

aitwa परिवहन प्रगति
Monthly Magazine of All India Transporters Welfare Association
Parivahan Pragati

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



Technology - How It Improves Transportation?

Convert New Trucks into Dual Fuel
Hydrogen Trucks!

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Development And Maintenance of
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E-way Bill & How Transporters Can
Better Manage Their EWB Cycle Easily!

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▶ नितिन गडकरी ने रीवा में 2,444 करोड़ रुपये की 7 राष्ट्रीय राजमार्ग परियोजनाओं और मध्य प्रदेश की पहली 1600 करोड़ रुपये की लागत वाली 2.28 किलोमीटर लंबी 6-लेन की दोहरी सुरंग का उद्घाटन किया

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Technologies That Benefit Supply Chains

Technology can change the fortune of a nation. Today, there are vast quantities of supply chain technology to enable this. The advantages that each one holds enable the process of manufacturing operations and product delivery effective.

Technologies commonly used in the supply chain

There are technologies which have been around for a while, also, there are others which are in their infancy but ready for technological advancements on the horizon. Either way, each of them is essential in keeping the modern supply chain functioning as it should.

The Internet

The internet might not be a spring chicken anymore, but the way we use the internet as a tool for supply chain management is irreplaceable and ever-evolving. The internet was once used as a way for personal computers to communicate with each other, but as time goes on, it seems as though all everyday items are connected to the internet in one way or another. We refer to this as the **Internet of Things (IoT)**, and it's a vital technology in supply chain management.

IoT devices have revolutionised the efficiency of supply chain operations, allowing us to verify the exact location of goods through GPS, track shipments and the movements of goods, monitor the storage conditions of our stock, process goods much faster, and much more besides. The IoT will only get better over time as more devices are added to the network.

As supply chains grow in size and data complexity, IoT enables the growth of "touchless" systems that streamline and simplify processes. Besides increasing efficiency, IoT technology can lower costs, boost productivity, and reduce delivery times.

The number of cellular IoT connections is expected to reach 3.5 billion in 2023. (Dataprot, 2022)

5G Connectivity

High-speed 5G networks amplify the potential of IoT technology with multi-Gbps peak rates, high data capacity, and ultra-low latency. With the ability to connect users, machines, and objects in a single information space, 5G enables real-time monitoring of all items on the supply chain.

Robotics and Automation

Robotics and automation technology improve warehouse productivity by replacing labour-intensive activities typically performed by humans. Advanced systems used by leading companies manage hundreds of orders per hour in addition to identifying and manipulating objects in multiple positions and varying orientations.

In its simplest form, automation can take care of everyday tasks such as emailing order details to your customers, notifying you when stock levels are low, and printing the correct labels for shipping. We can expect to see robotics in the supply chain take off in the coming decades, with AI and machine learning continuously improving the efficiency of manufacturing, fulfilment, and transport.

Today, though, most systems are limited to smaller product sizes and lighter weights, development is underway for advanced systems that handle heavier loads. In the interim, robot arms and automated guided vehicles currently support human workers to boost productivity and reduce costs.

How we use automation is becoming increasingly sophisticated over time.

Cloud computing

If you turned the clock back a few decades, you'd see offices in many industries with computers had a noisy room with servers to keep all of their digital data safe. To access that data you'd need permission, and you'd be unlikely to get permission if you didn't



Ashok Gupta

work in the office. Cloud computing has changed all of that, as **big corporations like Google and Amazon have their encrypted servers** which we can access from anywhere in the world. We're also able to share that data with whomever we like, seamlessly.

The cloud allows stakeholders and machines to send and access important data wherever they are in the world, which helps businesses make smarter, real-time decisions about all things supply chain management.

Artificial Intelligence (AI)

Artificial intelligence and machine learning may seem a futuristic technology to some, but it is very much present in the world of eCommerce logistics. Thanks to AI, we can quickly scrape enormous quantities of data and present it in the form of useful insights.

Through these insights, we can cut costs, plan to meet future trends, optimise delivery routes, reduce processing time, improve inventory and warehouse management, improve customer service, and much more. Ultimately, organisations that embrace AI can greatly enhance the productivity and efficiency of their operations. The combination of AI and the cloud makes data accessible to stakeholders anywhere in the world, which simply wasn't possible before.



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Electric Trucks! How soon?

The number of electric vehicles (EVs) is growing as more and more are opting for the cheapest mode of communication. However, the lack of charging stations across the nation has created anxiety among people about batteries running out of charge. To bridge the gap and ensure drive growth in EVs the state governments are trying hard to offer a resolution.

The West Bengal government is setting up 849 EV charging stations along the highway network of the state, with one station being planned every 25km on four-lane highways and one within a 3 sq km area. The government is hoping to cross the target and install 1,000 charging stations in the next two years. The Goa government is also soon installing 40 such stations for Rs 3.2 crore.

While private cars, bikes and small-sized carriers in the EV range are attracting consumers the manufacturers are yet to plan on trucks. It is high time that manufacturers plan to engineer EV trucks as it will solve a lot of issues.

For instance, the transportation sector is responsible for nearly 14% of India's total GHG emissions. Road transport, in particular, accounts for over 90% of transport emissions in the country. Therefore, to achieve the net-zero goals, India has to decarbonise road transport. Electrification of road transport will go a long way in the reduction of the country's overall GHG emissions.

India has more than 2.8 million trucks that run over 100 billion kilometres per

year. By number, trucks are just 2% of the on-road vehicles, yet they contribute over 40% of emissions and fuel consumption from road transport. According to a few studies, to reach

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net-zero emissions, the share of electric trucks to overall freight trucks should be at least around 8% by 2070.

Currently, India is far behind in the electrification of road carriers. There are multiple reasons because of why the sector hasn't yet got the traction it needs. Following are some of the major reasons.

Doubt on Competence of EV Trucks

There is a common doubt about the competence of trucks, even pickup



Ramesh Agarwal
National President, AITWA

trucks, in carrying heavy loads, and also about the maintenance they may need.

Road Transportation is an Unorganised Sector

The truck market is highly unorganised. About 75% of the fleet is operated by owners owning five or fewer trucks. Further, once the cargo is delivered, about 30-50% of trucks return empty, leading to a waste of time and resources. Thus, the challenges included waste of resources, high costs, heavily intermediated returns and redundancies in the sector.

Thus, replacing them with electric options becomes costlier. Moreover, an electric bus case is a classic example. Instead of purchasing the buses from the state transport undertakings (STU), they asked manufacturers to operate the buses themselves. But when it comes to trucks, the operators are small and fragmented. Due to this sole reason, the technical and financial risks are enormous to be tested by these operators.

The barrier to Financial Incentives

To initiate any new thing finances are required in good numbers. So, for manufacturers as well as buyers financial incentives are a must. Unfortunately, as of now, no such initiative is in place for EV trucks.

In FAME-II, the second phase of the EV scheme, it was declared that 7,000 electric buses, 500,000 electric three-wheelers, 55,000 electric passenger cars and 1 million electric two-wheelers will be launched with the support of Rs 1,000 crores. There was no mention of electric trucks.

The government is Not Putting Enough Power to Push the Policy

Government policies will play a crucial role in switching fossil fuels with electrification and, thus, reaching net-zero emissions, especially in the transportation sector. India is the sixth-largest commercial vehicle market in the world and a large exporter of vehicles and spare parts. The right policy move will be a perfect boost for the electric trucks to flood the Indian logistics sector. Many states in India have their electric vehicle policies; yet, the freight sector is ignored in most of them. India needs a policy for electrifying its trucking fleet.

International Council on Clean Transportation studies estimates that heavy-duty truck activity might quadruple by 2050 to over 400 billion kilometres annually. Thus, decarbonising the sector is vital for reaching the net-zero targets. The zero-emission trucks are aligned with India's ambitious climate, air quality, and energy security goals.

The volatility of the Logistics Market

The logistics market, not just the Indian logistics market, is volatile and depends on cost. But in India, since the COVID-19 debacle, it has affected almost all business operations in every sector across the country. Logistics has

been particularly hard-hit. Even before the second wave of the pandemic began, in the spring of 2021, the pace



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of recovery was still unclear. Thus, this makes it even harder for fleet owners to invest in new unchecked

technology.

Electric Trucks are Costly too

Another challenge is the high cost of electric trucks. As we know, most of the owners of fleets are generally small and fragmented. Hence, high-cost investment in a new technology becomes riskier for them. For instance, a TATA LPT 1613 Truck comes at a price of around Rs18.3 Lakh (around \$23,000) in India. The truck comes with 16.2 Tonnes of GVW. Comparatively, Tesla's Semi 500-miles range model will come to around \$180,000, a 6-7 times price range. The

high costs make electric options less unviable, even after accounting for lower running costs thanks to fuel savings.

Despite all the negatives and the hard facts that we analyzed, positive hopes have not dried up yet. At CoP26, India has not only pledged net-zero carbon emissions by 2070 but also committed to reducing the total projected carbon emissions by 1 billion tonnes (BT) by as early as 2030. To reduce fuel consumption and GHG emissions, electrifying trucks will prove to be helpful. Thus, India must introduce electric trucks in the first half of this decade so that by the end of the decade the aim of reducing carbon emissions by 1 billion tonnes gets materialised at the time of the deadline.

Agreed, with the new focus on Green hydrogen use in transport too, Hydrogen powered trucks might actually be seen at the same time, or even earlier than full-fledged electric trucks in India well before 2030 but seriously EV trucks could also be a handy option for the future.

x

Technology for Trucks or Technology for The Economy?

Global Market Insights, Inc, one of the leading global market research and management consulting company, pointed out that the global third-party logistics (3PL) industry is expanding significantly. The company also projected that the third-party logistics industry is set to exceed USD 1,100 billion by 2024. Of course, no one needed to wonder why. The role of technology has become paramount as the competition is getting tough for market share. Every shipment counted as critical, more because it is intricately linked in the value chain. Even manufacturing is getting leaner and delivery of inventory just-in-time. This is why data has emerged as a key driver for businesses, as data is leading shippers and 3PL providers to collect, transmit and analyze an increasing amount of information to make data-driven decisions, increase asset utilization, improve efficiency and decrease volatility.

This has propelled technology to be installed on Class 8 trucks (the largest over-the-road equipment), improving safety and limiting the impact of human error in transportation. Following are a few top technology solutions making their way to the most common trucks.

Adaptive Cruise Control (ACC) with Braking: This technology smoothens the truck driving experience. Drivers can use the forward-looking radar of the trucks that enable them to maintain an adequate distance from the vehicle ahead and automatically adjust their speed. The system allows the truck to automatically reduce the throttle, cut the engine's driving force and apply up to one-third of the foundation brakes to maintain the gap.

Collision-Mitigation System: Through this technology the radar,

lasers and cameras operate as a team to mark the distances of the vehicles both in front and behind. The system alerts the driver, and even if the driver doesn't slow down, the system can use up to two-thirds of the foundation brakes' overall power.

Right-Side Object Detection Sensor: This innovation is helpful in countries where truck drivers sit on the left side of the cab. Radar can set off a combination of audio and visual warnings to let the driver know what is in their blind spot.

Lane Departure Warning: This is a vision-based system. It is powered by a camera, which triggers a verbal warning to the driver if he strays into another lane.

In-Dash Cameras: This technology is to benefit truck owners. This can be used to monitor driver behaviour and record what is happening on the road. In addition, it also helps improve the performance of the driver. The cameras can be used to examine the root cause of an accident, in case of such a situation. Eventually, this data will enable insurance companies to set insurance premiums and even settle claims faster

Electronic Stability Control: This technology is mandated in every new truck in the US. The primary motif of the innovation is to equip trucks with a stability system that minimizes the instances of vehicle rollover, jackknife or loss of control. If the system detects that a vehicle is reaching its critical stability threshold, the technology intervenes by automatically reducing engine torque, applying the engine brake and activating the necessary wheel end brakes.

Telematics Devices: These transmit hundreds of data points as the truck cruises along the highway: drivers' hours-of-service, fuel tax report, the health of major mechanical components, the behaviour of the



Abhishek Gupta
General Secretary, AITWA

driver and more. Cumulatively, this data will facilitate decision-making that enhances the safety and optimal use of the truck.

The potential of data collected from hundreds of thousands of trucks crisscrossing the country is tremendous, especially as it could power the evolving field of self-driving technology.

According to the 2018 Third-Party Logistics Study - The State of Logistics Outsourcing, companies such as Volvo, Paccar, Waymo, Daimler and Otto are all in various test stages to bring self-driving trucks into circulation. The business potential is enormous as only 2.5 per cent of shippers, and less than 2 per cent of 3PLs say they currently use autonomous vehicles. Shortly, however, 27 per cent of both shippers and 3PLs say they will be using the technology in some form.

The future will see the introduction of much-needed transparency, efficiency and control in transportation equipment. The day may not be far away when there will be a must for vehicles to have an array of technology solutions. When such a day will arrive the only contributor to the economy will be the trucks with the latest technologies, the rest will have to be parked in corners!



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Welcome The New Members To Our Family

All India Transporters' Welfare Association (AITWA) welcomes you all to the the family. As you are aware that AITWA has been the mouthpiece of over two third transporters, raising various issues to the government authorities/ ministries for the welfare of road transport community, it would like to reiterate the same for your organization too and strengthen the bond of brotherhood within the community. Thank you for choosing and trusting AITWA! Rest assured, we will never let you down!!



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Technology: How It Improves Transportation!



The Indian logistics sector is well placed with a value of USDS 150 billion. It is contributing 14.4 % of the country's GDP. With the easing of FDI norms, implementation of GST, increasing globalization, growth of e-commerce, positive changes in the regulatory policies, and government initiatives such as "Sagarmala", and "Make in India", the sector is expected to touch greater heights.

To realise this, the government has launched the much-awaited New Logistics Policy (NLP) to cater to all the key stakeholders across the country's vast yet fragmented logistics landscape. The new framework comes with a special emphasis on

streamlining processes for seamless coordination, and reduction in overall logistics cost, besides pushing employment generation and skilling of the workforce.

The Indian supply chains have got momentum and are expanding their global reach. While transportation and logistics companies are continuously seeking new ways to increase flexibility, sustainability, and transparency. Emerging technology is critical to addressing those challenges and can lead to operational and financial benefits for leading supply chain businesses.

From initial product development to "last mile" delivery options, emerging technologies are making supply

chains more efficient, productive, and cost-effective. Some benefits of technological innovation specific to the transportation and logistics industry include:

Improved Efficiency

Robotics, sensors, tracking software, and automation are some of the advancements used by logistics and supply chain companies to create a "touchless" supply chain infrastructure. Artificial intelligence (AI), machine learning (ML) algorithms, and advanced computer-based analytics and software help managers optimize processes and automate maintenance, improving efficiency across all segments.

Increased Visibility

The visibility of supply chains improves as the full product tracking system constantly offers information, right from the manufacturer to the final delivery destination. Cloud-based communication systems, high-speed internet, advanced software, sensors, and other logistics technology services make end-to-end visibility possible for all stakeholders.

Reduced Costs

What strikes all the most is that the technology which boosts productivity ultimately reduces costs while improving services. Sensor devices, tracking software, and barcoding technology reduce the need for human intervention and accentuate the role of information technology throughout the supply chain. In addition, software using Artificial Intelligence (AI) and Machine Learning (ML) can optimize delivery routes, lower shipping times, and help logistics managers make decisions that lead to effective cost-reduction strategies.

Saves Time

Time is the most valuable resource at our disposal, and having sophisticated full automation, partial automation, robotics, and AI-enhanced tools in

your supply chain can save a lot of it. Sensors, tracking tools, and related logistics technology services monitor vehicles and traffic to provide faster routing options. Predictive analytics produced by AI and ML-powered software help mitigate risks, automate maintenance and increase the lifespan of vehicles and equipment.

Searching through spreadsheets for important data, contacting customers with important updates, and ensuring requirements are met for carriers take a lot of work when done manually. You could do that yourself, or hire somebody else to do it, but when the technology exists to do that for you, your time, and someone else's, is better spent elsewhere.

Supply chain technologies can greatly relieve the burden of manual tasks. Businesses can use that time and resources to invest in new products, reach new markets, target new audiences, create new partnerships, spend time with their families, and so on.

Increased Sustainability

Digital transformation technologies promise to catalyze systemic changes that reduce CO2 — a stated goal of the World Economic Forum. As supply chains grow in size and complexity, transport decarbonization will play a critical role in reducing greenhouse gas emissions. AI-enhanced tools optimize delivery routes and shorten travel distances, helping companies reduce CO2 and increase their Environmental, Social, and Governance (ESG) ranking.

Technology Benefits All Supply Chain Segments

The supply chain is an interdependent network that benefits from gains made by all partners. Some advantages of supply chain and logistics technology for other segments include:

Superior Product Development

Supply chains ultimately depend on

customer satisfaction, making product development and quality control a top priority. Technology can be applied to each stage of the product development life cycle to improve quality, performance, production, and marketing. Other benefits for this critical segment of the supply chain include:

- Increased accuracy of feasibility studies
- Enhanced product design with computer modelling applications
- Boosted profitability with analytics applications that optimize price points
- Upgraded product strategies with marketing software that accurately measures customer satisfaction

The ultimate goal of technological innovation within this segment is to

The ultimate goal of technological innovation within this segment is to augment the human capacity to create high-quality products that perform better and last longer.

Besides giving producers a competitive advantage, superior products benefit all transportation and logistics partners through increased consumer demand

augment the human capacity to create high-quality products that perform better and last longer. Besides giving producers a competitive advantage, superior products benefit all transportation and logistics partners through increased consumer demand.

Meticulous Marketing Strategies

Effective marketing strategies thrive on data and open information systems. Applications that eliminate data silos enhance communications, amplify marketing efforts and enable managers to make effective decisions. From product development to final delivery, supply chain data enables businesses to create new products, evolve existing offerings, make system improvements, and craft precision marketing strategies.

Enhanced Customer Service

Consumers expect top-quality products, fast delivery, and prompt after-sales service at increasingly higher standards from order placement to final delivery. As alluded to earlier, you can offer far better customer service when harnessing the power of supply chain technology. On a broader scale, having proper supply chain management will improve your business operations as a whole, thus having a generally positive impact on your customer's experience. You should be able to process and ship your products faster, which is becoming increasingly important as customers come to expect next-day delivery when shopping online.

When supply chain technology is fully integrated into your fulfilment process, you can improve customer service by keeping them informed at each stage of their order. In theory, you will be able to tell them when you've received the order when it's being processed, when it gets dispatched, where it is in the world, and when it's been delivered. This level of transparency goes a long way in keeping your customers coming back. Throw in a bit of personalisation and you've got a real recipe for success.

Also, we should not forget that improved logistics operations upgrade delivery services for customers while reducing costs and complexity for businesses.

MoRTH Chief Nitin Gadkari Congratulates Team NHAI and Maha Metro on Achieving the Guinness Book of World Record in Nagpur by Constructing Longest Double Decker Viaduct (3.14 KM) with Highway Flyover & Metro Rail Supported on Single Column



Union Minister for Road Transport and Highways Nitin Gadkari in a series of tweets conveyed his heartiest Congratulations to Team NHAI (National Highway Authority of India) and Maha Metro (Maharashtra Metro Rail Corporation Limited) on achieving the Guinness Book of World Record in Nagpur by constructing longest Double Decker Viaduct (3.14 KM) with Highway Flyover & Metro Rail Supported on single column.

"Another feather in the cap ! Heartiest Congratulations to Team NHAI and Maha Metro on achieving the Guinness Book of World Record in Nagpur by constructing longest Double Decker Viaduct (3.14 KM) with Highway Flyover & Metro Rail Supported on single column. #GatiShakti @GWR," Nitin Gadkari tweeted.

Gadkari said the project has already bagged records from Asia Book and India Book. Now receiving this eminent award is indeed a proud moment for us. The Minister said he heartily thanks & salutes the incredible Engineers, Officers & Workers who persevered round the clock to make this happen.

"The project has already bagged records from Asia Book and India Book. Now receiving this eminent award is indeed a proud moment for us. I heartily thank & salute the incredible Engineers, Officers & Workers who persevered round the clock to make this happen. #GatiShakti," Gadkari tweeted.

The union minister said such development is the fulfillment of the promise by Prime Minister Narendra Modi government on building World Class Infrastructure.

"Such development is the fulfillment of the promise by Hon. PM Shri @narendramodiji's government on building World Class Infrastructure. #BuildingTheNation #GatiShakti," he tweeted.



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Germany's ADS-TEC Energy launches new ultra-fast charging system ChargePost

By M4G Bureau - December 13, 2022

ChargePost is an energy platform with integrated battery storage and large digital displays.



ADS-TEC Energy, based in Germany, announced the introduction of ChargePost, one of the most compact, battery-based charging systems enabling ultra-fast electric vehicle (EV) charging, on existing power connections, without the need to extend existing grids, reported by M4G Bureau. In a release issued in early December, the company maintains that "the system redefines ultra-fast charging with an all-in-one design that integrates the battery, power electronics, cooling system and charger in a compact package requiring less than two square meters (21.5 square feet) of ground space".

Each ChargePost is equipped with two charging points for ultra-fast EV charging, giving drivers more than

100km of range in just a few minutes (up to 300 kW DC power with one charging point and 150 kW with two charging points in use at the same time) and up to two optional 75-inch digital displays on its exterior surfaces. ChargePost has a configurable 143 or 201 kWh battery capacity.

"ChargePost delivers a new level of excellence for EV charging, combining the highest charging power with high-end quality materials and large displays in a battery-stored, all-in-one charging solution," said Thomas Speidel, CEO ADS-TEC Energy. "This solution supports the transition to electric vehicles and can accelerate the expansion of charging infrastructure throughout Europe and

the U.S."

ChargePost combines battery-stored and boosted charging power at two charging points, including power electronics and air conditioning, in an extremely powerful, compact, low-noise "all-in-one" system. With simple, quick set-up - by forklift - ChargePost features plug-and-play installation at ground level, connecting directly to the existing, power-limited, low-voltage grid. Ultra-fast EV charging is possible almost anywhere with ChargePost, including inner cities and rural areas where high-voltage grids are often not available. ChargePost is ideal for gas stations, car dealerships, transport logistics companies, office and

commercial buildings, and fleet operators whose vehicles run in multiple shifts and need to charge quickly. In large residential buildings or neighborhoods, ChargePost is a real and future-proof alternative to conventional AC wall chargers, which cannot be installed in sufficient numbers everywhere. ChargePost offers maximum flexibility for spontaneous and rapid charging of several vehicles in succession.

The configurable battery capacity of ChargePost is between 143 and 201 kW. The integrated charging cable with uncooled CCS1/CCS2 connector is at least three meters long. The 10-inch touchscreen interface is particularly user-friendly and includes an easy-to-use payment terminal. This equips the system for the future as a public charging station. It is also easy to maintain with direct access to modular functional units such as battery elements, cooling and monitors. Battery modules can be replaced individually as needed, and an intelligent control system optimizes the system for ideal

operation. This increases the longevity and makes the system particularly efficient.

The optional 75-inch displays on ChargePost's side panels provide 4K/ultra high-definition image/video quality for revenue-generating advertising. As attention-grabbing visual attractors, the displays offer an impressive canvas for a variety of possible customized image and video messages that chargepoint operators can use to advertise their own offerings or sell to other brands.

The system enables the additional integration of a camera for motion detection or video recording and energy-efficient, safe operation. With these features, ChargePost enables electric vehicle charging as well as advertising. The integrated battery system also serves as an energy platform: In conjunction with a photovoltaic (PV) system, low-cost in-house electricity can be used to charge EVs or for grid services. The possibility of feeding stored energy bidirectional back into the grid - available in the first half of 2023 - is a special feature of the ChargePost and

opens up completely new business models for operators.

Against the backdrop of EU directives to achieve CO2 targets, around 43 million electrically-powered passenger cars and four million light commercial vehicles are expected to be on Europe's roads in 2030. These 47 million electric vehicles will need the appropriate charging infrastructure: around 7.5 million public charging points would need to be created, resulting in 14,000 charging points being installed each week. The use of battery-buffered ultra-fast charging stations such as ChargePost in inner cities and rural areas, where expansion of the network infrastructure is limited, helps to reduce the total number of charging stations needed, as more vehicles could be charged in a shorter time. Due to this special performance and efficiency with minimal size, the charging technology from ADS-TEC Energy 2022 was nominated for the German Future Prize of the German President and elevated to his "circle of the excellence."

— x —



If every morning you can spend a few moments to sort out your thoughts and remember GOD, your day will be filled with magic.

Brahma Kumaris

Convert New Trucks into Dual Fuel Hydrogen Trucks!

CMB TECH Launches its First Dual Fuel Workshop!!

CMB TECH launches its first dual-fuel workshop to convert new trucks into dual-fuel hydrogen trucks, reported by hydrogen-central.com.

CMB.TECH announce the opening of the first dual-fuel workshop to further scale up truck conversions.

This can reduce traditional fuel usage and associated emissions by up to 80%. The first dual-fuel trucks will be delivered to clients by March 2023. CMB.TECH anticipates converting 20 trucks a month.

In this workshop, new ICE (Internal Combustion Engine) trucks are converted with CMB.TECH's dual fuel hydrogen technology. In the first phase, CMB.TECH focuses on one type of truck, which enables standardisation. This can significantly reduce the price of dual fuel conversion. This dual fuel technology can be applied to various brands and it is the first step towards the zero emissions target.

Roy Campe – CTO CMB.TECH said: **With the opening of the first dual-fuel workshop, we can prove that the conversion process is a simple and scalable concept.**

“We start from a large-scale produced truck, which we can convert with a



relatively minor intervention into a platform by which we can realise large emission savings today. The transition can start today, even without full coverage of hydrogen infrastructure.”

“We are setting the trend of being able to move away from traditional fuel in an affordable way. After a trial period, we can further roll out this concept to other locations and for other heavy-duty applications.”

The dual fuel workshop is strategically located next to the CMB.TECH hydrogen refuelling station, allowing the converted trucks to undergo the initial refuelling with the necessary checks before being delivered to customers.

With this technology, hydrogen is aspirated into the combustion chamber, requiring less diesel injection to power the engine. The conversion process starts with the mounting of the hydrogen tanks on the trucks and the installation of CMB.TECH's injection ring on the

engine. Next, the engine control unit is installed. Thereafter, the quality control and validation of the dual-fuel hydrogen trucks take place in the dual-fuel workshop.

Besides the conversion process and certification, the dual fuel workshop is also responsible for the purchase and assembly

of the hydrogen parts that are of strategic importance to achieve an affordable concept.

The first trucks are expected to be delivered to clients in March 2023. Both Van Moer Logistics, a leading logistics player in the port of Antwerp-Bruges, and Haesaerts, a member of ALTREA LOGISTICS group, a European pioneer in chemical tank transport, will receive the first CMB.TECH hydrogen trucks to add to their fleet.

Jo Van Moer – Founder & CEO Van Moer Logistics said:

After a successful pilot case, we ordered the first batch of 10 additional dual-fuel trucks.

“The trucks will be used for (tank) container transport and will be a sustainable addition to our fleet. We're impressed by the professionally equipped workshop, and we look forward to the delivery of the finished trucks in March.”

X

“If there is no struggle, there is no progress.”—Frederick Douglass



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A Dynamic Personality, A Guiding Force For Logistics

Mr. Vineet Sharma, Co-Founder & CEO Fleetx

We all know that technology is playing an increasingly important role in the logistics and supply chain industries because it has allowed them to have greater efficiency, accuracy, and scalability. The use of automation and AI has helped companies optimize their operations, such as by optimizing routes for delivery trucks, tracking in real-time, or predicting demand for products. Additionally, technologies like the Internet of Things (IoT) and blockchain have helped companies better track and manage their inventory and logistics processes, which has led to cost savings and improved customer service. With the same regard, in our discussion with Vineet Sharma (founder and CEO of Fleetx), we got to know insights, needs, and trends about today's fast-paced logistics and transportation business environment and why technology has become crucial for companies to stay competitive and meet the demands of businesses and customers.

Q1: What challenges did you see in 2022 that seemed hard for the transporter?

Ans: The biggest challenge for

transporters in 2022 was that resources were spread too thinly across the globe, making supply chain resilience more important than ever. With the constant changes in technology and consumer expectations, challenges like cutting transportation costs, the rise in fuel prices, and driver shortages during the pandemic certainly caused problems for transporters and fleet owners to stay competitive in the new era of logistics.

Additionally, it became hard for transporters to meet the compliance and regulation demands as they did not have adequate systems to update their fleet systems and processes to comply with new regulations.

Q2: We all know that the logistics industry was the hardest hit by the pandemic. Do you think pandemics have switched industries from the way we used to see them? What were some positive and negative changes for our industry since then?

Ans: The COVID-19 pandemic has had a significant impact on the logistics industry, as supply chain disruptions and changes in consumer demand have led to challenges for logistics companies. However, I believe that the pandemic has also accelerated the adoption of technology



in the logistics industry, such as the use of automation and data analytics to improve efficiency and adapt to changing market conditions. On the negative side, the pandemic has also highlighted the fragility of global supply chains and the need for more resilient and diversified supply chain strategies.

Q3: Fleetx has been introducing new products to the market. What inspires Fleetx to create these products?

Solving our customer's complex problems on the daily basis is something which inspire us to come up with solutions which can really help them run their business efficiently. This has been the DNA of Fleetx from day 1.

Q4. While listening to the problems of big enterprises or small businesses, we have always heard that the biggest challenge they face in their supply chain operations is that their entire process is

fragmented and it becomes hard for them to handle it end-to-end. If we look at this matter from the ground up, what are your understandings of and suggestions for this problem?

Ans: When we talk about the fragmented process, it is about data being scattered across the functions in multiple systems, it is the problem of opaque operations with disconnected systems which work in silos. Eventually, all the stakeholders struggle in getting visibility and making decisions in real-time. Nowadays, every business is trying to bring all the data into a single data platform with real time analytics and alerts capabilities so that they can make smart decisions.

Q5. Transporters and fleet owners lose most of their revenue due to high fuel costs, fuel theft, fuel inefficiency, and high vehicle maintenance costs. Being the best fleet management software, what do you think is Fleetx's approach to reducing these expenses?

Ans: Fuel is the major cost contributor in the transportation business and full of leakages. Fleetx is trying to help

reduce fuel expenses by our advanced fuel monitoring system which helps fleet owners get visibility around fuel consumption, fill and theft detection. With the help of the Fleetx fuel management system, we help transporters implement fuel-saving strategies such as route optimization, fuel utilization, idling reduction, fuel wastage etc.

Regular maintenance of vehicles is the another crucial component in the transportation costs. With the help of our transportation ERP, we manage and schedule preventive maintenance tasks for various vehicles on one platform to reduce vehicle downtime and prolong vehicle lifespan and also helps monitor the overall service and maintenance costs as well as P&L of the vehicle.

Q6. Cargo and freight safety is always a top priority for businesses that deal with the transportation of goods. Even after the implementation of several rules and guidelines, it still occurs; in this regard, what do you believe is the most cutting-edge solution to prevent the same?

Ans: In my opinion one cutting-edge

solution for cargo and freight safety is the use of technology such as GPS tracking, smart locks, and video telematics. These tools can provide real-time monitoring and visibility of cargo as it is transported, allowing businesses to quickly identify and respond to any issues that may arise. Additionally, using blockchain technology for supply chain management can increase transparency and accountability, making it more difficult for cargo to be tampered with or lost.

To Conclude

In conclusion, we discovered that the logistics and transportation industry is unquestionably experiencing a significant shift toward the adoption of technology. From automation and real-time tracking to data analysis and optimization, technology is playing an increasingly important role in the industry. It is crucial for companies to understand and stay up-to-date with the latest technological advancements and to implement them strategically in order to stay competitive in the fast-paced and ever-evolving logistics and transportation industry.

X

*If I cling to the past,
the present becomes difficult and
the future seems impossible.*

Brahma Kumaris

PM Gati Shakti National Master Plan (NMP) Envisages The Creation of a System For Inter-connected And Multimodal Transportation Networks Leading to Integrated Economic And Infrastructure Development

The PM Gati Shakti National Master Plan (NMP) was launched in October 2021 with a vision to enable a mechanism for coordinated planning and to provide a bird's eye view of planned development to all the Ministries for holistic and integrated development. PM Gati Shakti NMP envisages the creation of a system for inter-connected and multimodal transportation networks leading to integrated economic and infrastructure development, improved trade competitiveness, promotion of exports and employment generation. It envisages establishing integration and synergy amongst different infrastructure sector projects such as National Highways, Railways, Waterways, Telecom, etc., catering to development requirements/ logistic supports of different sectors and industries (e.g. Steel, Power, Fertilizers, Coal, etc.). The NMP will rely on creation of various data layers including geographical features, land records, etc., to facilitate coordinated and integrated planning, project preparations and implementations, optimization of logistics arrangements and efficient transportation systems.

PM Gati Shakti NMP provides the overall framework for planning, sanctioning and execution of projects. There are no separate funds allocated



under PM Gati Shakti NMP. The budget is allocated NH projects-wise, as per project requirements, within the sanctioned project costs. However, the

PM Gati Shakti NMP provides the overall framework for planning, sanctioning and execution of projects. There are no separate funds allocated under PM Gati Shakti NMP. The budget is allocated NH projects-wise, as per project requirements, within the sanctioned project costs

details of projects under Bharatmala & NH(O) in the State of Andhra Pradesh are annexed.

The Ministry closely monitors various issues that affect project implementation such as land acquisition, encroachment removal, law & order issues, utility shifting, non-availability of soil/aggregate, environment/forest/wildlife clearances, ROB & RUB issues, contractual issues, etc. Regular reviews are held with all stakeholders including State Governments and other Central Ministries/Departments to resolve these issues and ensure timely completion of projects. Progress of projects is monitored through advanced digital platforms such as Bhoomi Rashi, Project Monitoring Information System (PMIS) and Data Lake.



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Development And Maintenance of National Highways Are Continuous Process



The Ministry is primarily responsible for development and maintenance of National Highways (NHs). About Rs. 2,480 Crores has been allocated at Budget Estimate (BE) stage under Revenue head for Maintenance and Repair (M&R) of NHs during 2022-23. Apart from this, the Ministry has also allocated about Rs. 768 Crores so far during 2022-23, under Capital head, for Periodic Renewal (PR) / Improvement of Riding Quality Programme (IRQP) works on NHs which are also M&R works.

About Rs. 44.64 Crores has been allocated so far during 2022-23 for M&R of NHs entrusted with the State Government

of Rajasthan. Apart from this, funds are also spent by National Highways Authority of India (NHAI) for M&R of the NH stretches entrusted to them.

Apart from this, scope of M&R works in km 123.410 to km 160.700 of NH-68 in Rajasthan is covered under Engineering Procurement Contract (EPC) of ongoing work.

The development and maintenance of NHs is a continuous process. The works on NHs are accordingly taken up from time to time as per traffic density, inter-se priority and availability of funds to keep the NHs in traffic worthy conditions.

Various types of M&R works taken up on NHs include Ordinary Repairs (OR), Periodical Renewals (PR), Special Repairs (SR) and Flood

Damage Repairs (FDR).

The M&R of stretches of NHs, where either Development works have commenced or Operation, Maintenance and Transfer (OMT) Concessions/ Operation and Maintenance (O&M) Contracts have been awarded, are the responsibility of the concerned Concessionaires/ Contractors till the Defect Liability Period (DLP)/ the Concession Period.

M&R of balance stretches of NHs are carried out regularly as per available budgetary outlay, inter-se priority and traffic density to keep such NHs in traffic worthy conditions.

The Officers of the Ministry and various Executing Agencies [viz. NHAI, National Highways &

The Officers of the Ministry and various Executing Agencies [viz. NHAI, National Highways & Infrastructure Development

Corporation Limited (NHIDCL) and Border Roads Organisation (BRO)] carry out regular assessments of conditions of NHs from time to time

Infrastructure Development Corporation Limited (NHIDCL) and Border Roads Organisation (BRO)] carry out regular assessments of conditions of NHs from time to time. Accordingly, further necessary actions are taken up for development and maintenance of the NHs as per inter-se priority, traffic density and availability of funds to keep the NHs in traffic worthy conditions.

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Technology as an 'Asset' to the Transport Sector

Transport and logistics sector plays a vital role in the growth of a country's economy. As technology becomes more prevalent globally, India is also embracing these advancements in various industries, including transportation and logistics. In recent years, the transportation industry has seen significant technological advancements. The key benefits of technology in transport sector are-

Increased efficiency and speed of transportation:

The transportation industry has seen significant developments in technology that have increased its speed and efficiency. Companies are now able to plan routes and optimize schedules more effectively thanks to the use of tools such as GPS and real-time tracking, resulting in faster deliveries and lower costs for consumers. The implementation of Fast Tag in toll collection has also helped to decrease congestion at toll plazas and improve overall transportation speed.

Improvement in Safety and Security:

Technology has greatly improved the safety and security of transportation. Transporters can now monitor vehicles and cargo in real-time using cameras and sensors, reducing accidents and instances of theft. Advancements such as collision avoidance systems, lane departure warnings, and GPS tracking are playing a significant role in enhancing the safety of vehicles on the road, helping to prevent accidents and reducing the number of deaths caused by road accidents.

Reduced emissions and pollution:

The transportation industry is working towards reducing the environmental impact through the implementation of new technologies. Traditional combustion engines which emit a lot of pollution are being phased out in favor of cleaner alternatives such as electric and hybrid vehicles. These alternative fuel technologies emit significantly less pollution and are helping in the fight against climate change. Fully electric vehicles emit no tailpipe emissions and are much better for the environment. Additionally, the use of real-time data and analytics allows transportation

companies to optimize routes and reduce fuel consumption, further reducing their environmental impact.

Increased accessibility:

Technology has made transportation more accessible, particularly in remote & rural areas. Drones and autonomous (self-driving) vehicles can deliver goods in areas that are difficult to access by traditional means.

Improved shipment tracking and supply chain management:

Advancements in technology have greatly improved the logistics and supply chain management by enabling real-time tracking and monitoring of shipments. This not only improves efficiency but also reduces the risk of lost or damaged goods. Customers can easily track their deliveries and make changes to their orders with the use of mobile apps and online tracking. Additionally, the use of RFID technology and barcode scanning has improved inventory management and tracking, leading to increased transparency and flexibility, which in turn improves customer satisfaction and loyalty.

Improved traffic management and reduced congestion:

Smart technology, such as traffic cameras, sensors, and traffic management systems, can help to reduce congestion and improve traffic flow. The use of Smart Traffic Management System (STMS) which uses centralized traffic signals and sensors to manage traffic flow in metropolitan areas significantly reduces congestion, prevent accidents, monitor and control speeds, enforce traffic laws, and decrease vehicle pollution.

Improvement in Passenger Transportation:

The transportation sector has also seen the implementation of technology for passenger convenience. It has led to new generation transportation options, such as car-sharing and ride-hailing services like Uber & Ola. These services allow individuals to access transportation at a lower cost and reduce the need for personal vehicle ownership. The use of mobile apps for booking and paying for transportation services has made it

easier for customers to access services. Additionally, the use of real-time information and predictive analytics has greatly improved the passenger experience by providing accurate arrival and departure times, as well as helping to reduce delays.

Use of Software in Transport Industry:

The adoption of software technology for record management, e-billing, and compliance management is providing great help to the transportation sector. Transportation Management System (TMS) is a technologically advanced logistics platform that enables businesses to effectively plan, execute, and optimize the physical movement of goods, both incoming and outgoing. The TMS ensures compliance and proper documentation, and is often integrated with a larger Supply Chain Management (SCM) system. The transportation management software also allows companies to monitor and track their freight deliveries in real-time, providing visibility into the location of drivers and vehicles, enabling analysis of route efficiency, and ultimately reducing expenses associated with freight transportation.

Conclusion

Technology has impacted the logistics industry quite remarkably. It is helping to boost productivity in the supply chain, cut down costs and minimize errors. Furthermore, technology has significantly improved efficiency, safety, and sustainability in the transportation industry. As technology continues to evolve, we can expect even more positive changes in the transportation sector in the future.

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Competitive Edge with Fleetx ERP software

Handling business operations manually is really difficult for transporters and logistics companies. **Companies** that do not have an ERP system in place may **face several problems**, including.

- **Inefficient operations:** Without an ERP system, transportation and logistics companies may have to rely on manual processes, which can lead to inefficiencies, errors, and delays.

- **Lack of real-time visibility:** Without an ERP system, companies may not have real-time visibility into their operations, which can make it difficult to make informed decisions and respond quickly to changes in demand or supply.

- **Difficulty in tracking and managing inventory:** Without an ERP system, companies may have difficulty tracking and managing inventory, which can lead to stockouts, overstocking, and other problems.

- **Lack of compliance:** Without an ERP system, companies may have difficulty ensuring compliance with regulations such as IFTA, DOT, etc, which can lead to fines and penalties.

- **Difficulty in invoicing and billing:** Without an ERP system, companies may have difficulty invoicing and billing customers, which can lead to delays in payment and other financial problems.

- **Difficulty in Maintenance and Accident management:** Without an ERP system, companies may have difficulty keeping track of the

maintenance schedules, accident management, and compliance of their fleet which can lead to vehicle breakdowns, accidents, and non-compliance.

- **Difficulty in managing and analyzing data:** Without an ERP system, companies may have difficulty managing and analyzing data, which can make it difficult to identify trends, optimize operations, and make data-driven decisions.

Fleetx as a company has always focused on solving problems faced

Fleetx as a company has always focused on solving problems faced by transporters and has added a powerful ERP solution to our ever-growing list of solutions. By

implementing the Fleetx ERP system, transportation and logistics companies can automate key business processes, such as dispatch, tracking, and billing

transporters and has added a powerful ERP solution to our ever-growing list of solutions. By implementing the **Fleetx ERP** system, transportation and logistics companies can automate

key business processes, such as dispatch, tracking, and billing. This can lead to significant time and cost savings, as well as improved efficiency and customer service. Fleetx ERP can help transporters with Modules like

- **Real-time visibility:** With real-time visibility into your operations, you can make informed decisions and respond quickly to changes in demand or supply.

- **Automated dispatching:** ERP software can help you optimize routes and reduce fuel costs by automating the dispatching process.

- **Improved tracking:** With real-time tracking, you can monitor the location and status of your vehicles, as well as the progress of shipments.

- **Billing and invoicing:** ERP software can help you automate the billing and invoicing process, reducing the time and effort required to process payments.

- **Maintenance management:** ERP software can help you keep track of your fleet maintenance schedules, thus reducing downtime and keeping your fleet on the road.

- **Compliance management:** ERP software can help you stay compliant with regulations such as IFTA, DOT, GST, etc.

By using **Fleetx ERP** software, transportation and logistics companies can gain a competitive advantage by improving their operations and providing better service to their customers.

X

"More is lost by indecision than wrong decision." —Marcus Tullius Cicero

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KEY FACTS

Group Turnover



\$600 Mn.
(in 2017-18)

Employee Strength



6000+

Vehicles/day Managed on Road



12000

Cargo Ships (Coastal Waters)



6

Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



1400+

Transport Corporation of India Limited

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What Is A Transportation Management System And Why It Is Needed?

Businesses of all sizes need transportation management systems to help them get their products from point A to point B in a timely and efficient manner. This is especially important for long-term global supply chains, transporting goods across borders, or moving goods between warehouses located all around the world. With TMS, streamlined internal logistics ensure that all shipments meet regulatory requirements and the drivers are having it on their mobile devices, so there is no manual paperwork at all. Service records are transmitted automatically to the warehouse, using GPS tracking that keeps up-to-date on where the shipments are always. Part of the larger supply chain management system, TMS logistics software helps ensure the timely delivery of goods by optimizing loads and delivery routes, tracking cargo across local and global routes, and automating all time-consuming tasks, such as documenting trade compliance and goods billing. A TMS can help companies reduce transport costs, improve customer service, and increase operational efficiency. A TMS can be used to track shipments, create, and manage shipping documents, and schedule transportation resources. A TMS can also be integrated with other business applications, such as enterprise

resource planning (ERP) and warehouse management systems (WMS).

Who uses transport management systems?

Transportation management systems are generally utilized by organizations that regularly ship, move, and receive commodities, such as:

- o Manufacturers
 - o Distributors
 - o Ecommerce firms
 - o Retail businesses
 - o Logistics service providers, including third-party and fourth-party logistics (3PL and 4PL) corporations and logistics service providers (LSPs)
- Almost every industry, from construction to the medical sciences, uses a transportation management system. The primary customers are enterprises that spend \$100 million or more annually on freight, however, the emergence of cloud-based TMS systems has made it cheaper for smaller businesses to include a TMS in their supply chain.

Plan, execute, and optimise for on-time delivery

Any business may plan, execute, and optimise the physical movement of items with the aid of a TMS.

Planning

A TMS facilitates the selection of the optimal mode of shipping and the best carrier based on cost, efficiency, and

distance, as well as the optimization of multi-leg carrier routes. Together with global trade management capability, a robust TMS can provide visibility into every stage of the supply chain, as well as information on trade and tariffs, as well as any delays caused by customs and other trade restrictions.

Execution

Transportation management system execution functions can include matching loads and negotiating with carriers, documenting and tracking shipments, and facilitating freight invoicing and settlement. Some modern TMS solutions offer tracking and tracing services, enabling real-time data sharing between carriers, distributors, warehouses, and customers. Such sophisticated systems may also be able to manage complex international logistics, including supplying the correct import and export papers to ensure trade compliance.

Optimization

Typically, TMS optimization capabilities include the ability to analyse and monitor performance via reports, dashboards, analytics, and transportation intelligence.

Benefits of using a TMS

A TMS can help your business achieve improved operational efficiencies and increased productivity also reduce the cost of transportation, increase customer service levels, and improve

cash flow. The TMS can optimize the routing of your shipments by providing real-time shipment data to carriers. This data can show pickup and delivery times, as well as available space on the carrier's schedule. This real-time data exchange also works in reverse, allowing carriers to schedule pickups based on your business's delivery needs. The TMS can facilitate communication between shipper and carrier, reduce demurrage costs, and provide more accurate freight bills.

What's next for TMS

Customers want their packages to arrive on time, but they also want them to arrive in two days or even the same day, and they want updates in real-time as the package is being sent. Global trade rules that change all the time are also pushing supply chains to come up with new ways to keep up, like investing in a transportation management system.

Transportation management systems need to get stronger and have more features so they can respond faster to customers and give businesses more information. Machine learning makes TMSs smarter, so they can make better suggestions and make more accurate predictions.

Companies can choose to add new technologies to their transportation and global trade management systems to improve visibility and customer service. Some of these new technologies that are already on the market are:

IoT monitoring of a fleet

IoT (Internet of Things) devices and sensors make real-time fleet monitoring common, so drivers can see driving conditions, routes, and assets while they are on the road. Companies can save money on fuel and maintenance, cut down on wait times, and make sure drivers are safer.

Digital assistants

Digital assistants are often called "chatbots," and they can answer questions about shipments quickly and in a conversational way, which makes customers happier.

Intelligence that changes and machines that learn

By applying machine learning to historical data and trends, transportation management systems can make more accurate predictions about transit time, plan capacity, find shipments that are at risk (like goods that are about to expire or that need to be delivered at a certain time or

temperature), and do much more. Your TMS will also be able to make more accurate and well-thought-out suggestions, like suggesting different delivery routes when there is a lot of traffic.

Blockchains

Blockchains are now being used to connect shippers, customers, and carriers in very complicated ways. Applications like "intelligent track and trace" make your supply chain more transparent and easier to track, while still making sure that information is correct and safe.

Management of the cold chain

Cold chain management is another blockchain solution for transportation management systems. This is useful when different temperatures need to be kept at different points along the supply chain. For example, materials and products that go bad quickly or need to be kept at a certain temperature might need to be kept cool in the truck but at a slightly higher temperature on store shelves. With cold chain management, the temperature can be tracked all along the supply chain, and the business and regulators in the country of origin can get information in real-time.

Important Update by AITWA

As per AITWA's latest newsletters, number of National Permit trucks is increasing at a good pace. April to December 2022 approx 10.36 lacs trucks took National Permit v/s 6.82 lacs for the same period in 2021 (51% increase). While for CY 2022 14.33 lac trucks took NP v/s 10.26 lacs in 2021 (almost 40% increase)"Increase

in the NP numbers, indicates that the Indian economy is strong and there is robust demand. Also we should consider that substantial volume is moving to rail month after month else this increase would have been much more. Truckers contribute Rs 2,365 crore to the State Governments in CY 2022 towards National Permit alone,

whether or not their trucks make any money! Hopefully States, especially Madhya Pradesh which gets Rs 225 crore from truckers every year on this account alone, will stop looting them on their entry points so that more truckers can operate in & out of MP", said Abhishek Gupta, Gen Secretary AITWA

Embracing Change: Strategies for Survival in the Logistics Industry

The logistics industry is constantly evolving, with new technologies, market trends, and customer demands shaping the way goods are produced, transported, and delivered. In order to survive in this fast-paced industry, it is important for companies to embrace change and adapt their strategies accordingly.

- **Embrace technology:** Technology is changing the logistics industry, from automation and robotics to data analytics and the Internet of Things (IoT). By embracing new technologies, companies can improve efficiency, reduce costs, and gain a competitive edge. Embracing technology in the logistics industry can encompass a wide range of different technologies and tools, including:

- **Automation and robotics:** Automation can help to reduce labor costs and improve efficiency by automating repetitive tasks. Robotics can be used to perform tasks such as loading and unloading cargo, and packaging and sorting items.

- **Data analytics:** Data analytics can provide valuable insights into logistics operations and help companies to optimize their supply chain. This can include tracking inventory levels, monitoring delivery times, and identifying inefficiencies in the supply chain.

- **Internet of Things (IoT):** IoT can provide real-time tracking of goods, allowing companies to improve visibility across the supply chain. This

can include tracking the location of shipments, monitoring the condition of goods, and predicting potential problems before they occur.

- **Blockchain:** Blockchain technology can improve transparency and security in logistics operations. This can include tracking the movement of goods, ensuring the authenticity of goods, and preventing fraud.

- **Machine learning:** Machine learning can help logistics companies to predict demand, optimize routes, and improve the accuracy of delivery predictions.

- **Artificial Intelligence (AI):** AI can be used for tasks such as forecasting demand, predicting potential issues, and identifying patterns in logistics operations

- **Cloud computing:** Cloud computing can help logistics companies to access data and software from anywhere, making it easier to manage logistics operations remotely

- **Drones and autonomous vehicles:** Drones and autonomous vehicles can be used for tasks such as last-mile delivery, monitoring inventory, and inspecting cargo.

By embracing these technologies, logistics companies can improve efficiency, reduce costs, and gain a competitive edge.

- **Focus on customer service:** As consumers become more demanding, companies need to focus on providing excellent customer service. This includes timely delivery, accurate tracking, and clear communication.

- **Timely delivery:** Ensuring that

goods are delivered on time is one of the most important aspects of customer service in the logistics industry. This can include setting realistic delivery times, providing accurate tracking information, and proactively communicating with customers in case of delays.

- **Accurate tracking:** Giving customers accurately and up-to-date information on the status of their shipments can improve customer satisfaction and build trust.

- **Clear communication:** Providing clear and timely communication throughout the entire process can help to build customer loyalty and reduce the risk of misunderstandings. This can include providing detailed tracking information, responding promptly to customer inquiries, and proactively addressing any issues that may arise.

- **Personalization:** Offering personalized service to customers can help to build loyalty. This can include tailored shipping options, special requests, and customized packaging.

- **Responsiveness:** Being responsive to customer needs and concerns can help to build trust and loyalty. This can include providing a dedicated customer service team, having an easy-to-use website, and having multiple ways to get in touch.

- **Flexibility:** Being flexible in terms of delivery times, pick-up and drop-off locations, and other requirements can help to build customer loyalty

- **Consistency:** Consistently providing good service can help to

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build trust and customer loyalty over time.

By focusing on customer service, logistics companies can improve customer satisfaction, build trust, and increase repeat business

- **Diversify your services:** Diversifying your services can help companies to mitigate risk and remain competitive in the face of market fluctuations. This can include adding new product lines, expanding into new geographic regions, or developing new service offerings.

- **Adding new product lines:** Expanding into new product lines can help companies to mitigate risk and remain competitive in the face of market fluctuations. This can include offering new types of goods or services, such as hazardous materials, temperature-controlled shipments, or oversized cargo.

- **Expanding into new geographic regions:** Expanding into new geographic regions can help companies to tap into new markets and increase revenue. This can include opening new facilities, forming partnerships with local companies, or offering new shipping routes.

- **Developing new service offerings:** Developing new service offerings can help companies to stand out from the competition and attract new customers. This can include offering value-added services such as assembly, packaging, and warehousing, or providing specialized logistics solutions for specific industries.

- **Implementing new technologies:** Implementing new technologies like AI, IoT, and automation can help companies to improve efficiency, reduce costs and increase revenue.

By diversifying their services, logistics companies can mitigate risk, remain competitive, and increase revenue.

- **Stay on top of market trends:** The logistics industry is constantly changing, so it is important to stay informed about the latest market trends and adjust your strategies accordingly. This may include exploring new markets, adjusting pricing strategies, or changing your distribution channels.

- **Researching the market:** Conducting market research can help companies to stay informed about the latest trends

Conducting market research can help companies to stay informed about the latest trends and changes in the industry. This can include analyzing data on consumer behavior, studying competitors, and monitoring changes in regulations and policies

and changes in the industry. This can include analyzing data on consumer behavior, studying competitors, and monitoring changes in regulations and policies.

- **Networking:** Networking with other industry professionals can help companies to stay informed about the latest trends and developments in the logistics industry. This can include attending trade shows and conferences, joining professional associations, and forming

partnerships with other companies.

- **Keeping up with technology:** Keeping up with the latest technology can help companies to stay competitive and improve efficiency. This can include investing in new software, hardware, and equipment, and exploring new technologies like blockchain, drones, and autonomous vehicles

- **Monitoring customer demand:** Monitoring customer demand can help companies to stay informed about changes in consumer behavior and preferences. This can include tracking sales data, conducting surveys, and analyzing customer feedback.

- **Responding to market changes:** Being able to respond quickly to market changes can help companies to stay competitive and adapt to new market conditions. This can include adjusting pricing strategies, changing distribution channels, or launching new products and services.

- **Staying informed about regulations and policies:** Keeping up to date with regulatory and policy changes can help companies to stay compliant and avoid costly fines or penalties.

- **Staying informed about economic and political changes:** Keeping up to date with economic and political changes can help companies to anticipate and respond to changes in the market.

By staying on top of market trends, logistics companies can anticipate changes, adapt quickly, and remain competitive in the industry.

Overall, embracing change is crucial for survival in the logistics industry. By staying adaptable, innovative, and proactive companies can ensure their continued success.

X

“Courage is like a muscle. We strengthen it by use.” —Ruth Gordo



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Battery Swapping Policy to Play Critical Role in The Growth of Electric Vehicles in The Country

Battery Swapping as a concept is formulated to address all the challenges by promoting various technologies and business models which will ensure lower upfront costs, minimal downtime, and lower space requirements for charging the batteries. Hence, Battery Swapping Policy shall play a critical role in the growth of electric vehicles in the country.

Battery swapping policy aims to create

a framework for greater interoperability while safeguarding the innovation potential for the EV battery ecosystem. Currently, BIS has formed a committee under ETD51 Committee of BIS to formulate the standards for form factor (i.e. size and dimensions) of the battery, communication protocols, connectors and interoperability that shall ensure comprehensive interoperability amongst EVs. These standards are

being formulated keeping in mind that they do not stifle innovation and rather enable effective, efficient, reliable, safe, and customer-friendly implementation of battery-swapping infrastructure.

The draft Battery Swapping Policy is pivoted around creating a framework for greater interoperability. Further, the Battery Swapping Policy also clearly delineates all aspects of accountability.

Government has Declared All Lanes of Fee Plazas on National Highways as FASTag Lane of The Fee Plazas; Collection is Through Electronic Fee Plaza System

Fee plazas are established on National Highways as per the National Highways Fee (Determination of Rates and Collection) Rules, 2008, which stipulates that any other fee plaza on the same section of National Highway and in the same direction shall not be established within a distance of sixty kilometre provided that where the executing authority deems necessary, it may for reasons to be recorded in writing, establish or allow the concessionaire to establish another fee plaza within a distance of sixty kilometres. Provided further that a fee plaza may be established within a distance of sixty kilometre from another fee plaza if such fee plaza is for collection of fee for a permanent bridge, bypass or tunnel. The distance criteria of sixty kilometres for establishment of a fee plaza has come



to existence after National Highways Fee (Determination of Rates and Collection) Rules, 2008 and there was no such criteria in earlier National Highways Fee Rules, 1997.

There were two fee plazas within distance of 10.86 km at Hemjadi and Surathkal on NH-66. Surathkal fee plaza has been closed by merging its influence length with Hemjadi fee plaza. No other fee plaza has been closed in the state of Karnataka due to sixty kilometre distance criteria. Fee

plazas operational within sixty kilometre are established in accordance with National Highways Fee (Determination of Rates and Collection) Rules, 2008 and National Highways Fee Rules, 1997 as applicable.

Government has declared all lanes of fee plazas on National Highways as FASTag Lane of the fee plaza with effect from midnight of 15th/16th February 2021. Presently, most of the collection at the fee plazas on National Highways is through Electronic Fee Collection system. The electronic fee collection penetration is approximately 97 %. The user fee Collection through electronic fee collection at fee plazas is available in public domain through the website of Indian Highway Management Company Limited (IHMCL).

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E-way Bill & How Transporters Can Better Manage Their EWB Cycle Easily!

Many firms rely on transportation and logistics as part of their supply chain. Companies encountered a slew of issues before the E-way Bill system was launched in 2018, including inaccurate cargo status information, stolen goods, unauthorized distribution routes, and checkpoint delays. Goods transportation, on the other hand, has been streamlined for many since the introduction of the E-way Bill system.

Here is an extract of our queries raised to Mr. Gautam Mahanti of IRIS Business Services Limited regarding the E-way Bill and how transporters can better manage their E-way Bill cycle easily.

1. Can you tell us the basics of the E-way Bill and why it is important to the transport industry?

E-way Bill is a very important document required to be carried by a person in charge of the conveyance carrying any consignment of goods as mandated by the Government in terms of Rule 138, Section 68 of the GST Act. It has to be generated when there is a movement of goods of consignment value of more than Rs. 50,000/- in relation to a supply, other than supply or due to inward supply from an unregistered person.

Also, E-way Bill is generated even if the value is less than Rs. 50,000/- in case of interstate movement of goods by the principal to the job worker and from the job worker to the principal or interstate transport of handicraft goods by a dealer exempted from GST

registration.

However, there are certain states such as Maharashtra, Delhi, and West Bengal where the threshold limit for intra-state movement is kept as Rs. 1 lakh instead of Rs. 50,000.

The basic premise of generating an E-way Bill for inter-state and intra-state transportation of goods is to eliminate the chances of tax evasion. The E-way Bill lowers the chances of bribery and corruption and ensures smooth and efficient transport of goods across the nation.

2. What are the latest updates in e-way bill system under GST?

Over the years, the government is tightening the ropes around tax evaders by introducing rules like 138E etc. where E-way bill generation is getting blocked on non-filing of GST Returns.

It can rightly be said that the e-way bill system is no more in silos. With RFID, VAHAN, FASTag, GSTR 1 matching and E-invoicing coming into the picture, the E-way bill has become an important document and hence the businesses need to consciously define their long-term strategies around E-way Bill Management.

Apart from that, the Detention and Seizure rules on non-generation of e-way bills have changed. Section 129(3) of the CGST Act allows for the detention and seizure of goods that are being transported without an e-way bill. The goods can be released upon the payment of appropriate taxes and penalties. Although, there is a detailed procedure for the same.

Another new update in the e-way bill

sector is that - in sec 107 (6) Appellate Authority in that, a new proviso was added in January 2022. It says, no appeal shall be filed against an order under subsection (3) of sec 129 unless a sum equal to 25% of the penalty has been paid by the appellant.

There is a requirement to deposit 10% of the penalty imposed as pre-deposit in case of the first appeal which is increased to 25% of the penalty amount in case of detention and seizure of conveyance and goods during transit.

3. What is IRIS EasyWayBill and its benefits?

EasyWayBill is an application that lets transporters easily manage their activities related to E-way Bills from the comfort of a mobile or their computer.

Benefits of the app to the Transporters:

- **Real time Visibility:** Single view of active E-way Bills assigned to the transporter
- **Intelligent Dashboard:** Tailor made dashboard which allows transporters to take important actions without having to go through various menus
- **Reduced Risks:** Lower risk of non-compliance through automated extensions and alerts
- **Lower Costs:** Efficient usage of manpower and reduced errors

Key Features:

- Alerts and Notifications
- Single View Dashboards
- Automatic Extensions
- Vehicle wise E-way Bill search
- Bulk Actions



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4. What are the options for a transporter to take action on the E-way Bill portal?

The transporter should have a valid Transporter ID. So, it is essential for him to enroll himself on the E-way Bill portal and get a 15 digit Unique Transporter ID. In most cases, the consignor/supplier undertakes the duty of generating the E-way Bill for his shipment. However, in cases where the supplier has not generated an E-way Bill, the responsibility of generating the same falls on the transporter. Conversely, if the supplier did generate the E-way bill but has updated the particulars of **Part A** only, the task of updating the particulars of **Part B** falls on the transporter, as Part B comprises details relating to transportation. Unless **Part B** is not updated the e-way bill is considered to be inactive or invalid.

The transporter is also responsible to ensure the given shipment reaches its destination before the validity of the E-way Bill expires or extends the same so as to save oneself from compliance hazards. It can only be extended within the time span of 8 hours – before and after E-way Bill expiry. Our mobile application, Easywaybill helps transporters with all the activities seamlessly.

5. Penalties are high in E-way Bill. What are the major areas where the penalty is levied on trucks?

The GST office can penalize the owner of the conveyance or the taxpayer with a fine of Rs. 10,000 or the amount of the tax being evaded, (whichever is greater) if the person is caught

- Transporting any taxable goods without the cover of prescribed documents;
- Tampering or destroying any material evidence or document;
- Disposing off or tampering with any

goods that have been detained, seized, or attached.

The vehicle that is found to be transporting the goods without an E-way Bill can be detained or seized and would be released only on payment of appropriate tax and penalty as specified by the officer. Under this, there could be two situations:

In case the owner of goods comes forward: For taxable goods, the penalty equals 200% of tax payable. For exempt goods, the penalty is 2% of the value of goods or Rs 25,000, whichever is less.

In case the owner of goods does not come forward: For taxable goods, the penalty is equal to 50% of the value of goods or 200% of the tax payable on goods, whichever is higher. For exempt goods, 5% of the value of goods or Rs 25,000, whichever is less.

6. How can small transporters not having advanced software systems protect themselves from E-way bill penalties?

E-way bill management is a must for every transporter - however big or small. In fact, the penalties are driven by the value of goods and their tax slab not the freight or size of transport. Thus for transporters, we have a mobile application - Easywaybill. It addresses the pain points of the transporters by making the e-waybill operations easy, simple and handy. Presently most transporters use the NIC portal which has its own set of challenges.

Using this mobile app, a transporter can perform E-way Bill operations using a basic smartphone without even going to the NIC portal. By making the E-way Bill operations possible with a single tap on mobile, the app would save a lot of time for the transporters.

On top of this basic offering, the app

constantly monitors the user account (GSTIN/Transporter ID) and keeps the user informed about the e-waybills that need users' attention and as well, prompts the user to take the required actions, thereby potentially saving the transporters from a hefty penalty.

Small transporters who don't have advanced software can benefit from the above features at their fingertips and large transporters use these features through their ERPs via API access.

7. How many transporters are currently using the EasyWayBill proposition?

We currently have over 250 transporters who have subscribed to our solution and are using it to manage their daily e-way bill operations. These are transporters of all sizes with many handling part truck load consignments as well. Our clients are spread across the country.

8. In today's age, everyone is talking about integration with their software / ERP. Do you provide this as well?

Yes, APIs have become a DeFacto standard for IT systems to interact with each other. The India stack of Aadhar, DigiLocker and UPI etc. which have transformed the Digital India revolution are all API based platforms. E-way Bill under GSTN is also powered by APIs with access being provided to GSTN GST Suvidha Providers (GSP) which IRIS is one. The EasyWayBill application also provides APIs to directly integrate with the transporter's ERP system. We work with most transport ERP providers who are able to now provide e-way bill solution to their transporter customers directly in their ERP.



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नितिन गडकरी ने उत्तर प्रदेश और छत्तीसगढ़ में 1121.95 करोड़ रुपये की लागत से एनएच उन्नयन कार्यों को मंजूरी दी



केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने सिलसिलेवार कई ट्वीट करके यह जानकारी दी कि उत्तर प्रदेश के अमेठी में अमेठी बाइपास (एनएच- 931) के पेव्ड शोल्डर के साथ 2-लेन के निर्माण को 283.86 करोड़ रुपये के साथ मंजूरी दी गई है। उन्होंने कहा, “इस परियोजना से यातायात सुगम होगी, कृषि उत्पादों का परिवहन आसान होगा और व्यापार व औद्योगिक विकास में यह मददगार साबित होगा, जिससे क्षेत्र के सामाजिक-आर्थिक विकास को बढ़ावा मिलेगा।”

गडकरी ने बताया कि छत्तीसगढ़ में ईपीसी मोड के तहत एनएच- 130डी पर कोंडागांव और नारायणपुर जिलों में पेव्ड शोल्डर कॉन्फिगरेशन के साथ 2-लेन उन्नयन कार्य को 322.40 करोड़ रुपये की लागत के साथ स्वीकृति दी गई है। उन्होंने कहा कि यह

परियोजना वर्तमान असुविधा को समाप्त

गडकरी ने बताया कि छत्तीसगढ़ में ईपीसी मोड के तहत एनएच- 130डी पर कोंडागांव और नारायणपुर जिलों में पेव्ड शोल्डर कॉन्फिगरेशन के साथ 2-लेन उन्नयन कार्य को 322.40 करोड़ रुपये की लागत के साथ स्वीकृति दी गई है

करेगी और छत्तीसगढ़ के अत्यधिक संवेदनशील क्षेत्र में राष्ट्रीय राजमार्ग यातायात की सुरक्षित और कुशल आवाजाही सुनिश्चित करेगी। मंत्री ने कहा कि इस खंड के विकास से लंबे यातायात मार्ग और माल ढुलाई की

दक्षता में समग्र रूप से सुधार होगा, जिससे सुगम और सुरक्षित यातायात परिचालन सुनिश्चित हो सकेगा। गडकरी ने आगे कहा, इसके अलावा इस परियोजना के कार्यान्वयन से क्षेत्र के बुनियादी ढांचे में सुधार होगा, जिससे आखिरकार क्षेत्र के समग्र आर्थिक विकास को बढ़ावा मिलेगा।

गडकरी ने बताया कि उत्तर प्रदेश के बलरामपुर जिले में एनएच- 730 पर दो लेन के फुटपाथ के साथ बलरामपुर बाईपास के निर्माण को ईपीसी मोड के तहत 515.69 करोड़ रुपये की लागत के साथ स्वी—ति दी गई है। उन्होंने कहा कि यह परियोजना भीड़-भाड़ वाले बलरामपुर शहर में प्रवेश किए बिना एनएच-330 और एनएच- 730 पर यातायात के सुचारू परिचालन को सुनिश्चित करेगी।

नितिन गडकरी ने रीवा में 2,444 करोड़ रुपये की 7 राष्ट्रीय राजमार्ग परियोजनाओं और मध्य प्रदेश की पहली 1600 करोड़ रुपये की लागत वाली 2.28 किलोमीटर लंबी 6-लेन की दोहरी सुरंग का उद्घाटन किया

केंद्रीय सड़क परिवहन एवं राजमार्ग मंत्री नितिन गडकरी ने मध्य प्रदेश के रीवा में 204 किलोमीटर की कुल लंबाई वाली 2,444 करोड़ रुपये की 7 राष्ट्रीय राजमार्ग परियोजनाओं का उद्घाटन किया। इस अवसर पर मुख्यमंत्री शिवराज सिंह चौहान, प्रदेश के वरिष्ठ मंत्री गोपाल भार्गव, रीवा से सांसद जनार्दन मिश्रा, सीधी से सांसद रीति पाठक, सांसद गणेश सिंह, मध्य प्रदेश सरकार के अन्य मंत्री एवं सभी सांसद-विधायक तथा अधिकारीगण मौजूद थे।

गडकरी ने कार्यक्रम को संबोधित करते हुए कहा कि चुरहट सुरंग और बाईपास बनने से रीवा से सीधी के बीच की दूरी 7 किलोमीटर कम हो गई है। अब यह सफर ढाई घंटे की बजाय 45 मिनट में ही पूरा किया जा सकेगा। इसके साथ ही मोहनिया घाट को पार करने में 45 मिनट के स्थान पर अब सिर्फ 4 मिनट का समय ही लगेगा।

केंद्रीय मंत्री ने कहा कि सुरंग के निर्माण से रीवा-सीधी खंड में वाहनों की आवाजाही में सुविधा होगी और सफेद बाघों एवं अन्य जंगली जानवरों तथा पूरे वन पारिस्थिति की तंत्र की रक्षा की जा सकेगी। देवतालाब-नईगढ़ी सड़क के बनने से रीवा जिले का प्रयागराज और वाराणसी तक आवागमन आसान हो जाएगा।



नितिन गडकरी ने कहा कि सतना-बेला चार-लेन सड़क के निर्माण से इस क्षेत्र में कोयला, सीमेंट और हीरा उद्योगों के लिए कनेक्टिविटी आसान हो जाएगी। उन्होंने बताया कि इस मार्ग के तैयार हो जाने के बाद सतना से रीवा तक का सफर 40 मिनट में पूरा किया जा सकेगा और झांसी, ओरछा, खजुराहो, पन्ना तथा सतना जैसे प्रसिद्ध पर्यटन स्थलों तक पहुंचना सरल हो जाएगा। उन्होंने कहा कि किसानों और अन्य छोटे उद्यमियों की बाजार तक सुविधापूर्ण पहुंच सुनिश्चित होगी जिससे समय व ईंधन की बचत होगी।

इस अवसर पर गडकरी ने रीवा-सीधी सड़क को चार लेन करने की मांग को स्वीकृति प्रदान करते हुए इसे चौड़ा करने की घोषणा की। उन्होंने रीवा के 19 किलोमीटर लंबे 2 लेन बायपास को 4 लेन का करने का भी एलान किया। उन्होंने कहा कि इस बाइपास के चौड़ा होने से सतना से चोरहाट होते हुए

प्रयागराज-वाराणसी का बेहतर सड़क संपर्क बहाल हो जाएगा।

नितिन गडकरी ने आज रीवा में मध्य प्रदेश की पहली 1600 करोड़ रुपये की लागत से 2.28 किलोमीटर लंबी 6-लेन वाली दोहरी सुरंग और 13 किलोमीटर 4-लेन बाईपास का भी उद्घाटन किया।

एनएटीएम पद्धति से बनी यह दोहरी सुरंग 300 मीटर में एक-दूसरे से मिलती है, जिससे यातायात में कोई बाधा नहीं आएगी। मोहनिया घाटी में घुमावदार मोड़ होने की वजह से वाहनों के चलने में अधिक समय लगने के कारण दुर्घटना होने की आशंका बनी रहती थी, जो इस सुरंग के बनने के साथ ही समाप्त हो गई है। इस सुरंग में 200 मीटर की दूरी पर एगजॉस्ट फैन, ऑप्टिकल फाइबर लीनियर आईटी डिटेक्शन प्रणाली, आग से बचाव का सिस्टम, कंट्रोल रूम, कैमरा और फोन सेवा जैसी अत्याधुनिक सुविधाएं उपलब्ध कराई गई हैं।

यहां पर भारत का पहला —त्रिम जल सेतु है, जिसके नीचे सुरंग और ऊपर बाणसागर नहर है तथा इसके ऊपर पहले की सड़क भी बनी हुई है। इस सुरंग में एक बड़ा और एक छोटा पुल, एक आरओबी, एक ओवरपास, एक अंडरपास, 4 नहर क्रॉसिंग, 11 बॉक्स पुलिया और 20 पुलिया का निर्माण किया गया है।

SOCIETY/LEISURE

Nitin Gadkari launches road safety products, digital mobility services

Nitin Gadkari, Union Minister of Road Transport and Highways of India, recently unveiled Surakshit Safar, an initiative by the Society of Indian Automobile Manufacturers (SIAM) in association with Rosmert Technologies Limited. Rosmert is a company that pioneers "mobility solutions for interactive automotive digital solutions, products and services". Kartick Nagpal, President of Rosmert, stated that the company is the "world's second largest and India's largest manufacturers of standardised High-Security Number Plates (HSRP) with more than 100 million cumulative fittings and leading players in smart card technology with more than 150 million cumulative issuances of driving license and registration certificate". "Rosmert also contributes to the Intelligent Transport Management System with more than 1,00,000 Vehicle Tracking Systems (VTS), speed limiting devices and more than 2.5 million eSIM based IoT/ M2M connectivity solutions for vehicle telematics, tracking and health monitoring," says Karn Nagpal, President of Rosmert.

The brand's management team adds, "The company is credited with launching the first Automated Testing Station (ATS) for vehicle fitness certification and Automated Driving Test Track (ADTT) integrated with sensor and video analytics for safe driving skills. Other products include Diesel Exhaustive Fluid (DEF) for BS IV and BS VI upgraded vehicles to meet ISO-22241/ VDA Standards and end-of-life vehicle (ELV) scrapping."

"The company's digitised journey through My-Raasta mobile app for end-users covers all possible services, ie, renewal of DL/ RC or other solutions. With the launch of Microdots Technology, the company enables theft protection, part identification and traceability to curb the use of spurious automotive parts," shares the brand.



Vivek Nagpal welcoming Nitin Gadkari



Karn Nagpal



Kartick Nagpal with Vinod Agarwal, President, SIAM

मप्र को साल में 225 करोड़ रुपए देते हैं ट्रक मालिक, एंट्री पर लूट रोके : ट्रक वेलफेयर एसो.

पीपुल्स संवाददाता • भोपाल

मो.नं. 7049116209

मध्यप्रदेश में ट्रकों की एंट्री पॉइंट पर वसूली का मुद्दा एक बार फिर समने आया है। ऑल इंडिया ट्रांसपोर्ट वेलफेयर एसोसिएशन ने इस पर आपत्ति जताते हुए सरकार से हस्तक्षेप करने की मांग की है। ऑल इंडिया ट्रांसपोर्ट वेलफेयर एसोसिएशन के महासचिव अभिषेक गुप्ता ने कहा- ट्रक मालिकों ने 2022 में राज्य सरकारों को 2,365 करोड़ रुपए का योगदान परमिट के तौर पर दिया। इस दौरान भले ही उनकी कोई कमाई नहीं हुई हो। उन्होंने कहा- मध्यप्रदेश सरकार को इस दौरान ट्रक ऑपरेटर्स ने

बढ़ रहे नेशनल परमिट के ट्रक

गुप्ता ने कहा कि नेशनल परमिट वाले ट्रकों की संख्या अच्छी गति से बढ़ रही है। ऑल इंडिया ट्रांसपोर्ट वेलफेयर एसोसिएशन के हालिया न्यूजलेटर में यह जानकारी दी गई है। इसके मुताबिक अप्रैल 2022 से दिसंबर 2022 की अवधि के दौरान लगभग 10.36 लाख ट्रकों ने नेशनल परमिट हासिल किया है। पिछले साल 2021 में इसी अवधि के दौरान यह संख्या 6.82 लाख थी।

इस तरह इसमें 51 प्रतिशत का इजाफा हुआ है। कैलेंडर वर्ष यानी जनवरी से दिसंबर 2022 में जहां 14.33 लाख ट्रकों ने नेशनल परमिट लिया है, वहीं कैलेंडर वर्ष 2021 में यह संख्या 10.26 लाख थी। इस तरह इसमें 40 प्रतिशत की वृद्धि दर्ज की गई। नेशनल परमिट की संख्या में वृद्धि यह बताती है कि भारतीय अर्थव्यवस्था मजबूत स्थिति में है।

225 करोड़ रुपए का योगदान परमिट के रूप में दिया। अभिषेक गुप्ता ने कहा कि उम्मीद है कि राज्य विशेषकर मध्यप्रदेश, जिसे हर साल ट्रकों से 225 करोड़

रुपए मिलते हैं, वह एंट्री पॉइंट पर ट्रकों से होने वाली लूट रोकेगा, ताकि मध्यप्रदेश से आने-जाने वाले ट्रक मालिक आसानी से अपना कारोबार चला सकें।

X



भारत का राजपत्र The Gazette of India

असाधारण

EXTRAORDINARY

भाग II—खण्ड 3—उप-खण्ड (i)

PART II—Section 3—Sub-section (i)

प्राधिकार से प्रकाशित

PUBLISHED BY AUTHORITY

सं. 289]

नई दिल्ली, सोमवार, मई 7, 2018/ वैशाख 17, 1940

No. 289]

NEW DELHI, MONDAY, MAY 7, 2018/ VAISAKHA 17, 1940

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

NOTIFICATION

New Delhi, the 7th May, 2018

G.S.R. 427(E).—In exercise of the powers conferred by section 9 of the National Highways Act, 1956 (48 of 1956), the Central Government hereby makes the following rules further to amend the National Highways Fee (Determination of Rates and Collection) Rules, 2008 namely: -

1. Short title and commencement.—(1) These rules may be called the National Highways Fee (Determination of Rates and Collection) Amendment Rules, 2018.

(2) They shall come into force on the date of their publication in the Official Gazette.

2. In the National Highways Fee (Determination of Rates and Collection) Rules, 2008 (hereinafter referred to as the principal rules), in rule 2, in sub-rule (1) after clause (hc), the following clause shall be inserted, namely: -

'(hd) **"Electronic Toll Collection Infrastructure"** means set of equipment comprising of hardware and software which shall facilitate electronic collection of user fees;'

3. In the principal rules, in rule 6, in sub-rule (3), after the second proviso, the following proviso, shall be inserted, namely:-

"Provided also that if a vehicle user with a valid, functional FASTag or any such device with sufficient balance in the linked account crossing a fee plaza installed with Electronic Toll Collection infrastructure, is not able to pay user fee through FASTag or any such device owing to malfunctioning of Electronic Toll Collection infrastructure, the vehicle user shall be permitted to pass the fee plaza without payment of any user fee. An appropriate zero transaction receipt shall be issued mandatorily for all such transactions".

[F. No. H-25016/1/2014- Toll (Vol.II)]

DAKSHITA DAS, Jt. Secy.

Note : The Principal rules were published in the Gazette of India, Part II, Section 3, Sub-section (i) *vide* notification number G.S.R. No. 838(E), dated the 5th December, 2008 and subsequently amended *vide* G.S.R. No. 950(E), dated the 3rd December, 2010; G.S.R. No. 15(E), dated the 12th January, 2011; G.S.R. No. 756(E), dated the 12th October, 2011, G.S.R. No. 778(E), dated the 16th December, 2013; G.S.R. NO. 26(E), dated the 16th January, 2014; G.S.R. No. 831(E) dated the 21st November, 2014; G.S.R. No. 02(E), dated the 29th December, 2014; G.S.R. No. 220(E), dated the 23rd March, 2015; G.S.R. No. 585(E), dated the 8th June, 2016, G.S.R. No. 1114(E), dated 2nd December, 2016 and G.S.R. No. 248(E), dated 14th March, 2017.



Eway Bill Dashboard

Developed & compiled by

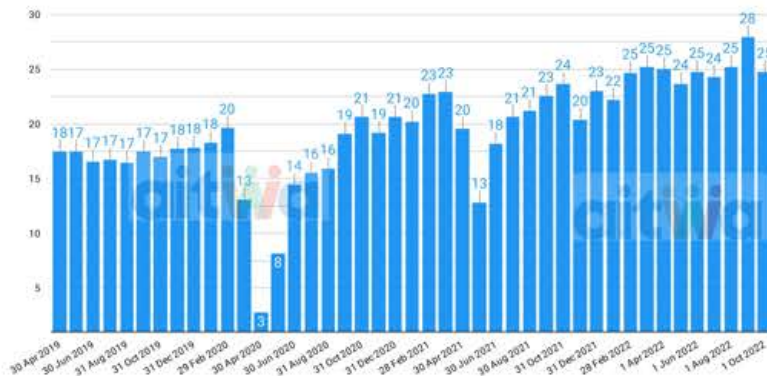


Last updated on 6th November 2022 | Data as on 31st October 2022

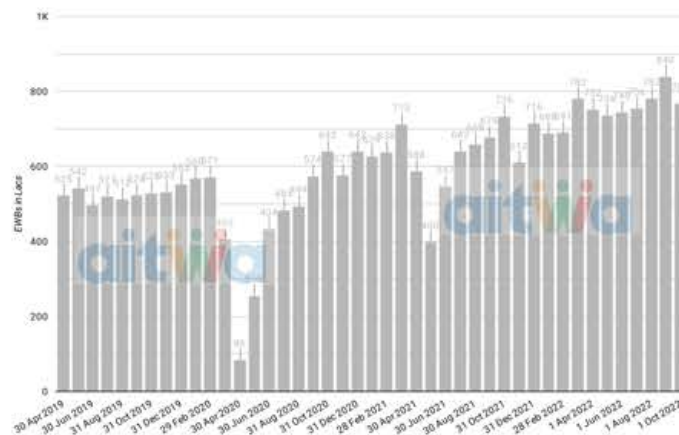
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



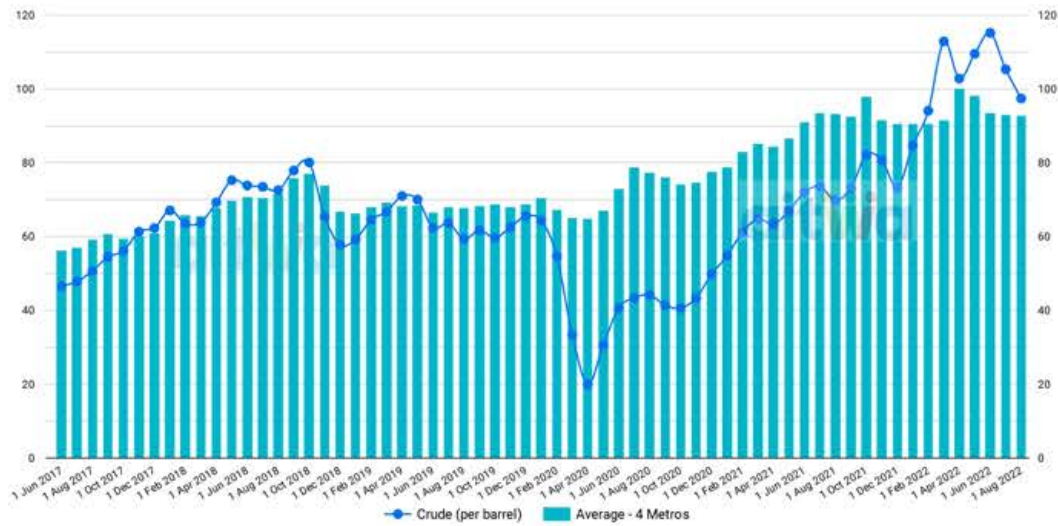
Total number of monthly EWBs generated (in lacs per month)



Diesel Dashboard

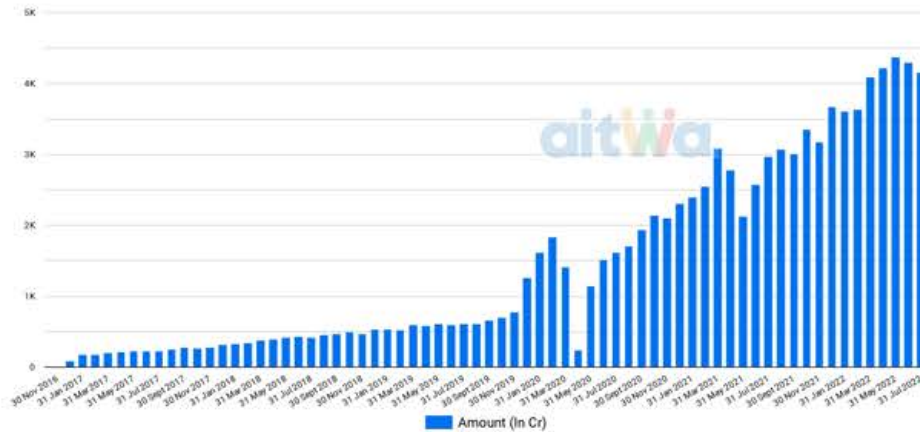
Last updated on 31st October 2022 | Data as on 31st October 2022

Diesel Price Average of 4 metros since 2017



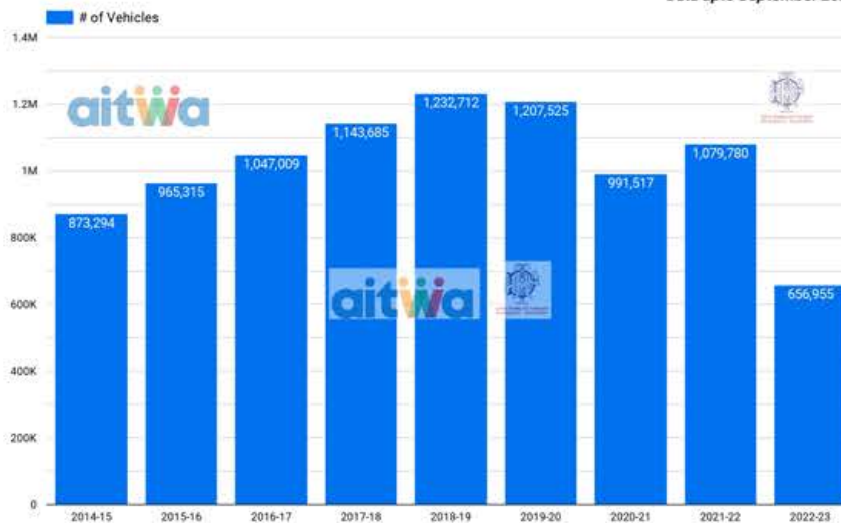
Toll Collection Dashboard

Last updated on 19th July 2022 | Data as on 30 June 2022



National Permit Vehicles in India

Data upto September 2022





GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
UNSTARRED QUESTION NO-897
ANSWERED ON- 14/12/2022

TOLL PLAZAS IN THE COUNTRY

897. SHRI NARAYANA KORAGAPPA:

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

- (a) the number of toll plazas in the country and in Karnataka;
- (b) the number of toll plazas operated by contractors and concessionaires in the country and in Karnataka;
- (c) toll plazas which have recovered construction cost and now charging maintenance cost as user fee in the country and in Karnataka;
- (d) toll plazas closed in the country and in Karnataka; and
- (e) whether all toll plazas have public conveniences, fuel refilling station, restaurant, parking bays, etc.?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) As on 30th November, 2022, 835 user fee plazas are operational on National Highways across the country under National Highways Authority of India out of which 54 user fee plazas are operational in the state of Karnataka.

(b) At present, 514 user fee plazas are being operated by the contractors whereas a total of 321 fee plazas are being operated by the concessionaires across the country. In the state of Karnataka, 18 fee plazas are being operated by the contractors whereas a total of 36 user fee plazas are being operated by the concessionaires.

(c) Concession period of Nashik Phata – Khed section of National Highway 60 has been completed on 8th October, 2021. The stretch has been handed over to National Highways Authority of India for tolling at reduced rates of 40% in accordance with National Highways Fee (Determination of Rates and Collection) Rules, 2008. However, tolling is yet to commence at Chandoli and Moshi Fee Plazas of Nashik Phata- Khed section.

(d) There is no provision of closing of user fee plazas as per National Highways Fee (Determination of Rates and Collection) Rules, 2008, as amended from time to time.

(e) National Highways Authority of India has made the provision of emergency services like Ambulance, patrolling vehicle and crane on 24x7 basis at every fee plaza and also there is a provision of toilet blocks for public use at fee plazas. Further, NHAI has also developed way side amenities at selected locations along few National Highways, wherein the project facilities like public conveniences, fuel refilling stations, restaurants and parking bays etc. have been developed.

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
UNSTARRED QUESTION NO-905
ANSWERED ON-14/12/2022

MEASURES FOR ROAD SAFETY

905. SHRI SUSHIL KUMAR GUPTA:

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

- (a) whether it is a fact that over-speeding has been the major reason behind road crashes followed by dangerous and careless driving or overtaking on highways; and
- (b) if so, new technological measures taken to overcome this trend of violation of driving rules on highways, the details thereof?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) Yes, Sir.

(b) Ministry has issued notification G.S.R. 575(E) dated 11th August, 2021 for Electronic Monitoring and Enforcement of Road Safety. The rules specify the detailed provisions for placement of electronic enforcement devices (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).

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

(*) TENTATIVE (IN '000 TONNES)

| PORT | TRAFFIC PERIOD | P.O.L. (Crude, Prod., LPG/LNG) | Other Liquids | Iron Ore Incl. Pellets | Fertilizers FIN. RAW | Coal Thermal & Steam | Coal Coking & Others | Containers Tonnage | TEUs | Other Misc. Cargo | TOTAL | % VAR. AGAINST 2021-22 |
|--------------------------------|----------------------|--------------------------------|---------------|------------------------|----------------------|----------------------|----------------------|--------------------|--------|-------------------|-------|------------------------|
| KOLKATA | TRF APRIL-NOV., 2022 | 199 | 666 | - | 239 | 3 | - | 1441 | 5592 | 382 | 2581 | 10721 |
| | TRF APRIL-NOV., 2021 | 209 | 355 | - | 208 | 24 | - | 934 | 5709 | 385 | 2529 | 9968 |
| Haldia Dock Complex | TRF APRIL-NOV., 2022 | 6472 | 3144 | 176 | 55 | 266 | - | 13195 | 1341 | 67 | 6229 | 30878 |
| | TRF APRIL-NOV., 2021 | 6357 | 3405 | 845 | 161 | 282 | 95 | 8504 | 2309 | 113 | 5233 | 27191 |
| TOTAL: SMP, KOLKATA | TRF APRIL-NOV., 2022 | 6671 | 3810 | 176 | 294 | 269 | 0 | 14636 | 6933 | 449 | 8810 | 41599 |
| | TRF APRIL-NOV., 2021 | 6566 | 3760 | 845 | 369 | 306 | 95 | 9438 | 8018 | 498 | 7762 | 37159 |
| PARADIP | TRF APRIL-NOV., 2022 | 24016 | 1230 | 9534 | 283 | 3156 | 31560 | 8923 | 123 | 8 | 5388 | 84213 |
| | TRF APRIL-NOV., 2021 | 22213 | 1242 | 13537 | 199 | 3201 | 18035 | 9725 | 128 | 6 | 5613 | 73893 |
| VISAKHAPATNAM | TRF APRIL-NOV., 2022 | 10490 | 1331 | 8789 | 838 | 971 | 9710 | 3434 | 5277 | 332 | 7713 | 48553 |
| | TRF APRIL-NOV., 2021 | 9077 | 1347 | 9660 | 789 | 1026 | 5996 | 3313 | 5715 | 335 | 8060 | 44983 |
| KAMARAJAR(ENNORE) | TRF APRIL-NOV., 2022 | 3281 | 80 | - | - | - | 14688 | 1076 | 7400 | 383 | 2552 | 29077 |
| | TRF APRIL-NOV., 2021 | 3205 | 93 | - | - | - | 12384 | 1415 | 5929 | 307 | 1796 | 24822 |
| CHENNAI | TRF APRIL-NOV., 2022 | 9342 | 883 | 113 | - | 207 | - | - | 18956 | 982 | 2766 | 32267 |
| | TRF APRIL-NOV., 2021 | 7221 | 750 | - | - | 138 | - | 7 | 20547 | 1065 | 2735 | 31398 |
| V.O.CHIDAMBARANAR | TRF APRIL-NOV., 2022 | 206 | 754 | - | 574 | 535 | 5960 | 3781 | 9842 | 492 | 3050 | 24702 |
| | TRF APRIL-NOV., 2021 | 262 | 678 | - | 173 | 467 | 5123 | 3477 | 10324 | 526 | 2660 | 23164 |
| COCHIN | TRF APRIL-NOV., 2022 | 13949 | 324 | - | - | 129 | - | - | 6597 | 458 | 952 | 21951 |
| | TRF APRIL-NOV., 2021 | 14027 | 322 | - | - | 195 | - | - | 6749 | 487 | 836 | 22129 |
| NEW MANGALORE | TRF APRIL-NOV., 2022 | 17524 | 1500 | 1044 | 312 | 46 | 2458 | 710 | 1584 | 114 | 722 | 25900 |
| | TRF APRIL-NOV., 2021 | 14136 | 1551 | 2683 | 170 | 87 | 2378 | 386 | 1562 | 101 | 1020 | 23973 |
| MORMUGAO | TRF APRIL-NOV., 2022 | 405 | 157 | 905 | 53 | - | 2176 | 4756 | 24 | 3 | 2063 | 10539 |
| | TRF APRIL-NOV., 2021 | 317 | 115 | 2326 | 36 | - | 1211 | 4889 | 163 | 14 | 2917 | 11974 |
| MUMBAI | TRF APRIL-NOV., 2022 | 24590 | 1095 | 3941 | 205 | 107 | 4622 | - | 159 | 15 | 6691 | 41410 |
| | TRF APRIL-NOV., 2021 | 23721 | 1064 | 4309 | 237 | 52 | 3987 | 290 | 167 | 16 | 5008 | 38835 |
| J.N.P.A. | TRF APRIL-NOV., 2022 | 2155 | 2037 | - | - | - | - | - | 48607 | 3930 | 779 | 53578 |
| | TRF APRIL-NOV., 2021 | 2150 | 1886 | - | - | - | - | - | 44544 | 3652 | 469 | 49049 |
| DEENDAYAL | TRF APRIL-NOV., 2022 | 41226 | 7861 | 499 | 2504 | 93 | 15857 | 276 | 5458 | 320 | 19561 | 93335 |
| | TRF APRIL-NOV., 2021 | 39329 | 7235 | 343 | 2510 | 184 | 14700 | 452 | 5504 | 320 | 14555 | 84812 |
| ALL PORTS | TRF APRIL-NOV., 2022 | 153855 | 21062 | 25001 | 5063 | 5513 | 87031 | 37592 | 110960 | 7486 | 61047 | 507124 |
| | TRF APRIL-NOV., 2021 | 142224 | 20043 | 33703 | 4483 | 5656 | 63909 | 33392 | 109350 | 7327 | 53431 | 466191 |
| % Variation from previous year | | 8.18 | 5.08 | -25.82 | 12.94 | -2.53 | 36.18 | 12.58 | 1.47 | 2.17 | 14.25 | 8.78 |

Source: I.P.A.

Notification Issued to Notify Amendments in the Rules Governing Bharat (BH) Series Registration Mark

The Ministry of Road Transport and Highways (MoRTH) has issued a notification G.S.R 879(E) on 14 Dec 2022 to notify amendments in the rules governing Bharat (BH) series registration mark. MoRTH had introduced BH series registration mark vide G.S.R. 594(E) dated 26 August 2021. Over the course of implementation of these rules, several representations have been received towards strengthening the BH series ecosystem.

In an endeavour to further improve as well as widen the scope of BH series implementation, MoRTH has proposed new rules with the following key features:

1. The transfer of ownership of the vehicles with BH series registration mark to other persons, who are eligible or ineligible for BH series, has been facilitated.
2. Vehicles currently having regular registration mark can also be converted to BH series registration mark subject to payment of requisite tax, to facilitate persons who subsequently become eligible for BH series registration mark.
3. To provide further ease of life to citizen, amendment in rule 48 has been proposed to provide flexibility to submit application for BH series either at the place of residence or place of work.
4. The Working Certificate to be submitted by private sector employees has been further strengthened to prevent misuse.
5. In addition to their official identity card, Government employees can now obtain BH series registration mark on

the basis of their Service Certificate also.

Here're glimpses of the Gazette notification:

G.S.R. 879(E).—Whereas the draft rules further to amend the Central Motor Vehicles Rules, 1989, were published, as required by sub-section (1) of section 212 of the Motor Vehicles Act, 1988 (59 of 1988), vide notification of the Government of India in the Ministry of Road Transport and Highways, number G.S.R. 762 (E), dated the 4th October, 2022 in the Gazette of India, Extraordinary, Part-II, Section 3, Sub-section (i) dated the 4th October, 2022 inviting objections and suggestions from all persons likely to be affected thereby before the expiry of the period of thirty days from the date on which the copies of the Official Gazette containing the said notification were made available to the public;

And whereas, copies of the said notification were made available to the public on the 6th October, 2022;

And whereas, the objections and suggestions received from the public in respect of the said draft rules have been duly considered by the Central Government;

Now, therefore, in exercise of the powers conferred by clause (a), (d) and (p) of section 64 of the Motor Vehicles Act, 1988 (59 of 1988), the Central Government hereby makes the following rules further to amend the Central Motor Vehicles Rules, 1989, namely:-

1. (1) These rules may be called as the Central Motor Vehicles (Twenty-third Amendment) Rules, 2022.

(2) They shall come into force on the date of their final publication in the Official Gazette.

2. In the Central Motor Vehicles Rules, 1989 (hereinafter referred to as the said rules), in rule 47, in sub-rule (1), in item (cb), after the words "Official Identity Card", the words " or Service Certificate" shall be inserted.

3. In rule 48 of the said rules, in sub-rule (1), for the proviso, the following proviso shall be substituted, namely: -

"Provided that application for registration of vehicle under BH series, opted voluntarily by the vehicle owner, shall be made to any registering authority of the state, in which the vehicle owner has either permanent residence or place of work and the registration mark shall be generated randomly through the portal after verification of working certificate in Form 60 or Official identity card / Service Certificate, as the case may be, by the registering authority."

4. In rule 51B of the said rules, -

(a) in sub-rule (3), after the proviso, the following provisos shall be inserted, namely: -

"Provided further that if a vehicle registered in BH-series, is transferred in the name of such person who is not eligible for BH-series, as per clause (ca) or (cb) of sub-rule (1) of rule 47, then, such vehicle shall be liable for assignment of new registration mark from regular registration series prevailing in the concerned State or Union Territory and such vehicle shall also be liable for motor vehicle tax as per the taxation rules of concerned State or Union Territory.



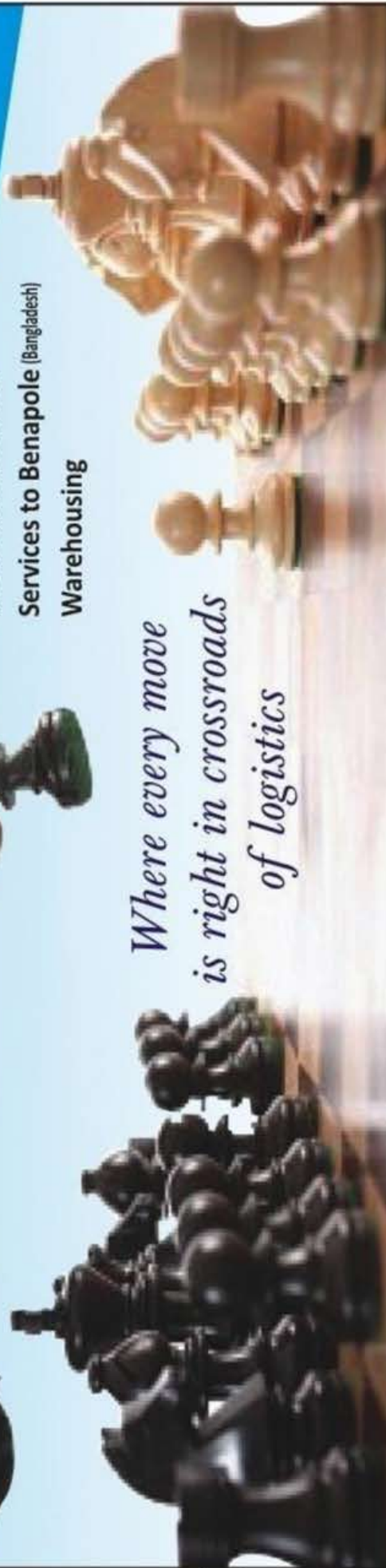
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Company's name changed from Darcl Logistics Limited to CJ Darcl Logistics Limited with effect from 13.09.2017