसी-190354/63/2023-टीओ(टीआरयू-II)-सीवीईसी]

राजीव रंजन, अवर सचिव

नोट : प्रधान अधिसूचना संख्या 11/2017-केन्द्रीय कर (दर), दिनांक 28 जून, 2017, को सा.का.नि. 690 (अ), दिनांक 28 जून, 2017 के तहत भारत के राजपत्र, असाधारण, में प्रकाशित किया गया था और इसमें अंतिम बार अधिसूचना संख्या 03/2022-केन्द्रीय कर (दर), दिनांक 13 जुलाई, 2022, जिसे सा.का.नि. 541(अ), दिनांक 13 जुलाई, 2022 के तहत सरकारी राजपत्र में प्रकाशित किया गया था, के द्वारा संशोधन किया गया था।

X



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
UNSTARRED QUESTION NO - 2465
ANSWERED ON- 22/03/2023

INSTALLATION OF ELECTRONIC ENFORCEMENT DEVICES BY STATE GOVERNMENTS

2465. DR. ASHOK BAJPAI :

Will the Minister of Road Transport and Highways be pleased to state:

(a) whether it is a fact under the existing provision of the Motor Vehicle Act and notification issued thereunder, the State Governments are required to ensure the appropriate electronic enforcement devices on National Highways (NHs) at high risk and high-density corridors, but none of the State Government has done far; and

(b) details of the initiatives taken by Government to ensure compliance of the MV Act regarding electronic enforcement devices on NHs and the outcome thereof?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) and (b) 1. MoRTH vide notification G.S.R. 575(E) dated 11th August, 2021 introduced a new rule 167A in Central Motor Vehicle Rules, 1989 which mandates that State Governments shall ensure appropriate electronic enforcement devices are placed at high-risk and high-density corridors on National Highways and State Highways, and at critical junctions at least in major cities with more than one million population including the 132 cities specified in the said notification.

2. For the purpose of this rule, “electronic enforcement device” means a speed camera, closed-circuit television camera, speed gun, body wearable camera, dashboard camera, Automatic Number Plate Recognition (ANPR), weigh in machine (WIM) and any such other technology specified by the State Government.

3. The footage from an electronic enforcement device having electronic stamp for location, date and time, can be used to issue challan for the offences like not driving within the prescribed speed limit, not wearing protective headgear or helmet, jumping a red light, violating a stop sign, using of handheld communications devices while driving, passing or overtaking other vehicles in a manner contrary to law, driving against the authorised flow of traffic etc.

4. Implementation status in respect of 10 states is attached as annexure.

ANNEXURE REFERRED TO IN REPLY TO PART (a) & (b) OF RAJYA SABHA UNSTARRED QUESTION NO. 2465 ANSWERED ON 22.03.2023 ASKED BY DR. ASHOK BAJPAI REGARDING INSTALLATION OF ELECTRONIC ENFORCEMENT DEVICES BY STATE GOVERNMENTS

Status of electronic devices for Electronic Enforcement in respect of States

Equipment	Delhi	Karnataka	Maharashtra	West Bengal	Rajasthan	Madhya Pradesh	Gujarat	Odisha	Andhra Pradesh	Uttar Pradesh
Speed Cameras	125 ¹ at 66 locations	55	6 ²	106 at 60 locations	33	358	-	104 locations ³	77	
CCTV	-	2937		2488	575	2354	12263	-	12535	
Speed Guns	110	26	70 ⁴	212	98	42	347 ⁵	75	198	222 ⁶
Body Wearable Cameras	509 ⁷ (Police) 60 (Transport)	5736	-	4869	811	-	9952	360	798	2577
Dashboard Cameras	-	21	-	70	97	-	90	-	4	186
ANPR	-	508	-	181	2	2596	3343	-	3289	
RLVD ⁸	209 at 43 junctions	88	-	-	-	-	-	-		
Weigh-in Machine	3 ⁹	430			198	535		-	-	

[1] Over Speed Violation Detection (OSVD) cameras

[2] only Mumbai-Pune stretch covered in the data provided

[3] Intelligent Enforcement Management System (ANPR Speed Violation Detection & CCTV Camera) is implemented in 104 locations.

[4] Interceptor vehicles

[5] Out of 347, 90 are interceptor vehicles

[6] Including 17 Interceptors

[7] Another 551 - not in working conditions

[8] Red Light Violation Detection (RLVD)

[9] Way bridges were installed at impounding pits to weigh the overloaded vehicles.



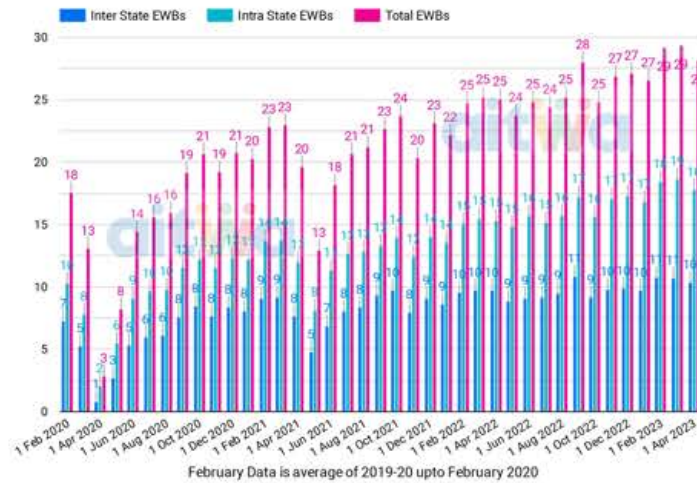
Eway Bill Dashboard

Developed & compiled by

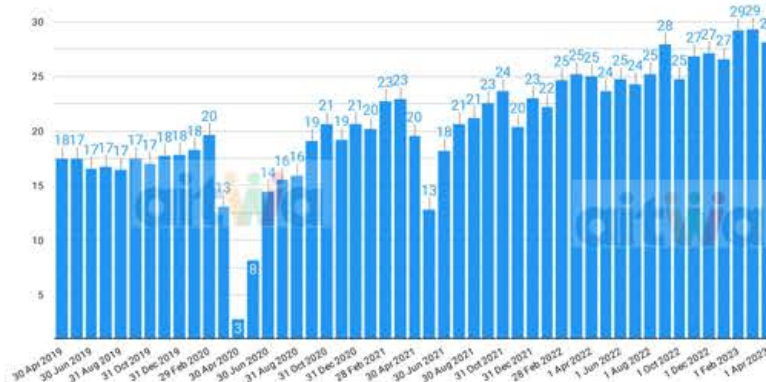


Last updated on 6th May 2023 | Data as on 30th April 2023

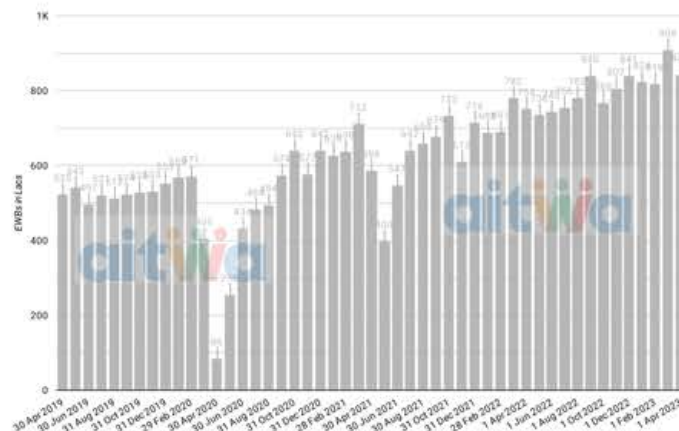
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



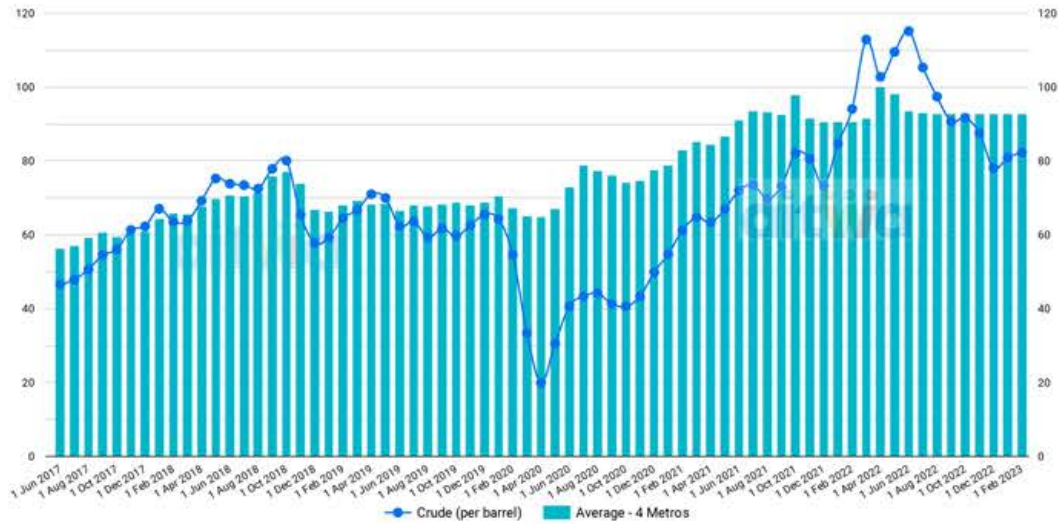
Total number of monthly EWBs generated (in lacs per month)



Diesel Dashboard

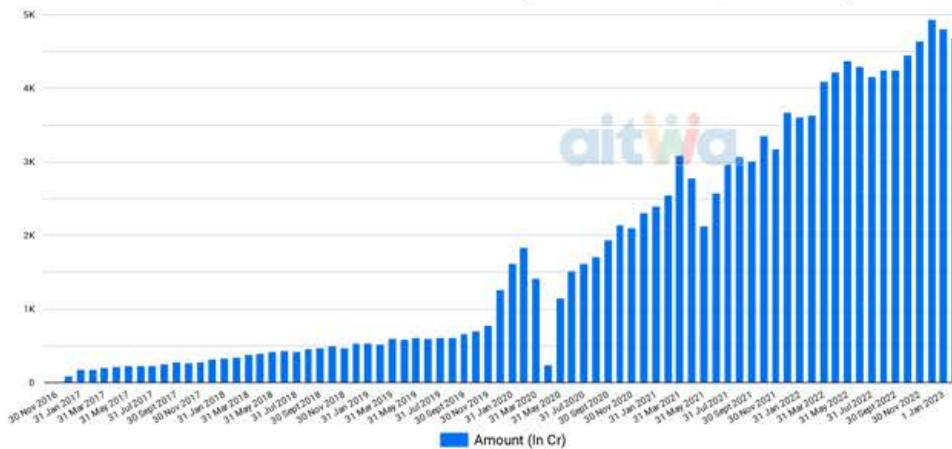
Last updated on 23rd February 2023 | Data as on 20th February 2023

Diesel Price Average of 4 metros since 2017



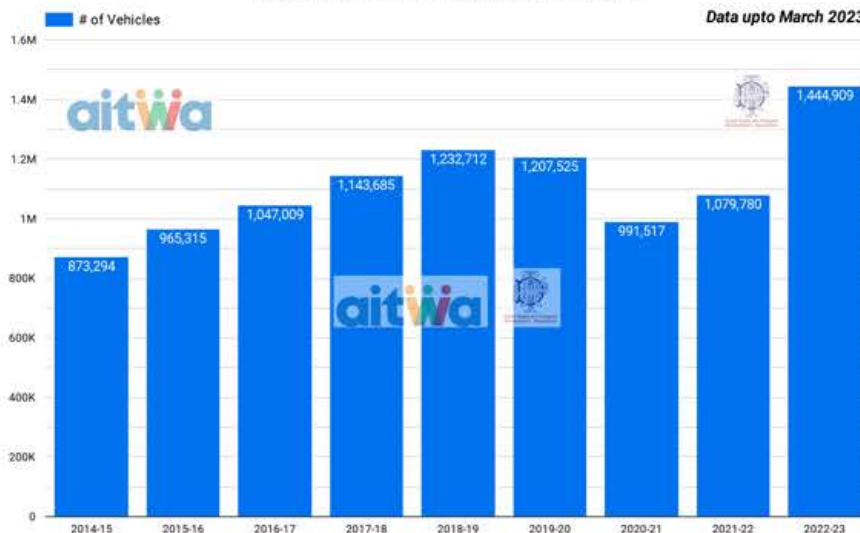
Toll Collection Dashboard

Last updated on 10th Nov 2022 | Data as on 30 September 2022



National Permit Vehicles in India

Data upto March 2023



TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)								Freight (in MT.)							
S. no.	Airport	For The Month			For The Period April To Mar.			S. no.	Airport	For The Month			For The Period April To Mar.		
		Mar. 2023	Mar. 2022	% Change	2022-23	2021-22	% Change			Mar. 2023	Mar. 2022	% Change	2022-23	2021-22	% Change
(A) 15 International Airports								(F) 71 Domestic Airports							
1	Kolkata	11878	13391	-11.3	136022	138127	-1.5	63	Kanpur (Chakeri)	9	12	-25.0	148	200	-26.0
2	Chennai	32236	32351	-0.4	342737	349964	-2.1	64	Gwalior	3	0	-	76	0	-
3	Goa	635	473	34.2	6452	5127	25.8	65	Kishangarh	0	0	-	0	0	-
4	Srinagar	628	1475	-57.4	9196	9422	-2.4	66	Tuticorin	0	1	-	2	1	-
5	Bhubaneswar	752	996	-24.5	9822	10504	-6.5	67	Gaggal (Kangra)	0	0	-	0	0	-
6	Varanasi	317	349	-9.2	4729	4345	8.8	68	Mysore	0	0	-	0	0	-
7	Calicut	1566	811	93.1	14523	10544	37.7	69	Bareilly	0	0	-	0	0	-
8	Amritsar	184	143	28.7	2239	1578	41.9	70	Kolhapur	0	0	-	0	0	-
9	Coimbatore	423	828	-48.9	8381	7552	11.0	71	Kandla	0	0	-	0	0	-
10	Imphal	527	676	-22.0	7646	7195	6.3	72	Jaisalmer	0	0	-	0	0	-
11	Portblair	474	446	6.3	6358	5837	8.9	73	Kalaburgi	0	0	-	0	0	-
12	Vijayawada	66	131	-49.6	1275	2264	-43.7	74	Juhu	27	31	-12.9	299	257	16.3
13	Tirupati	1	15	-93.3	90	83	8.4	75	Jorhat	33	3	-	242	13	-
14	Trichy	473	555	-14.8	6357	5217	21.9	76	Agra	1	0	-	3	0	-
15	Kushinagar	0	0	-	0	0	-	77	Barapani (Shillong)	0	0	-	0	0	-
Total		50160	52640	-4.7	555827	557759	-0.3	78	Jamnagar	0	0	-	0	0	-
(B) 6 PPP International Airports								(G) 19 St.Govt. / Pvt Airports							
16	Ahmedabad	8419	8387	0.4	92337	90634	1.9	111	Durgapur	6	10	-40.0	483	7	-
17	Lucknow	1518	1416	7.2	15840	14942	6.0	112	Lengpur(aizwal)	40	25	60.0	471	319	47.6
18	Guwahati	1709	1830	-6.6	22823	21858	4.4	113	Nasik(Hal ozar)	0	0	-	0	35	-
19	Jaipur	1150	1384	-16.9	16441	14180	15.9	114	Jagdapur	0	0	-	0	0	-
20	Trivandrum	1575	1330	18.4	16722	16579	0.9	115	Kurnool	0	0	-	0	0	-
21	Mangalore	174	354	-50.8	3815	3521	8.3	116	Bilaspur	0	0	-	0	0	-
Total		14545	14701	-1.1	167978	161714	3.9	117	Nanded	0	0	-	0	0	-
(C) 7 JV International Airports								(H) Other Airports							
22	Delhi (DIAL)	81086	80461	0.8	895918	924343	-3.1	122	Bangalore(HAL)	0	0	-	0	0	-
23	Mumbai(MIAL)	70672	69278	2.0	776934	770953	0.8	123	Pithoragarh	0	0	-	0	0	-
24	Bangalore(BIAL)	36567	36109	1.3	410311	411550	-0.3	124	Mundra	0	0	-	0	0	-
25	Hyderabad(GHIAL)	12680	13004	-2.5	142434	140075	1.7	125	Hisar	0	0	-	0	0	-
26	Cochin(CIAL)	4719	5342	-11.7	56773	55484	2.3	126	Jamshedpur	0	0	-	0	0	-
27	Nagpur(MIPL)	777	605	28.4	9189	7686	19.6	127	Rourkela	0	0	-	0	0	-
28	Kannur(KIAL)	380	377	0.8	3912	1559	-	128	Jeypore	0	0	-	0	0	-
Total		206881	205176	0.8	2295471	2311650	-0.7	129	Ziro	0	0	-	0	0	-
(D) 2 ST Govt./Pvt. INTL Airports								(I) 19 St.Govt. / Pvt Airports							
29	Shirdi	53	37	43.2	643	38	-	130	Chennai	46	35	31.4	954	371	-
30	Goa (MOPA)	6561	0	-	11800	0	-	Total		287371	283277	1.4	3158589	3140802	0.6
Total		6614	37	-	12443	38	-								
(E) 10 Custom Airports															
31	Pune	2735	2870	-4.7	39369	28702	37.2								
32	Patna	663	1060	-37.5	11571	12409	-6.8								
33	Chandigarh	494	1110	-55.5	9366	11085	-15.5								
34	Bagdogra	673	647	4.0	8997	8780	2.5								
35	Indore	940	867	8.4	10634	8797	20.9								
36	Visakhapatnam	494	606	-18.5	4434	4326	2.5								
37	Surat	565	655	-13.7	4985	5075	-1.8								
38	Madurai	170	139	22.3	2872	1596	79.9								
39	Aurangabad	53	94	-43.6	1139	841	35.4								
40	Gaya	0	0	-	0	0	-								
Total		6787	8048	-15.7	93367	81611	14.4								

**OCEAN FREIGHT
TRAFFIC HANDLED AT MAJOR PORTS
(DURING APRIL'2023* VIS-A-VIS APRIL'2022)**

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/ LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers		Coal		Containers		Other Misc. Cargo	TOTAL	% VAR. AGAINST 2022-23
					FIN.	RAW	Thermal & Steam	Coking & Others	Tonnage	TEUs			
KOLKATA	TRF APRIL, 2023	13	50	-	34	-	-	70	781	50	270	1218	
	TRF APRIL, 2022	24	114	-	16	-	-	93	687	46	351	1285	-5.21
Haldia Dock Complex	TRF APRIL, 2023	705	336	140	-	45	-	1297	222	11	675	3420	
	TRF APRIL, 2022	715	267	23	-	7	-	970	246	12	820	3048	12.20
TOTAL: SMP, KOLKATA	TRF APRIL, 2023	718	386	140	34	45	-	1367	1003	61	945	4638	
TRF APRIL, 2022	739	381	23	16	7	-	1063	933	58	1171	4333	7.04	
PARADIP	TRF APRIL, 2023	3065	152	1798	28	305	4130	1322	8	-	860	11668	
	TRF APRIL, 2022	3347	60	2402	1	393	3695	1305	28	2	965	12196	-4.33
VISAKHAPATNAM	TRF APRIL, 2023	1121	171	1470	93	151	838	626	818	51	858	6146	
	TRF APRIL, 2022	1315	154	1438	122	140	812	544	688	43	1081	6294	-2.35
KAMARAJAR(ENNORE)	TRF APRIL, 2023	476	6	-	-	-	2281	104	946	49	290	4103	
	TRF APRIL, 2022	346	12	-	-	-	2103	143	923	48	196	3723	10.21
CHENNAI	TRF APRIL, 2023	1214	134	-	-	40	-	-	2386	124	201	3975	
	TRF APRIL, 2022	945	82	-	-	31	-	-	2143	111	274	3475	14.39
V.O.CHIDAMBARANAR	TRF APRIL, 2023	67	99	-	63	98	837	595	1279	64	375	3413	
	TRF APRIL, 2022	22	93	-	93	156	488	257	1422	71	283	2814	21.29
COCHIN	TRF APRIL, 2023	1852	49	-	-	22	-	-	748	55	213	2884	
	TRF APRIL, 2022	1619	27	-	-	-	-	-	1000	67	168	2814	2.49
NEW MANGALORE	TRF APRIL, 2023	2338	252	427	43	22	772	-	212	13	69	4135	
	TRF APRIL, 2022	2143	165	389	52	-	570	48	123	9	63	3553	16.38
MORMUGAO	TRF APRIL, 2023	58	38	272	-	-	453	416	-	-	314	1551	
	TRF APRIL, 2022	77	10	304	29	-	193	686	2	-	552	1853	-16.30
MUMBAI	TRF APRIL, 2023	3310	110	519	114	-	847	-	18	2	702	5620	
	TRF APRIL, 2022	3223	152	676	8	-	568	-	18	2	772	5417	3.75
J.N.P.A.	TRF APRIL, 2023	279	250	-	-	-	-	-	6614	522	136	7279	
	TRF APRIL, 2022	242	266	-	-	-	-	-	6223	498	92	6823	6.68
DEENDAYAL	TRF APRIL, 2023	5074	718	86	237	25	1762	142	755	40	1662	10461	
	TRF APRIL, 2022	5964	815	156	139	54	946	61	575	34	3022	11732	-10.83
ALL PORTS	TRF APRIL, 2023	19572	2365	4712	612	708	11920	4572	14787	981	6625	65873	
	TRF APRIL, 2022	19982	2217	5388	460	781	9375	4107	14078	943	8639	65027	1.30
% Variation from previous year													1.30

Source: I.P.A.

Government Taking Various Steps to Ensure Environment Sustainability while Constructing NHs

The Government is taking various steps to ensure environment sustainability while constructing the National Highways in the Country. Some of them are as follows:

- (i) Implementation of the Green Highways (Plantation, Transplantation, Beautification and Maintenance) Policy, 2015 for carrying out road side and median plantation, landscaping and transplantation;
- (ii) Use of alternate material and re-use of waste material;
- (iii) Use of plastic waste;
- (iv) Guidelines issued for saving of Water Bodies/ Ponds, wild life habitat,

forest cover;

- (v) Rain water harvesting structure for recharge of ground water;
- (vi) Use of fly ash for construction of Road abetment flyover ROB etc.;
- (vii) Creation of 75 Amrit sarovars in each district and around 50,000 in the country for conservation of water resources;
- (viii) Provision of structural measures for the conservation of wildlife habitat for the stretch passes through any protected area under WPA 1972 or any Eco Sensitive Zone/Eco Fragile area;
- (ix) IRC SP-108, 2015 Guidelines on Preparation and Implementation of Environment Management Plan.

There is no scheme of Government to promote development of Green Highways. However, Green Highways (Plantation, Transplantation, Beautification and Maintenance) Policy, 2015 has been promulgated for carrying out road side and median plantation, landscaping and transplantation etc.

The Chambal expressway has been renamed as Atal Progress-Way by the Government of M.P during 2021. At present, the NH project is progressing with DPR and Pre- construction activities being carried out for the section of length 36.872 Km in U.P. The tentative Civil Construction cost in U.P section is about Rs. 1100 Cr.

Government: Scientists Should Do Rural and Agriculture Oriented Research by Adopting the Need Based and Futuristic Vision

Union Minister of Road Transport and Highways, Nitin Gadkari has urged the scientists to do rural and agriculture oriented research by adopting the need based, regionwise as well as technology, research and entrepreneurship futuristic vision to make the country and the society prosperous. He was speaking as the Chief Guest in a seminar on Women In Science And Entrepreneurship-WISE-2023 organised by Indian Women Scientist Association's Nagpur Branch in National Environment Engineering Research Institute's (NEERI) hall in Nagpur. Many dignitaries including NEERI's Director Dr. Atul Vaidya, Retired Dean of Nagpur Medical College, Dr. Vibhavari Dani were present on the occasion.

He said the research has no value in the absence of proven technology, availability of raw material, economic feasibility and marketing ability. He

underlined the need to do research on the available resources like fly ash, Nag river water, garbage and solid waste in Nagpur.

He informed that Punjab and Haryana in north India are also producing biobitumin along with rice and wheat and the agriculture is being diversified in power and electricity. He suggested that it is possible to produce Bio-Bitumin by cultivating Bamboo in the wasteland near Vekoli and other public sector companies in Nagpur. He said that using bamboo for combustion in place of coal will reduce the pollution and save the environment. He also informed that the waste material from the readymade garment units in Butibori MIDC is used to make the durable and beautiful carpets at Pachgaon in Umred and training is being imparted to 1200 women. He underlined that by value addition of this type of raw material and with nice design and attractive packaging, it is possible to do the marketing of it in

global market.

He said that construction was reduced by using the technology and informed that it is possible to construct the bridge in just Rs. 1000 crores instead of Rs. 1600 crores by using the Malaysian technology and reducing the distance between two pillars of the flyover and casting the beam in steel fibre which was done in the Indora to Dighori bridge, whose stone laying ceremony was performed recently. He specifically pointed out towards the savings of Rs. 600 crores on this occasion.

He also appealed all the office bearers of Indian Women Scientist Association to tap the new opportunities in research and help the social and economic transformation on the occasion of Women In Science And Entrepreneurship-WISE-2023.

Office bearers of Indian Women Scientist Association, NEERI's scientists and students were present on the occasion.



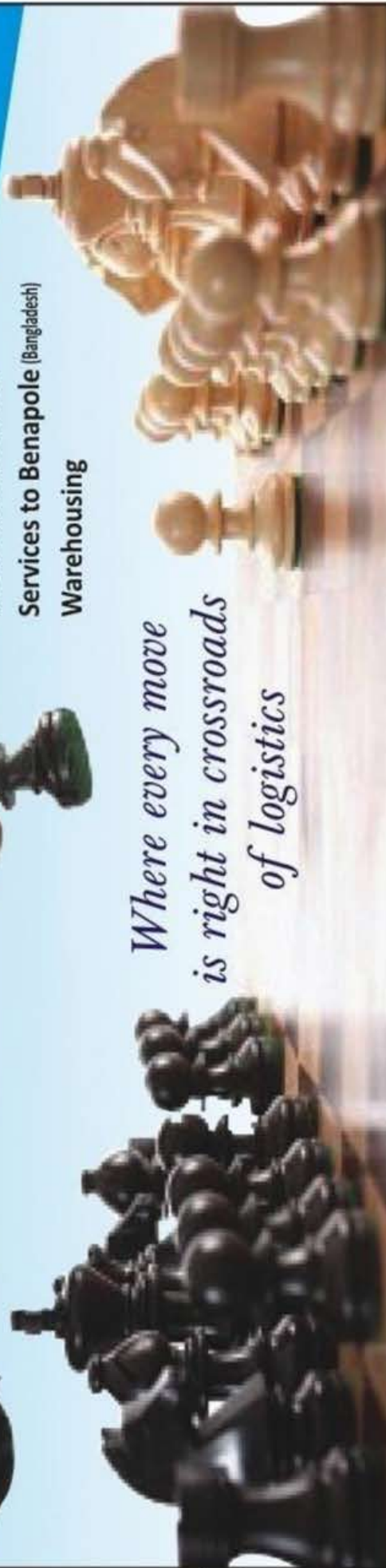
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Company's name changed from Darcl Logistics Limited to CJ Darcl Logistics Limited with effect from 13.09.2017