

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

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



Government Issues Draft Notification to Mandate Air-conditioning for Truck Cabins

▶ **Page 16**

One Woman, One Whole
New World (AITWA's Women Wing)

▶ **Page 26**

NHAI Takes Initiative for Rectification of Accidents Spots Through Short Term Measures

▶ **Page 22**

HPCL Undertakes Successful Pilot Study on E27 Fuel and Ethanol Blended Diesel Fuel

▶ **Page 28**

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contents

04 Editorial

- ▶ India has arrived in Logistics, West!

08 Outlook

- ▶ Air-conditioned Cabin Can Solve Drivers' Crisis?
- ▶ FCM Or RCM - Which Is Ahead In The Race Now?

12 Driving Protection

14 Article

- ▶ The highest form of knowledge is empathy

16 Government Policies & Initiatives

- ▶ Government Issues Draft Notification to Mandate Air-conditioning for Truck Cabins

20 Technology

- ▶ 4-laning of Sinnar-Shirdi Section of NH-160 Including the Construction of Sinnar Bypass as part of Bharatmala Pariyojna Incorporates Various Noteworthy Techniques to Minimize Carbon Footprint and Alleviate Traffic Congestion

22 Road Safety

- ▶ NHA Takes Initiative for Rectification of Accidents Spots Through Short Term Measures

24 New Launch

- ▶ Ashok Leyland Launches AVTR 2620, India's First 8-wheeler Truck

26 AITWA's Women Wing

- ▶ One Woman, One Whole New World

27 Report

- ▶ NHA's First 'Sustainability Report' Captures Initiatives Taken for Environment Sustainability
- ▶ HPCL Undertakes Successful Pilot Study on E27 Fuel and Ethanol Blended Diesel Fuel

30 Industry

- ▶ Harnessing the Potential of Green Logistics for Sustainability
- ▶ EU Aims to Make Freight Transportation Sustainable
- ▶ HCL Tech to Acquire German Auto Tech Company ASAP for Over Rs 2,200 Crore
- ▶ Johnson Matthey Signs Agreement with China to Invest in Hydrogen Ecosystem
- ▶ Mahindra Bets on Digitalisation, AI and ML to Future proof Itself

35 AITWA - LoTS's Impact

36 Highways For Us

- ▶ India's First Elevated 8-lane Access Control Dwarka Expressway to be Completed in April 2024
- ▶ Nitin Gadkari Inaugurates 2 National Highway Projects in Vadodara, Gujarat Worth Rs 48 Crore
- ▶ Nitin Gadkari Inaugurates Shelad to Nandura Section Costing Rs 816 Crore on Amravati-Chikhali National Highway 53 at Khamgaon, Buldhana, Maharashtra
- ▶ Foundation Stone for 10 NH Projects Worth More Than Rs 8000 Crore in Pratapgarh and Deoria Regions of Uttar Pradesh Laid
- ▶ MoRTH Minister Inaugurates and Lays Foundation Stone of 4 Projects Worth Rs 1450 Crore in Assam
- ▶ Construction of 2-lane Jaiswal Bridge over River Chenab on the Udampur-Ramban Section of NH-44 Has Been Completed

42 Press Release

- ▶ BLR Launches DriveHER Program To Address Truck Driver Shortage and Empower Women in the Industry

44 Government Policies & Initiatives

- ▶ नितिन गडकरी ने राष्ट्रीय राजमार्ग विकास इकोसिस्टम के लिए सभी हितधारकों के बीच प्रधानमंत्री गति शक्ति मास्टर प्लान के तहत समन्वय, सहयोग और संचार पर जोर दिया
- ▶ केंद्रीय सड़क परिवहन और राजमार्ग मंत्री ने हितधारकों से हरित हाइड्रोजन जैसे वैकल्पिक ईंधन को किफायती दरों पर लोगों को उपलब्ध कराने का आग्रह किया

48 Parliament Session

49 Newspaper Cutting

50 AITWA - IRTDA Data

52 Statistics - Air Freight

53 Statistics - Ocean Freight

54 Must Know

- ▶ India's Trucking Market is Expected to Grow Over 4x by 2050: Niti Aayog

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India has arrived in Logistics, West!

Logistics and transportation contribute about an estimated 14 per cent of Indian GDP, which is higher than the developed nations like the US and Germany (about 8 per cent). Almost 60 per cent of the freight transport in India happens by road. This is the reason why experts never hesitate to describe truckers as the movers and shakers of India's economy. Indeed, they are the backbone of the freight transportation sector.

However, it is one of the highly unorganized sectors in India, which has been impacting it drastically. The drivers are the most sufferers. From being paid paltry sums to unrealistic delivery schedules to poor sanitation, they brave it every day to make our economy reach greater heights!

Additionally, the state of trucks is very poor. Unlike Western countries, the trucks in India do not even have basic safety features like reflector stickers, working headlight/tail lights, under-run bars etc., The owners bother to have them repaired only when the trucks reach the unmovable state. Yes, it is nothing short of a nightmare to drivers to drive these trucks on Indian roads. No doubt, the truckers driving these poorly maintained trucks are a threat to other road users.

But, of late, the condition has vastly improved and trucks come with cabins from the manufacturer itself.

Better still, under the supervision of Sh. Nitin Gadkari, Minister of Road Transport and Highways, the Indian transportation industry is revolutionizing speedily. We now have high-end technology-enabled and modern features outfitted trucks and commercial vehicles. The Indian



Ashok Gupta

Better still, under the supervision of Sh. Nitin Gadkari, Minister of Road Transport and Highways, the Indian transportation industry is revolutionizing speedily. We now have high-end technology-enabled and modern features outfitted trucks and commercial vehicles. The Indian government has understood the challenges of truck drivers and hence brought a great initiative

government has understood the challenges of truck drivers and hence brought a great initiative. Initiatives to make all commercial vehicles have air-conditioned (Ac) cabins. This will surely offer drivers comfort in the scorching heat.

Sh. Gadkari believes, enhancing the drivers' comfort has become necessary as they operate commercial vehicles for 11-12 hours in hot and sweaty confines. Drivers constantly require being on the road 24 X 7 and keeping driving in hot temperatures between 43 - 47 degrees Celsius. Moreover, the tough and long working conditions continuously result in driver fatigue and accidental cases. Furthermore, another reason to blame is the changing climatic conditions.

While addressing a Logistics event, Sh. Nitin Gadkari stated that all the driving compartments will have AC by 2025. He further added that this plan was in his mind ever since he joined office. In 2016, he even proposed this move but he had to wait to implement the move as not everything was at the right place. So, he had to move step by step before this initiative was launched. However, he agrees that this can be a challenging endeavour as manufacturers and operators are still worried about the jump in the prices for such trucks. But the positive is, the Union Minister has given his assurance that the central government is putting all efforts into enhancing rest stops all across the national routes.

So, what would be the expenditure to implement AC Cabins in trucks? On average, the extra expenditure in providing AC cabins would range between Rs 10,000 - 20,000 for a single truck.



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But, this is not the single challenge on the way for this Big Initiative. Truck manufacturers are voicing that it

Truck manufacturers are voicing that it should be optional for manufacturers to opt for this initiative.

Backing their viewpoint, some manufacturers also showed concern that AC cabins might make operators feel drowsy and sleepy on routes. Others even stated that we had non-AC bus and truck cabins for years, and we don't feel the need to have them now

should be optional for manufacturers to opt for this initiative. Backing their viewpoint, some manufacturers also showed concern that AC cabins might



make operators feel drowsy and sleepy on routes. Others even stated that we had non-AC bus and truck cabins for years, and we don't feel the need to have them now.

The debate can go on and on but what is right or best for our drivers needs to be implemented. A ministry official stated his thought as the emergence of AC cabins in Scania and Volvo vehicles is successfully changing the negative perspective. Thus, we should welcome this move not just in luxury

buses or trucks but even in all regular commercial vehicles as well.

India has come a long way and is one of the top economies in the world. To rub our shoulders with Western countries and to excel further such steps are required. A few years back, manufacturers were not offering even the basic safety features such as seat belts, now, with the intervention of the government, if AC cabin trucks can be available, why not? Why make a debate out of it?

X



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Brahma Kumaris



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Air-conditioned Cabin Can Solve Drivers' Crisis?

The Indian road transportation industry has always been challenged with various issues time after time. The industry could overcome such challenges as they stick as a unit and is always ready to take tough calls. In the recent past, the rapid growth of the logistics sector, the truck drivers' crisis has again put them on the spot. However, this time, the Government of India (GOI) has also come into the picture to resolve these issues.

The GOI never under looks the drivers' comfort and thus has brought a great initiative. As per the initiative, it will instruct commercial vehicle manufacturers to make all commercial vehicles with air-conditioned (Ac) cabins. Of course, this decision may not be good news for the transport owners but it is great news for the health of the logistics sector as a whole. But the truck owners should think not only about their pockets but also from the perspective of truck drivers.

This initiative of the GOI surely will attribute towards solving the issue of driver shortage, as it will enhance the drivers' comfort - a necessary step as they operate commercial vehicles for 11-12 hours in hot and sweaty confines. In addition, they constantly require to operate and drive around hot temperatures between 43 to 47 degrees C. These inevitable situations of tough and long working conditions continuously have been resulting in drivers' fatigue and accidents.

With high-end technology-enabled and modern features outfitted trucks and commercial vehicles a lot of issues are expected to get resolved.

I am sure most of the truck owners echo my voice and think in the same line. The following are a few points that some of the logistics companies

believe. According to them, the government's initiative will offer;

Comfort to truck drivers

An air-conditioned cabin will help maintain a cool and pleasant temperature inside the cabin, making the driving experience enjoyable while reducing driver fatigue.

Beating extreme heat

Driving for long hours in extreme heat can lead to dehydration, heat exhaustion, and heat stroke. Air conditioning helps regulate the temperature and humidity levels inside the cabin, creating a safer and healthier environment for the driver.

Enhancing drivers' productivity

When drivers are not distracted by extreme heat or discomfort, they can focus better on the road and perform their duties more efficiently. This improves productivity, which can lead to better on-time deliveries and overall job performance.

Improves concentration and alertness

Extreme heat can impair drivers' concentration and alertness, leading to drowsiness and fatigue. By maintaining a comfortable temperature, air-conditioning helps keep the driver more alert and focused on the task at hand, thus, reducing the risk of accidents.

Comfortable Resting Environment

Air-conditioned cabins will ensure that truck drivers rest properly and recover from fatigue before hitting the road again. This is very important as they travel long distances.

Attracting young blood to the driving profession

Adding AC cabins and amenities to upgrade the truck can help make the driver profession more attractive. It can potentially attract new young drivers and aid in retaining experienced drivers. This can resolve



Ramesh Agarwal
National President, AITWA

the existing drivers' crisis.

However, transport owners/companies are also apprehensive about the impact of Air-conditioned cabins. Here are a few apprehensions;

Consumption of more fuel

Operating a truck with an air conditioning system means the truck will consume additional fuel which will eventually impact the operating costs.

Engine power will be reduced

When an air-conditioning system will run, it will put an additional load on the engine, which can result in a slight reduction in available power for acceleration or climbing steep inclines. While modern truck engines are designed to handle these loads, we cannot ignore their small impact on overall performance.

Servicing and maintenance costs

An air-conditioning system requires regular service and maintenance, and occasional repairs. This will add to the maintenance costs of the vehicle.

Environmental Impact

As air-conditioning system consumes more fuel, it will also emit more greenhouse gases and pollutants. This can harm the environment, particularly when a large number of trucks use air-conditioning extensively.



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FCM Or RCM - Which Is Ahead In The Race Now?

It is perceived that the purpose of introducing the Goods Service Tax (GST) was very simple - to create a landscape that can offer an environment for ease of doing business. But how true was this idea for road transporters?

Agreed! As recommended by GST Council, the Goods Transport Agencies (GTAs) could now enjoy both the options of Forward Charge Mechanism (FCM) and Reverse Charge Mechanism (RCM). But weren't the GTAs forced to opt one out of them? The reason why some preferred FCM over RCM and others RCM over FCM! Also, GTAs were supposed to declare their choice at the start of a financial year, which was unchangeable for the entire fiscal.

Later, the government came up with another option for GTA members. Now they can pay themselves the GST amount levied on the services supplied by it during a Financial Year (either @ 5% or 12%) by making a declaration in a prescribed format on or before the 15th of March of the preceding Financial Year. The said declaration is required to be submitted before the jurisdictional GST. The GTA members exercising the option to discharge tax under FCM (5% without ITC or 12% with ITC) are required to offer a declaration in the invoice stating he/she has exercised the option to pay tax on services of GTA concerning the transport of goods supplied.

Then, is the option GTA-friendly?

Inward supplies received by GTA for their business are mainly like purchase/lease of trucks and repairs & maintenance of such trucks. It may be noted that ITC is available to GTA if it

opts to pay the tax under FCM @ 12% and it is if GTA opts to pay the tax under FCM @ 5% or the recipient is

Inward supplies received by GTA for their business are mainly like purchase/ lease of trucks and repairs & maintenance of such trucks. It may be noted that ITC is available to GTA if it opts to pay the tax under FCM @ 12% and it is if GTA opts to pay the tax under FCM @ 5% or the recipient is made liable to pay the tax under RCM @ 5%



Abhishek Gupta
General Secretary, AITWA

made liable to pay the tax under RCM @ 5%.

However, this was later amended and allowed FCM opting GTA members to change the option of paying the tax even though under the FCM @ 5% or 12% at a different time or even the same time for different supplies. This means, a GTA member who opts to pay the tax under FCM, say for the first six months @ 12% (with ITC) before the beginning of the FY and then decides to pay the tax @ 5% (without ITC), it may be noted that from the perspective of the recipient of the GTA services the situation is neutral since the recipient shall be eligible for the ITC (5% or 12%) subject to other general conditions in law.

In such situations, the supplies made @ 5% (by paragraph (iv) of NN 11/2017 – CT (Rate)) are treated as exempt supplies warranting application of Sec. 17(2) of the CGST Act, 2017 read with Rule 42/43 of the CGST Rules, 2017 in terms of undertaking the determination of the restricted ITC.

These provisions appear to apply only to avail the ITC during the period



wherein the GTA member opts to pay tax @ 5%. But, what will happen to the ITC availed during the period when the GTA paid tax @ 12%? The provisions do not appear to apply to this situation.

In addition, the provisions contained u/s 18(4) of the CGST Act, 2017 that provides for the payment of a certain amount (based on ITC availed), when a taxable supply is declared wholly exempt, do not appear to apply to the mentioned situation. Also, the GTA member can utilize the accumulated ITC to discharge the tax payable @ 5% in the absence of any such restrictions in the law. The GST Council must address this issue to avoid litigation.

Besides, the value-based exemption where consideration charged for the transportation of goods on a

Besides, the value-based exemption where consideration charged for the transportation of goods on a consignment transported in a single carriage does not exceed Rs. 1500/- or where consideration charged for transportation of all such goods for a single consignee does not exceed Rs. 750/- have been omitted since July- mid, 2022

consignment transported in a single carriage does not exceed Rs. 1500/- or where consideration charged for



transportation of all such goods for a single consignee does not exceed Rs. 750/- have been omitted since July-mid, 2022.

In the recently concluded 50th GST Council Meeting several changes were made and incorporated into the GST. Again, these would benefit GTAs who have registered under FCM.

As a trade-friendly measure, it has been decided that GTAs will not be required to file a declaration for paying GST under Forward Charge Mechanism (FCM), every year. However, one who has opted for this option for a particular financial year, he/she shall be deemed to follow it for the next and future financial years too. He/she can revert to Reverse Charge Mechanism (RCM) only when he/she files a declaration that he/she wants to exercise RCM.

In the meeting, it is also decided that the GTAs can pay GST under the forward charge mechanism on or before March 31 of the preceding Financial Year, instead of March 15.

Taxpayers must also keep a note that January 1 of the preceding Financial Year shall be counted as the commencing date for choosing this option.

Also, the council was certain that the services supplied by a director of a company to the company in his private or personal capacity such as supplying services by way of renting of immovable property to the company or body corporate are not taxable under RCM. Only those services supplied by a director of a company or body corporate, which are supplied by him as or in the capacity of director of that company or body corporate shall be taxable under RCM in the hands of the company or body corporate under notification No. 13/2017- CTR (Sl. No. 6) dated 28.06.2017.

Further, the GST Council inter-alia made the following important recommendations relating to changes in GST tax rates, measures for facilitation of trade and measures for streamlining compliance in GST.

x



Driving in the Rain

8 Tips for safe driving in rainy weather



Maintain a good distance.



Have perfect working wipers since you entirely depend on them for road visibility.



Tires must be in good shape with enough tread depth, and properly aligned to avoid skidding.



Slippery road surface effectively increases the breaking distance. Have well-functioning brakes.



Keep fuel tank full.



Watch your speed limit, drive slower in the rain; the roads are very slick when wet.



Turn on your headlights when driving in the rain.



Don't risk going thru deep flooded roads.



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अधिक जानकारी के लिए सम्पर्क करें।

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

The highest form of knowledge is empathy

- Bill Bullard

Great scholars have said that a good human would always practice empathy. He would never do to others what he don't want them to do to him, as every person deserves to be treated with respect, honour, and dignity. It is vitally important to treat others as we want others to treat us.

Sh. Mahendra Arya, Chairman of Sri Srinivasa Roadlines and Joint Chairman of All India Transporters' Welfare Association (AITWA) holds the same thought process. Surely, this has come from his background - a graduate of the Birla Institute of Technology.

Since 1997, he has been an active member of the logistics industry. He has always advocated practising empathy and says, "Treat the employees as your family members who in turn will represent your business as owners".

According to him, compassion is a human virtue and we should treat everyone in the way we want to be treated by others. Elaborating it further, he says, "People have different sets of rules for different levels of people. For example, people are very respectful to powerful people but very rude to weak people. There is a different yardstick for the boss than that with subordinates." For him, this is hypocrisy, as protocols may be different but human dignity should be a common factor.

In 2019, under his supervision, AITWA launched an initiative 'Highway Heroes' to offer them their dues in society. Help them reclaim their social status and respect in society and of course, take care of their wellbeing. Talking about the program he stated, "AITWA has been raising the issues of truck drivers strongly, under the program. There have been a



Mahendra Arya
Co-Chairman, AITWA

lot of talks with the Government. We could bring the subject to headlines. Human Rights Commission has strongly recommended AITWA's suggestion to all concerned departments of Government. As a result, truck drivers' welfare has got the importance in National Logistics Policy (NLP)." He further revealed and said, "Lot many things are under consideration; things will roll out soon."

Talking about eV commercial vehicles, Sh. Arya agrees that it is a great idea. He says, "Electric vehicles are not just the wave of the future, they are saving lives today." Adding to this, he says, "There is a limit of stock of fossil fuels below the earth. Alternate fuels are the need of the future. Electric vehicles no doubt support this ecosystem. The complete infrastructure is required to make this work on National Highways."

According to him, there are multiple challenges attached to the fleet owners. He believes, unlike Western countries, India's transportation system is divided into two parts. One is, owning and maintaining the fleet and the other is marketing the services. He considers that a very small percentage of transporters have both services together. Enlightening more,

he thinks that the disadvantages are more associated with the fleet business in terms of - fluctuating diesel prices, accidents, driver shortage, corruption on highways, accidents, compliances related to vehicle and driver and on top of all issues of return load. In his words, "These put the fleet owners in a situation of uncertainty all the time."

Sharing his viewpoint on air-conditioned cabins for the trucks, he states, "I am sure the AC cabins will be soon a feature in all Indian trucks. An AC cabin means comfort for the highway heroes - the truck drivers. Comfort is directly proportional to efficiency. The cool temperature will keep drivers' temperament cool, which will reduce accidents. Some people may argue that air conditioning load will increase the cost of operation due to extra diesel consumption, but I feel that extra cost will be compensated by extra efficiency of drivers."

Besides, his leadership qualities and being a successful businessman when we enter into Sh. Mahendra Arya's personal space, we find the same man, not different from the businessman we know. He has been a writer and a poet. These have always been his passion. From plays to fiction, social cause articles to mythological research, and short poems to long, he has always been on the front foot to offer his rational justification as well as express his emotions. Most of his books are available on Amazon and Flipkart. Also, his Hindi plays (six in nos) have been performed on stage in Mumbai; not commercially but for invited audiences. Sh. Arya has showcased his acting skills in all his plays too.

A multi-tasking man and that too with a golden heart! Salute is the only word we can use to praise you, Sh. Mahendra Arya!!

X



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Government Issues Draft Notification to Mandate Air-conditioning for Truck Cabins

Union Minister Nitin Gadkari said that the draft notification to mandate the installation of air-conditioning systems in the cabins of trucks has been approved, reported PTI.

The draft prepared includes trucks under categories N2 and N3, Union Minister Nitin Gadkari tweeted. "Approved the draft notification to mandate the installation of air-conditioning systems in the cabins of trucks belonging to categories N2 and N3.

Truck drivers play a crucial role in ensuring road safety," the Union minister for road, transport and highways said. This decision marks a significant milestone in providing comfortable working conditions for truck drivers, thereby improving their efficiency and addressing the problem of driver fatigue, Gadkari said.

Last month, the minister said truck drivers play a key role in the transport sector which is one of the most important areas for India, and there is a need to address issues regarding their working conditions and state of mind.

Air-conditioned cabins for trucks will soon be made mandatory, Gadkari had said. Lamenting that truck drivers have been forced to work in extreme heat conditions, the minister had said that he has been pushing for air-conditioned cabins for truck drivers for a long time even as "some people objected to it saying it will increase costs."

Notably, while speaking at an event organised by Mahindra Logistics in



Delhi acknowledging the role of the driver community in keeping the wheels of the economy moving, Gadkari said: "Our drivers operate vehicles in harsh temperatures of 43-47 degrees and we must imagine the condition of drivers. I was keen to introduce the AC cabin after I became a minister. But some people opposed it saying the cost of trucks will go up. Today, I have signed the file that all truck cabins will be AC cabins," he said.

This move could very well be the first big step in making Indian trucks similar to that of the developed parts of the world. At present, trucks in India (depending on the OEM) are available either with a company-built cabin and body, or they are cowl trucks.

Cowl trucks are basically trucks that do not come with a built-up cabin and coach around the vehicle chassis, with

Cowl trucks are basically trucks that do not come with a built-up cabin and coach around the vehicle chassis, with coachwork being done by a third-party bodybuilder

coachwork being done by a third-party bodybuilder.

"With India catching up on emissions regulations in last few years, there is a strong need to pick up an equal (if not more) rigor on mandating necessary regulations on safety. In fact, the crash safety norms for truck cabins in India are greatly lacking since even ECE R29-02 norm is still not mandated.



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This norm addresses crash safety up to the lower point of the windshield in a truck cabin. Europe is, in fact already at ECE R29-03 for years which covers the entire cabin for providing crash safety,” said Satyakam Arya, MD and CEO, Daimler India Commercial Vehicles.

“We welcome this step since it will not only provide a comfortable working environment for the drivers, but it will also enhance safety on the roads by reducing driver fatigue and reduce the incidence of hearing loss among drivers with prolonged working hours in non-air-conditioned cabins. The productivity of fleets will also get a positive fillip due to the implementation of air-conditioned cabins,” he added.

Vinod Aggarwal, MD and CEO, Volvo Eicher Commercial Vehicles said, “We welcome the government's decision to mandate air conditioning in truck cabins from 2025. This reflects a progressive approach towards enhancing driver ergonomics and comfort thereby facilitating improved road safety and efficient logistics. Air-conditioned cabins provide much-needed respite to truck drivers who keep our nation's economy ticking in tough work conditions and extreme temperatures during long hours on the road. Implementing air-conditioned cabins may result in some additional costs, with estimates ranging from Rs 30,000 to Rs 50,000, depending on the size of the vehicle. In some models, particularly light commercial vehicles, OEMs may need to consider

drivetrain changes and increased engine power to accommodate AC cabins. Together with improvements in highway infrastructure, improving



Air-conditioned cabins provide much-needed respite to truck drivers who keep our nation's economy ticking in tough work conditions and extreme temperatures during long hours on the road. Implementing air-conditioned cabins may result in some additional costs, with estimates ranging from Rs 30,000 to Rs 50,000, depending on the size of the vehicle

vehicle emission and safety, this mandate is another positive step

towards transforming the trucking industry in India by addressing one of the most important stakeholders in the logistics system – truck drivers. This

will also encourage more people to take up truck driving as a profession,” reported Express Mobility.

Rahul Dhoot, MD, Dhoot Transmission said, “This decision will provide comfort, increase safety and reduce accidents for truck drivers who are behind the wheels for more than 12 hours often facing extreme temperatures. While the introduction of air-conditioning in truck cabins will bring dignity to the

driver whose job is considered the most exploited job in the country, there is an additional expenditure for the truck manufacturers since the increase in costs will be in the range of between Rs 10,000 to Rs 20,000. However, the industry needs to support the move from the drivers' perspective as they are the key people driving the supply chain industry.”

While on one hand, this move may increase the upfront cost of the trucks marginally, it is important to note that, the improved operational efficiency would lead to higher operating margins. In fact, as per industry observers, the share of cowl trucks has been coming down over the years from the highs of 70 percent in 2012 to around less than 40 percent at present. Secondly, fully-built trucks offer higher safety compared to half-built cabins (cowl trucks) coming out of the factories.

x

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4-laning of Sinnar-Shirdi Section of NH-160 Including the Construction of Sinnar Bypass as part of Bharatmala Pariyojna Incorporates Various Noteworthy Techniques to Minimize Carbon Footprint and Alleviate Traffic Congestion

Union Minister for Road Transport and Highways Nitin Gadkari said as part of the Bharatmala Pariyojna, we are currently engaged in the 4-laning of the Sinnar-Shirdi section of NH-160, including the construction of the Sinnar Bypass, in Maharashtra. In a series of tweets he said this transformative project holds immense social significance, as it will serve as a dedicated route, or 'Marg,' for Sai Baba devotees making their pilgrimage to Shirdi on foot. Additionally, it is

poised to act as an economic catalyst, propelling rapid development in the surrounding areas, he added.

Gadkari said one of the primary objectives of this initiative is to substantially reduce travel time between Shirdi and Nashik/Trimbakeshwar, two major religious towns in Maharashtra. Furthermore, in line with our steadfast commitment to sustainability, the project incorporates various noteworthy techniques to minimize the carbon footprint and alleviate traffic congestion. He said notable



practices include the utilization of plastic waste in the construction of service roads, the application of Cement Treated Base (CTB) and Cement Treated Sub Base (CTSB), as well as the use of 'RAP' (Reclaimed Asphalt Pavement) for the road's surface.

Gadkari said under the dynamic leadership of Prime Minister Narendra Modi our unwavering commitment lies in creating a more efficient and eco-friendly mobility network while fostering the holistic development of the region.

X

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NHAI Takes Initiative for Rectification of Accidents Spots Through Short Term Measures

In order to enhance road safety, NHAI has taken initiative and issued guidelines for rectification of accident prone spots on the National Highways by implementing short term measures. Under these guidelines, NHAI Project Directors are now delegated with the power to undertake rectification of accident-prone spots identified and recommended by the respective State Police Chief or by the District Road Safety Committee to the tune of upto Rs 10 lakh per spot. Short-term measures costing more than Rs.10 lakhs and up to Rs. 25 lakhs have been delegated to the concerned Regional Office.

These financial powers are over and above the guidelines issued earlier by NHAI, where Project Directors can approve rectification of MoRTH notified blackspots through short term measures up to an amount of Rs. 25 Lakh per black spot. Procurement of the works can also be carried out combining various accident spots pertaining to a project.

Ministry of Road Transport and Highways notify black spots as per defined parameters. However, to enhance road safety and user convenience on the National Highways, NHAI has taken this proactive initiative to rectify accident prone spots with short term measures in addition to the black spots notified by MoRTH.

Short Term Measures include installation of pedestrian facilities like zebra crossings with advance warning signs, Crash barriers & railings, junction improvements, solar lights/ blinkers, road signages and

implementation of traffic calming measures etc. Improving safety on National Highways is one of the topmost priorities of NHAI and it is committed to ensure safe, smooth, and seamless travel experience for all commuters on the National Highways.

Further, in a major stride towards strengthening road safety measures, the ministry of road transport & highways (MoRTH) on released comprehensive guidelines for signages on expressways and national highways, reported Mint.

The move comes as part of the government's commitment to enhancing road safety and ensuring a secure travel experience for drivers across the country.

The guidelines, approved by Union minister for road transport and highways Nitin Gadkari, focus on incorporating best practices and world standards to provide improved visibility and intuitive guidance to drivers. Road signages play a pivotal role in offering vital information and instructions to drivers, and these new guidelines are aimed at optimizing their effectiveness.

As part of the review process, MoRTH evaluated existing provisions in line with relevant Indian Road Congress (IRC) codes & guidelines, international practices, and the functionality perspective.

The objective was to streamline traffic regulations and create signages that would offer clear and concise guidance, warnings, notices, and regulatory information to drivers, facilitating a seamless and safe journey on the roads.

One of the primary highlights of the guidelines is the emphasis on enhancing visibility and legibility. The placement of signages at appropriate heights and distances, along with the use of large lettering, symbols, and short legends, is expected to ensure that crucial information is easily visible and comprehensible, even during adverse weather conditions.

To cater to a diverse group of road users, including those with limited literacy, the guidelines propose the use of pictorial depictions along with text. This approach aims to effectively convey essential messages, ensuring better comprehension and adherence to traffic regulations.

Recognizing the linguistic diversity of India, MoRTH has also advocated a multilingual approach on road signages. The use of both English and regional languages will enhance communication with road users from different linguistic backgrounds, promoting better understanding and compliance with traffic rules.

The guidelines additionally stress on the importance of lane discipline. Clear and intuitive guidance provided by strategically positioned signages is expected to encourage drivers to adhere to designated lanes, leading to reduced traffic congestion and improved traffic flow.

In a phased manner, the guidelines will be implemented on all upcoming highways, expressways, and greenfield corridors. Additionally, Highways experiencing high traffic volume, with more than 20,000 Passenger Car Units (PCUs), will be given priority for the implementation of these guidelines.

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Ashok Leyland Launches AVTR 2620, India's First 8-wheeler Truck



Ashok Leyland has launched what it claims is the industry first 8-wheeler truck – AVTR 2620.

With this Ashok Leyland says it becomes the first and only player in the country to have a full range of trucks based on lift axle technology from GVW of 25.5 to 47.5T.

The AVTR 2620 can be operated as 25.5 T (6×2) truck with the lift axle down (offering payload closer to regular 6×2 MAV truck) and a 4×2 truck (18.5T GVW) with lift axle up (lower fuel and operating cost similar to 4×2) during light load/partial

The AVTR 2620 can be operated as 25.5 T (6×2) truck with the lift axle down (offering payload closer to regular 6×2 MAV truck) and a 4×2 truck (18.5T GVW) with lift axle up (lower fuel and operating cost similar to 4×2) during light load/partial load/return empty

load/return empty. It thus offers operational flexibility to customers to choose the option based on their load, offering superior Total Cost of Operation (TCO) benefits.

Sanjeev Kumar, Head – M&HCV, Ashok Leyland said, “Ashok Leyland has a history of introducing products which have disrupted the CV industry. AVTR 2620 with its unique lift axle configuration offers higher TCO advantage to our customers operating in Ecom, Parcel and tanker,” reported Mobility Express.

AVTR 2620's key features and product highlights include –

Built on the latest AVTR modular

Built on the latest AVTR modular truck platform, offering flexibility of multiple cabin and features option

truck platform, offering flexibility of multiple cabin and features option.

It is powered by Ashok Leyland's 200HP engine with iGen6 technology which delivers better fluid efficiency.

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One Woman, One Whole New World



Ms. Harinder Pal Kaur

Ms. Harinder is a dedicated and experienced logistics professional with a diverse academic background and extensive industry experience. Her strong educational foundation and continuous pursuit of professional development have equipped her with the skills and knowledge necessary to excel in the field of logistics.

Ms. Kaur's educational journey began with the completion of her M.A. in political science from Punjab University Chandigarh in 2003. Her academic pursuits did not stop there, as she later obtained a master's degree in Hindi from 2011 to 2013 and a bachelor's degree in library science and information technology from 2014 to 2015. This diverse range of academic disciplines highlights her ability to adapt and excel in different areas of study.

In 2021–2022, Ms. Kaur further enhanced her leadership skills by

completing the executive program "Transitioning into Leadership: A Programme for Women Executives" from IIM Calcutta. This program provided her with valuable insights and strategies to effectively lead and manage teams. Recognizing the importance of staying updated with industry trends and advancements, she completed a Digital Supply Chain and Logistics Management Program from IIM Visakhapatnam in 2022. This program equipped her with the latest knowledge and tools to navigate the ever-evolving logistics landscape.

Continuing her professional development, Ms. Kaur attended the ATAL FDP programme "Sustainable Agri-Food Supply Chain Management" under PM Gati Shakti at IIM Visakhapatnam in February 2023. This program further expanded her expertise in managing sustainable supply chains within the agriculture and food industry, reflecting her commitment to staying at the forefront of industry best practices.

Ms. Kaur's professional experience spans various roles within the logistics and administrative fields. She initially served as an assistant librarian for the Dr. Sudhir Chandra Sur Institute of Technology & Sports Complex, where she honed her organizational and management skills. Subsequently, she worked as an administrative executive for the Gurunanak Institute of Hotel Management, where she gained valuable experience in coordinating administrative tasks and ensuring smooth operations.

In 2018, Ms. Kaur made her entry into the transportation industry as an administrative manager at Northern

Cargo Service (NCS), where she currently serves as the logistics head. Her tenure at NCS has been marked by significant contributions to the company's success. Through her expertise in operations, planning, procurement, repair and maintenance, and driver management, she has played a vital role in optimizing the company's logistics operations.

What sets Ms. Kaur apart is her unique approach to driver management. Recognizing the crucial role that drivers play in the logistics industry, she has taken a hands-on approach by conducting route surveys alongside truck drivers. This firsthand experience has allowed her to better understand their needs, challenges, and the realities they face on the road. Moreover, Ms. Kaur is passionate about driver training as a means to reduce road accidents, improve service quality, and promote better health for drivers. By implementing comprehensive training programs and fostering a culture of safety and well-being, she strives to create a positive and supportive work environment for drivers.

Ms. Harinder Kaur's profile showcases her dedication, expertise, and commitment to excellence in the logistics industry. With a strong educational background, a diverse range of skills, and a passion for driver management, she continues to drive innovation and operational efficiency in her role as the logistics head for Northern Cargo Service (JIS Group). Her relentless pursuit of knowledge and her hands-on approach make her an invaluable asset in the field of logistics.

NHAI's First 'Sustainability Report' Captures Initiatives Taken for Environment Sustainability

Highlighting its commitment towards Environment sustainability, NHAI's first 'Sustainability Report for FY 2021-22' covers NHAI's governance structure, stakeholders, environment and social responsibility initiatives. The report was recently released by Nitin Gadkari, Union Minister for Road Transport and Highways.

The Sustainability Report underlines the effectiveness of various efforts made by NHAI for environment and energy conservation. From FY 2019-20 till 2021-22 direct emission reduced by 18.44% and 9.49% due to less fuel consumption. NHAI continues to work towards reducing indirect emissions as well, by transiting towards clean and green energy sources.

Green House Gas (GHG) Emissions from energy consumption, operations, transport and travel measured in Metric Tonnes CO₂ equivalent /km constructed saw a decline of 9.7% in FY 2020-21 and 2% in FY 2021-22.

Similarly in operations, energy intensity in Giga Joules/km reduced by 37% in FY 2020-21 and 27% in FY 2021-22, while the kilometers constructed through the reporting period has risen steadily. With over 97 percent penetration, Electronic Toll Collection through FASTag has contributed to reduce the carbon footprint.

Apart from this, NHAI has been using recycled materials for National Highway construction. Use of fly-ash and plastic waste in construction has increased over the last three years. NHAI has been encouraging use of Recycled Asphalt (RAP) and

Recycled Aggregates (RA) in the National Highway construction.

In order to ensure sustainable environmental growth, more than 100 Wildlife Crossings were created in three years across 20 States as a measure for wildlife protection and conservation to reduce man-animal conflict.

Over the years, NHAI has been undertaking plantation drives to

Over the years, NHAI has been undertaking plantation drives to develop eco-friendly National Highways.

There has been a significant increase in number of saplings planted from 2016-17 till 2021-22

develop eco-friendly National Highways. There has been a significant increase in number of saplings planted from 2016-17 till 2021-22. Around 2.74 crore saplings were planted till 2021-22 to offset direct emissions from the vehicles.

NHAI has partnered with different stakeholders such as State Rural Livelihood Mission (SRLM), Self Help Groups, CSR partners and NGOs to collaboratively organize plantation drives. In July 2022, NHAI organized a nationwide plantation drive and planted around 1.1 lakh plants in a single day through simultaneous plantations at 114 identified locations across the country.

In addition to sustainable

development, the report also highlights NHAI's commitment to create inclusive and responsible work practices. Over last three years, women employment and employment of marginalized communities at NHAI has increased. With performance-based management system, NHAI has successfully promoted/encouraged women gender diversity and minority employees over the past 3 years with steady increase in female hiring by 7.4 percent and total increase of 3 percent in overall work force in three financial years.

NHAI's Sustainability Report is not a mandated requirement as per SEBI guidelines, but this has been taken as a voluntary initiative to demonstrate its sustainability credentials and is prepared as per the Global Reporting Initiative (GRI) reporting guidelines. The report has been externally assured by a third party adhering to International Standards on Assurance Engagements. This Sustainability Report will open new avenues for infrastructure financing known as 'Green Finance' as per Ministry of Finance, Government of India framework. The complete report is available on NHAI website at https://nhai.gov.in/nhai/sites/default/files/mix_file/NHAI_Report_2023_22_05_with_cutmarks.pdf.

NHAI has taken significant steps towards adopting sustainable and eco-friendly practices, including the use of renewable energy sources, promoting green highways, and adopting waste management practices. Going forward, NHAI remains committed to ensure that its projects are not only economically viable but also socially responsible and environmentally sustainable.

HPCL Undertakes Successful Pilot Study on E27 Fuel and Ethanol Blended Diesel Fuel

Hindustan Petroleum Corporation Limited (HPCL) has successfully launched a groundbreaking pilot study on vehicles using E27 fuel and Ethanol Blended Diesel Fuel. Under the aegis of MoP&NG, HPCL has become the first Oil Marketing Company in India to initiate such a comprehensive research program, in line with the "Roadmap for Ethanol Blending in India by 2025," which aims to promote the adoption of Ethanol Blending in gasoline.

The roadmap, designed to usher in a greener and more sustainable future, outlines a phased rollout plan for achieving 20% Ethanol Blended Gasoline (E20) by April 2023 and ensuring its widespread availability by April 2025. It further emphasizes the introduction of E20 material-compliant and E10 engine-tuned vehicles starting from April 2023, followed by the production of E20-tuned engine vehicles from April 2025.

Dedicated efforts are underway at HPCL state-of-the-art R&D Centre in Devanagunthi, Bengaluru for conducting comprehensive research on biofuels. The center's proficient team is evaluating the effects and performance of different blends of ethanol-gasoline, ranging from 10% to 27%, as well as various blends of ethanol-diesel, on different categories of test vehicles at the Engine Research laboratory.

Preliminary studies conducted on vehicles fueled with E27 have shown

remarkable reductions in emissions like CO and THC when compared to traditional gasoline. As part of the pilot launch, HPCL will also be evaluating ethanol-diesel trials on passenger cars, aiming for a targeted mileage accumulation of 20,000 km initially.

The pilot study of E27 fuel will focus on assessing its performance and emissions in engines and vehicles through extended mileage accumulation. Mileage accumulation of up to 10,000 km for two-wheelers and 20,000 km for passenger cars using E27 fuel is planned for this phase. Ethanol trials, in accordance with IS 1460:2017 fuel specifications, will also be conducted in conjunction with biodiesel-diesel.

Looking ahead, India's next milestone in the Ethanol blending program is achieving 27% Ethanol blending beyond E20 fuel. With the success of the ongoing trials and the achievement of E27 fuel, India will proudly stand side by side with Brazil on the global platform in the Ethanol blending program.

HPCL successfully launched E20 fuel on February 6th, 2023, at 23 retail outlets (ROs) across the country. The current number of E20 ROs is 350, spread across 21 states in the country. The company has already reduced approximately 3000 MT of greenhouse gas (GHG) emissions to date. It is projected that by 2025, the use of E20 fuel will contribute to the reduction of more than 200 lakh MT of GHG emissions.

Further, state-run Bharat Petroleum Corporation (BPCL) and truck

manufacturer Ashok Leyland have initiated a pilot programme to test the effectiveness of ED7 (Diesel blended with 7 per cent ethanol) fuel, reported The Hindu Business Line.

The programme aims to transform India's bio-fuel economy and achieve a stable energy mix. The ED7 fuel, developed by BPCL-R&D, consists of 93 per cent diesel and 7 per cent ethanol. The blend has undergone rigorous testing and validation on the engine test bench in collaboration with Ashok Leyland, the oil marketing company (OMC) said.

BPCL CMD G Krishnakumar said the company is developing sustainable fuel options under the clean fuel development programme in association with leading automotive OEM's, Ashok Leyland and Hero MotoCorp, and is committed towards developing sustainable fuel options.

Ashok Leyland conducted extensive laboratory trials on their engines using the ED7 fuel. The fuel blend showcases a remarkable reduction in pollution levels, including Particulate Matter and Nitrogen oxides (NOx).

It can be seamlessly adopted by diesel vehicles without requiring any significant modifications in engine. After the pilot program, a comprehensive report will be submitted to ARAI, the Ministry of Road Transport & Highways, and the Ministry of Petroleum and Natural Gas, for developing a roadmap for commercial implementation of the fuel, BPCL said.

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Harnessing the Potential of Green Logistics for Sustainability

Whatever reaches your doorstep today – the daily essentials, fresh fruits, crisp vegetables, and an array of goods – carries with it an invisible yet undeniable burden: the long, intertwining trail of emissions. These emissions, known as Scope 3 emissions, weave themselves intricately into the tapestry of the value chain that fuels the manufacturing industry.

Emissions can be broadly categorised into three scopes: Scope 1, Scope 2, and Scope 3. To put it simply, in the context of an organisation with a factory, Scope 1 emissions refer to the emissions resulting from the activities of their own factory. Additionally, the organisation relies on raw materials and components from their suppliers, leading to Scope 2 emissions from their suppliers' factories.

Further, when these materials are transported and distributed to customers, the emissions generated during this process fall under Scope 3. Scope 3 emissions encompass a vast realm of indirect greenhouse gas emissions, stretching far beyond the boundaries of individual organisations. They represent the environmental impact incurred throughout the lifecycle of a product but are generated from sources not owned or controlled by the company.

The supply chain serves as the lifeline of the manufacturing industry. It is crucial for the manufacturing industry as it connects raw materials, production processes, and final products. But it is particularly important for the automotive industry to adopt sustainable practices as the industry operates within a complex supply chain that involves multiple stakeholders, including suppliers, manufacturers, and distributors.

Furthermore, the automotive industry has a direct impact on the quality of air, water, and overall environmental

health. As a result, the need for a paradigm shift toward sustainable practices cannot be overstated. By prioritising green logistics, manufacturers in India can unlock the potential to not only reduce their carbon footprint but also achieve operational efficiency, cost savings, and resilience in the face of environmental challenges.

The challenges facing a sustainable supply chain in India's manufacturing sector are multifaceted. From transportation inefficiencies and outdated warehouse management practices to excessive packaging waste, the road to sustainability may seem daunting. However, it is within these challenges that opportunities lie—opportunities to innovate, collaborate, and create a greener and more sustainable future for all.

India is taking a leap to lead the Scope 3 emission abatement with Unified Logistics Interface Platform (ULIP). The government's initiative of ULIP has provided an excellent architecture and platform for the organisations to abate their transportation emissions effectively. One of the key issues addressed by ULIP is to provide the visibility of the type, age and emission norms of any truck and by appropriate algorithms real-time emission evaluation and details, organisations can plan their freight procurement and supply chain KPI's keeping sustainability at the center.

ULIP has democratised this architecture in a way that all manufacturers small to large, all transport partners of varying sizes can now understand the impacts they are creating through their actions of transportation and distribution emissions.

The industry as a whole can adopt additional measures and strategies to foster green logistics. Many of these initiatives are already being implemented and can be further

expanded upon.

Adoption of technologies such as Internet of Things (IoT), artificial intelligence (AI), and advanced analytics can also enable real-time monitoring, predictive maintenance, and route optimisation. These advancements help reduce fuel consumption, minimise emissions, and enhance overall operational efficiency.

To effectively promote green logistics, collaboration and integration among stakeholders are essential. This can lead to the identification of innovative solutions and the implementation of sustainable strategies that address common challenges across the logistics ecosystem. By collectively establishing benchmarks and sustainability criteria, stakeholders can ensure consistency and accountability in adopting and implementing sustainable measures. This fosters trust among stakeholders, facilitates knowledge sharing, and drives the industry forward on a path towards greener logistics.

One of the key ways the Indian manufacturing and supply chain industry can boost green logistics is by encouraging modal shift, expressed Freight Fox to Express Mobility. Modal shift involves transitioning from road-based transportation to more sustainable alternatives such as railways, inland waterways, and coastal shipping. By leveraging these modes, companies can significantly reduce carbon emissions associated with long-haul transportation.

The Indian manufacturing and supply chain industry plays a vital role in the country's economic growth, and embracing green logistics practices is crucial for sustainable development. By encouraging modal shift, leveraging technology and digitisation, and aligning with the National Logistics Policy, the industry can significantly reduce its environmental impact while achieving operational efficiency.



Looking back is the best way to look forward.

On our fiftieth birthday, our timeline is filled with: the relationships we've formed, the trust we've honoured, the fairness we've played by, the lives we've touched, the lessons we've learned and the values we've passed on. Today, we pause and yet we keep moving on. At each step, we continue to be guided by the hands of yesterday.

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EU Aims to Make Freight Transportation Sustainable

The European Commission wants to improve rail infrastructure management, offer new incentives for zero-emission vehicles, and provide better tools for companies to calculate their carbon footprint, according to a statement. These will help the EU toward its target of cutting transport emissions by 90% by the middle of the century.

“Freight transport in the EU is responsible for an annual turnover of 938 billion euros, and through our initiatives, we want to increase the availability of rail capacity for freight and cross-border trains,” Transport Commissioner Adina Vălean said, reported Bloomberg. “We instate an accurate, homogeneous system of counting emissions from transport operations, and we make road transport more efficient.”

The decision complements the Green Deal, the EU's wider strategy to decarbonise the economy by 2050. Freight transportation contributes significantly to climate change, accounting for more than 30% of carbon dioxide emissions in the sector, according to the commission.

The package comes a day before a crucial vote in the European Parliament on a draft nature restoration law, another element of the Green Deal. The biggest political group in the assembly said it would oppose it amid concerns about costs for the ambitious transition.

The main proposals under the transportation package, which needs support from the European Parliament and member states to take effect, are listed below:

Rail: Package aims to harmonise

international rail traffic. The new framework for cross-border coordination will allow infrastructure managers to plan timetables, maintenance works and allocation of capacity. Cross-border coordination will also provide new long-distance services.

Road: The commission proposed revising rules on maximum dimensions for heavy-duty vehicles to allow for additional weight for those using zero-emission technologies. It wants to encourage the uptake of more aerodynamic cabins and other energy-saving devices.

Carbon footprint: Package includes a proposal on common methodology for companies to calculate their greenhouse gas emissions if they want to publish this information, a move that will increase transparency.

HCL Tech to Acquire German Auto Tech Company ASAP for Over Rs 2,200 Crore

HCL Technologies (HCL Tech), a leading global technology company has signed a definitive agreement to acquire 100% equity stake in ASAP Group, a Germany-based automotive engineering services provider for a deal valued at 251.1 million euros (Rs 2,206 crore) by September 2023, reported Express Mobility.

Headquartered in Ingolstadt, Germany, ASAP is working on future-oriented automotive technologies in areas such as autonomous driving, e-mobility and connectivity. It counts top automotive original equipment manufacturers (OEM) and tier 1 suppliers in Germany among its customers.

ASAP's services portfolio comprises electrics/electronics, software, consulting, service testing and validation and vehicle development. It employs over 1,600 people across 9

locations in Germany. The company posted a turnover of 154.3 million euros (Rs 1,355 crore) in 2022, a growth of 26 percent compared to 122.5 million euros (Rs 1,076 crore) a year ago.

HCL Tech is a global leader in engineering and R&D services and works with 63 of the top 100 global engineering R&D spenders. The acquisition will boost HCL Tech's global leadership in engineering services by strengthening its advanced technology, capabilities in the fast-growing automotive engineering services segment in Europe and other key global markets.

Hari Sadarahalli, Corporate VP, Engineering and R&D Services, HCL Tech said, “Core engineering is at the heart of HCL Tech's DNA and truly differentiates our services portfolio. ASAP has developed some exciting

capabilities in automotive engineering, and we share their vision for future of mobility. This agreement will enable us to scale these capabilities and innovations across our global network. This investment also reinforces our commitment to Germany, which is a focus market for us. We will continue to nurture local talent and innovation ecosystem to unlock their potential.”

Michael Neisen, CEO, ASAP Group said, “We are delighted to align our growth journey with HCL Tech's purpose of bringing together the best of technology and people to supercharge progress for all stakeholders. We are confident that the combination of HCLTech and ASAP's engineering and technology performance will bring best-in-class advantages to the automotive industry worldwide.”



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Johnson Matthey Signs Agreement with China to Invest in Hydrogen Ecosystem

Johnson Matthey, a global leader in sustainable technologies, has signed an investment agreement with the Jiading District in Shanghai to help accelerate the hydrogen economy in China, reported Express Mobility.

At a signing ceremony in Sonning, UK, Johnson Matthey and the Shanghai Jiading District announced plans to build a new catalyst coated membrane (CCM) production facility, providing CCM production capability for multiple proton exchange membrane (PEM) fuel cell applications and PEM electrolyzers. The facility will have an initial capacity of up to 5GW, will occupy 236,806 sqm in the Jiading district of Shanghai, in a designated Hydrogen industrial zone and is due to be operational in 2025. It will have potential to expand further in line with customer demand.

The investment, which is backed by customer demand, is part of Johnson Matthey's 1.1 billion (Rs 10,193 crore)

global stated capital expenditure for the three years to 2024-25 and will include government support and incentives.

Dr Mark Su, President of Greater China at Johnson Matthey said: "This is a landmark investment for our business as we build our footprint in the US, Europe and now China, cementing our presence in all three major hydrogen markets. We are excited to expand our businesses whilst creating and scaling the low carbon solutions that will help China achieve carbon neutrality by 2060."

The new production facility will enable Johnson Matthey to supply existing Chinese and international customers with locally produced CCMs, and in addition there is a strong pipeline of further customer interest across both fuel cell and renewable (green) hydrogen technologies.

Gao Xiang, Mayor of Jiading District, said: "Jiading District is a famous international automobile city and one of the earliest areas in China to develop a

hydrogen industry. With the help of companies like Johnson Matthey, we are able to actively build a hydrogen technologies innovation hub and a national fuel cell vehicle demonstration city. This investment agreement plays to both parties' strengths and is a win-win cooperation."

CCMs are key performance-defining components in fuel cell electric vehicles (FCEV). China has said it aims to have a million hydrogen-powered vehicles on its road by 2030.

Johnson Matthey is one of China's leading auto catalyst producers and platinum group metals traders and refiners, and a leading player across syngas and hydrogen fuel cells. It was the first commercial scale membrane electrode assembly (MEA) producer in China, producing the MEAs for hydrogen fuel cell shuttle buses showcased in the Beijing Winter Olympics 2022.

Mahindra Bets on Digitalisation, AI and ML to Futureproof Itself

The Mahindra Group is betting big on tools like Artificial Intelligence (AI), Machine Learning (ML), Deep Learning, Computer Vision, and Analytics to further optimise its businesses. In fact, Mahindra Digital Engine along with its development partner Uneeq recently demonstrated the potential of AI, by creating a digital avatar of Anand Mahindra, Chairman, Mahindra Group. The company plans to use the Mahindra Digital Engine across the Mahindra Group in the future, reported Express Mobility.

The digital avatar utilising AI and natural language processing interacted with the audience, responding to questions on the Rise philosophy, Leadership and Sustainability. "For the future, our growth path is clearly set out. Our strategies for scaling up the core businesses and the growth gems are well-defined. The Indian economy has grown at 7% and we are in the right place at the right time. But there are also

tectonic changes in the offing. The rise of Generative AI is likely to be a major inflexion point which could fundamentally transform life and business as we know it. AI could literally become a co-pilot in almost everything that we do," said Anand Mahindra in his note to shareholders.

Anish Shah, MD & CEO, Mahindra Group shared, "Our goal is to establish technology leadership across all our industries. Our tech Visionaries, including senior leaders, actively understand and leverage the dynamic technology landscape to enhance our products, processes, and customer experience. Through AI, metaverse, cybersecurity initiatives, and ongoing generative AI experiments, we are unlocking new possibilities. Additionally, we are now capitalising on synergies with Tech Mahindra."

Another initiative the company has taken to reduce its carbon footprint is at its Nashik plant. The Tool & Die (T&D) plant at Nashik achieved success with

the implementation of ACT (Advanced Cold Test) technology, which is a green solution that eliminates the need for diesel burning during testing.

It has also established a Product Review Centre (PRC) at Mahindra Research Valley (MRV) to facilitate high-resolution engineering reviews for better alignment and quality.

Mohit Kapoor, CTO, Mahindra Group explained "Our first focus area is the digitisation of customer and employee journeys. The second focus area is the use of AI and ML. And third, is adopting the cloud for agility and innovation."

The company is also deployed a Paint Defect Inspection system that utilises AI, Edge Computing and Computer Vision to identify paint defects in just 20 seconds with more than 95 percent accuracy, resulting in better quality and fewer complaints. In fact, Mahindra Group, with its R&D facilities spread across 21 centres in 7 countries, is leveraging the power of collaboration to be agile and future-ready.



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India's First Elevated 8-lane Access Control Dwarka Expressway to be Completed in April 2024

Union Minister for Road Transport and Highways Nitin Gadkari said the country's first elevated 8-lane access control Dwarka expressway of 29.6 km length is being built at a cost of Rs 9000 crore will be almost completed in April 2024. He said the 34 meter wide expressway is being constructed on 18.9 km single pillar in Haryana and 10.1 km long in Delhi.

Gadkari was inspecting the Expressway along with Lieutenant Governor of Delhi, Viay Kumar Saxena, Union Minister of State

General V.K. Singh, Union Minister of State Rao Inderjit Singh, MP Pravesh Singh Verma and MP Ramesh Bidhuri.

Interacting with the media Gadkari said the road network of this expressway is of four levels. He said flyover is being constructed over tunnel, underpass, grade road, elevated road and flyover. A 3-lane service road is being constructed on both sides of the expressway. The Minister said the country's widest 8-lane tunnel of 3.6 km length is being built on this expressway in Delhi. This will improve the connectivity of the people of Haryana and West Delhi to

the Indira Gandhi International Airport, he added.

Gadkari said in Haryana, this expressway will intersect Pataudi Road (SH-26) near Harsaru and Farukhnagar (SH-15A) near Basai, apart from this, it will also cross the Delhi-Rewari rail line near Gurgaon Sector-88 (B) and UER-II at Bharthal. He said the expressway will connect Sector-21 of Gurgaon with Sector-88, 83, 84, 99, 113 and Dwarka to Global City. This entire expressway will have Intelligent Transport System (ITS) facility, he added.

Nitin Gadkari Inaugurates 2 National Highway Projects in Vadodara, Gujarat Worth Rs 48 Crore

Union Minister for Road Transport and Highways Nitin Gadkari inaugurated two National Highway projects in Vadodara, Gujarat at a cost of Rs 48 crore the, Bhumi Pujan of these projects was done a year and a half ago on the birthday of Hon'ble Prime Minister.

Gadkari said improvement work has been done near Dumad Chowkdi of Ahmedabad-Vadodara section of National Highway 48. He said this project of about 3 km length has been inaugurated at a cost of Rs 27.01 crore. The Minister said in this, new service roads, vehicular underpasses and RCC crash barriers have been built, which will solve the problem of traffic jam



and make the journey more safe.

Gadkari said the length of the second project costing Rs 17 crore to be dedicated to the nation is about 1 km. He said in this project, underpass and service road have been constructed

near National Highway 48 Dena Junction of Vadodara. The Minister said under this project, solar powered street lights have been used for the first time on National Highway 48. Polymer Modified Bitumen has been used in the underpass and service road surface which will give it greater strength and better resistance to cracks, he added.

Gadkari informed that for the first time in this construction, a 3-lane service road has been constructed. He said the projects will provide better connectivity to Dena, Harini, Virod villages, making this accident prone area safer for traffic and movement from industrial areas will be more accessible.

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Nitin Gadkari Inaugurates Shelad to Nandura Section Costing Rs 816 Crore on Amravati-Chikhali National Highway 53 at Khamgaon, Buldhana, Maharashtra

Union Minister for Road Transport and Highways Nitin Gadkari today inaugurated the Shelad to Nandura project costing Rs 816 crore on Amravati-Chikhali National Highway 53 at Khamgaon, Buldhana, Maharashtra.

National Highway 53 is important as an important trade link between Gujarat, Maharashtra, Chhattisgarh and Odisha or states in the country. Also, this highway is a highway connecting Nandurbar, Dhule, Jalgaon, (Khamgaon) Buldhana, Akola, Amravati, Nagpur and Bhandara districts of Maharashtra. This highway is also important as it has good connectivity for Raipur-

Nagpur-Surat or East-West corridor.

The total length of the quadrangle project of Sadar Shelad-Nandura division is 45 km and includes 14 km greenfield bypass, 4 major bridges, 16 minor bridges, 63 culverts, 1 ROB, 8 vehicle underpasses, 2 pedestrian underpasses, 12 bus shelters. This project will be useful for the famous silver market of Silver City Khamgaon, which is a subdivision of Buldhana district.

With this project the problem of traffic congestion in Khamgaon city has been solved and it will also help in reducing the number of accidents. Vehicle underpass and ROB will ensure the safety of road users. The project will facilitate reaching Shegaon, Lonar or

religiously and geographically important places. The project will lead to development of tourism, health, education and employment generation.

Under the Central Government's Amrit Sarovar scheme of opening the ponds under the highway project, Jalkumbhachi has been constructed, this has helped in removing the problem of water-drainage in hot and dry areas like Khamgaon.

A program was announced for the Malkapur-Buldhana-Chikhli road with a cost of Rs 1,200 crore and Balapur-Shegaon or 22 km road with a cost of Rs 350 crore. Besides, approval was given for the work of 25 crores from Chikhali to Thakarkhed and other roads.

Foundation Stone for 10 NH Projects Worth More Than Rs 8000 Crore in Pratapgarh and Deoria Regions of Uttar Pradesh Laid

Union Minister for Road Transport and Highways Nitin Gadkari laid Foundation stone for 5 NH projects worth Rs 2,200 crore in Pratapgarh region and 5 NH projects worth Rs 6,215 Crore in Deoria Region of Uttar Pradesh in presence of Chief Minister of Uttar Pradesh Shri Yogi Adityanath.

Gadkari said with the widening of 43 km of National Highway 330 from Pratapgarh to Sultanpur being constructed at a cost of Rs 1290 crore, the travel time from Prayagraj to Pratapgarh via Ayodhya will be

reduced. He said the work of construction of proposed 14 km bypass in Pratapgarh at a cost of Rs 309 crore will also start soon. The Minister said road safety work will be done on National Highway 31 at a cost of Rs 27 crore for street lights, bus shelters among others. The construction of Pratapgarh-Musafirkhana section will accelerate the development of cement plant, gas plant, bottling plant and dairy milk factory industries. All these projects will encourage investment in Uttar Pradesh and create new employment opportunities.

Speaking about the Deoria project Gadkari said construction of 22 km, 4-lane bypass at a cost of 1750 crores in Deoria will be awarded in August, 2023. He said the backward areas of Deoria and Gorakhpur will get benefit from these projects. The Minister said connectivity with Bihar will also improve with these projects.

Gadkari said under the leadership of Prime Minister Narendra Modi and Chief Minister Yogi Adityanath we are committed to create a new path of progress through national highways in Uttar Pradesh.



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MoRTH Minister Inaugurates and Lays Foundation Stone of 4 Projects Worth Rs 1450 Crore in Assam

Union Minister for Road Transport and Highways **Nitin Gadkari** inaugurated the 4-Lane Section between Nagaon Bypass-Teliagaon, and Teliagaon-Rangagara and laid the foundation for Mangaldai Bypass and the 4-lane section between Daboka-Parakhuwa in Assam, in the presence of Chief Minister Himanta Biswa Sarma, MP Dilip Saikia, MP Pradyut Bordoloi, and State Minister of Forest & Environment Chandra Mohan Patowary through video conferencing. These 4 projects are

worth 1450 Crores symbolizing a significant investment in the state's infrastructure.

The 18 Km long 4-Lane section between Nagaon Bypass-Teliagaon and Teliagaon-Rangagara is worth Rs 403 Crore. This widened highway enhances accessibility between North Assam and Upper Assam, fueling economic growth and opening new opportunities.

The foundation for the construction of a 15 Km bypass in Mangaldai on NH 15 with a total cost of 535 Crores will

strengthen the link between Assam, West Bengal, and Arunachal Pradesh, fostering seamless travel and regional integration.

The foundation for a 13 Km long bypass between Daboka and Parakhuwa on NH-29 with a total cost of 517 Crores strengthens connections along the Guwahati-Dimapur Economic Corridor, fostering links to Myanmar and Thailand. The bypass will enhance inter-regional connectivity between Assam and Nagaland.

Construction of 2-lane Jaiswal Bridge over River Chenab on the Udhampur-Ramban Section of NH-44 Has Been Completed

Union Minister for Road Transport and Highways **Nitin Gadkari** said in Jammu and Kashmir the construction of a 2-lane Jaiswal Bridge over River Chenab on the Udhampur-Ramban section of NH-44 has been completed. In a series of tweets the Minister said this meticulously designed Balanced Cantilever bridge spans 118 meters and has been built at a cost of ₹20 Crore.

Gadkari said the establishment of this bridge serves a dual purpose. Firstly, it will alleviate congestion along the Chanderkot to Ramban section, ensuring smoother vehicular movement. Secondly, it will facilitate the seamless passage of vehicles and pilgrim traffic during the 'Shri Amarnath Yatra' on the Jammu-Srinagar National Highway 44, which is scheduled to commence shortly.



Gadkari said under the visionary leadership of Hon'ble PM Narendra Modi we remain steadfast in our commitment to providing Jammu and Kashmir with exceptional highway

infrastructure. He said this transformative development not only contributes to the region's economic growth but also enhances its allure as a prime tourist destination.

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BLR Launches DriveHER Program

To Address Truck Driver Shortage and Empower Women in the Industry



Ms. Ashok Goyal - MD

BLR Logistiks, a leading integrated logistics company, is excited to announce the official launch of its initiative, the **BLR DriveHER program**. This program has been specifically designed to address the critical challenge of truck driver shortage in India while championing job diversity and creating opportunities for women to earn more.

Through the DriveHER program BLR has inducted five exceptional women truck drivers into their operations, marking a significant milestone in the program's early stages. These talented individuals have undergone an intensive 8-day training course focused on driving

trailers, equipping them with the necessary skills and confidence to take the wheel.

"We are immensely proud of the achievements of our DriveHER program and the remarkable women truck drivers who have joined our esteemed partners' operations," said

"We are immensely proud of the achievements of our DriveHER program and the remarkable women truck drivers who have joined our esteemed partners' operations," said
Ashok Goyal,
Managing Director,
BLR Logistiks

Ashok Goyal, Managing Director, BLR Logistiks. "At BLR, we remain wholeheartedly committed to identifying further opportunities to incorporate women drivers into our operations, continually refining this model, and fostering an environment of equal opportunities."

BLR invites its customers to join in this initiative, emphasizing the importance of partnering to expand



Ms. Abhishek Goyal

the reach of the DriveHER program. By working together, more women can be empowered to pursue personal and professional milestones, breaking barriers and paving the way for a more diverse and inclusive trucking industry.

"We firmly believe that empowering women as truck drivers not only benefits them individually but also has a transformative effect on the industry as a whole. Through the DriveHER program, we aim to create a cascading effect of change, promoting job diversity and driving the evolution of the trucking sector." Added **Abhishek Goyal, Director, BLR Logistiks.**



BLR is confident that the DriveHER program will continue to make a significant impact by providing women with equal opportunities, favourable working conditions, and higher earning potential. The company is dedicated to building upon this success, identifying additional avenues for bringing women drivers into the industry, and advancing the cause of gender equality within the trucking sector.

About BLR:

BLR is one of the integral members

of the All India Transporters' Welfare Association (AITWA) and is one of India's leading logistics companies. BLR offers customized solutions to all industrial sectors with a focus on saving costs and providing world-class Logistics and Transportation services. BLR Logistiks (I) Ltd stands for globally competitive logistics management solutions within a trusting and service-oriented environment. Excellence, commitment and honesty are some

of our core values, with which we have risen to glorious heights. Today, we provide the best Integrated logistics services in India, giving our clients the highest satisfaction.

With its 63 offices in India, BLR has grown from a small trucking company to leading logistics service provider. The Company made early investments in the logistics sector with Reliance Capital taking on an equity stake of 32 % in 2007, which is still held by them.

X



***To be blind does not mean
to be in darkness.***

Brahma Kumaris

नितिन गडकरी ने राष्ट्रीय राजमार्ग विकास इकोसिस्टम के लिए सभी हितधारकों के बीच प्रधानमंत्री गति शक्ति मास्टर प्लान के तहत समन्वय, सहयोग और संचार पर जोर दिया



केंद्रीय सड़क परिवहन एवं राजमार्ग मंत्री नितिन गडकरी ने कहा कि प्रधानमंत्री गति शक्ति मास्टर प्लान के तहत सभी हितधारकों के बीच समन्वय, सहयोग और संचार राष्ट्रीय राजमार्ग विकास इकोसिस्टम के लिए आवश्यक है। उन्होंने नई दिल्ली में अनुबंधों के लिए ई-बीजी और बीमा जमानत बांड के कार्यान्वयन पर एनएचएआई की कार्यशाला को संबोधित करते हुए उन्होंने कहा कि निर्णय लेना समयबद्ध, पारदर्शी और परिणामोन्मुखी होना चाहिए।

केंद्रीय सड़क परिवहन एवं राजमार्ग राज्य मंत्री जनरल (सेवानिवृत्त) (डॉ.) वी.के. सिंह, केंद्रीय सड़क परिवहन एवं राजमार्ग मंत्रालय में सचिव अनुराग जैन, सचिव, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण के अध्यक्ष संतोष कुमार यादव और अन्य वरिष्ठ अधिकारी, उद्योग विशेषज्ञ तथा बैंकों और बीमा कंपनियों के प्रतिनिधि इस मौके पर उपस्थित थे। इस कार्यशाला का उद्देश्य विभिन्न हितधारकों के बीच ई-बीजी और बीमा जमानत बांड के लाभों

को उजागर करना और इनसे जुड़े साधनों को अपनाने में तेजी लाना था। ई-बीजी और बीमा जमानत बांड के व्यापक कार्यान्वयन से प्रक्रियाओं की अधिक पारदर्शिता और दक्षता सुनिश्चित होगी।

कार्यशाला में एनईएसएल, बैंकों और बीमा कंपनियों की ओर से आयोजित विभिन्न प्रस्तुतियों को देखा गया। सत्रों में ई-बीजी कार्यप्रवाह, जमानत बांड के विनियामक ढांचे और विक्रेताओं तथा लाभार्थियों के लिए विभिन्न संभावनाओं पर विचार-विमर्श किया गया।

एनएचएआई ने ई-बीजी के रूप में बिड सिक्वोरिटी और परफॉर्मेंस सिक्वोरिटी को स्वीकार करना शुरू कर दिया है। हालांकि, वर्तमान में 19 राज्यों और केंद्र शासित प्रदेशों में केवल 13 बैंक ई-बीजी जारी करने की सुविधा प्रदान करते हैं। इसके बावजूद, अब तक एनएचएआई अनुबंधों से संबंधित लगभग 202 ई-बीजी एनईएसएल प्लेटफॉर्म के माध्यम से विभिन्न राज्यों में विभिन्न बैंकों द्वारा जारी किए

गए हैं।

एनएचएआई बिड सिक्वोरिटी औरध्या परफॉर्मेंस सिक्वोरिटी डिपॉजिट जमा करने के एक अतिरिक्त तरीके के रूप में इश्योरेंस जमानती बॉन्ड के उपयोग का विश्लेषण करने के लिए बीमा कंपनियों के साथ भी संपर्क में है। बीमा जमानती बांड जारी होने पर लागत प्रभावी होगी और एनएचएआई परियोजनाओं के लिए पर्याप्त सुरक्षा प्रदान करेगा।

एक बैंक गारंटी (बीजी) एक कानूनी अनुबंध के रूप में उपयोग किया जाने वाला एक वित्तीय साधन है, जिसमें एक बैंक एक गारंटी के रूप में कार्य करता है। यदि मूल अनुबंध से देनदार भुगतान नहीं करता है तो वह लाभार्थी को गारंटी में निर्दिष्ट एक निश्चित राशि का भुगतान करने का दायित्व लेता है। इसी तरह, बीमा जमानत बांड ऐसे साधन हैं, जहां बीमा कंपनियां 'जमानत' के रूप में कार्य करती हैं और वित्तीय गारंटी प्रदान करती हैं कि ठेकेदार सहमत शर्तों के अनुसार अपने दायित्व को पूरा करेगा। वित्त मंत्रालय, भारत सरकार ने सभी सरकारी खरीद के लिए ई-बीजी और बीमा जमानत बांड को सममूल्य पर बनाया है।

जैसा कि भारत पांच ट्रिलियन डॉलर की अर्थव्यवस्था बनने की आकांक्षा रखता है, ई-बीजी और बीमा जमानती बांड जैसे साधन तरलता और क्षमता की उपलब्धता को बढ़ावा देंगे। ये राष्ट्रीय राजमार्ग बुनियादी ढांचे के विकास को मजबूत करने और हमारे देश के आर्थिक विकास में सहायता करने में मदद करेगा।



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केंद्रीय सड़क परिवहन और राजमार्ग मंत्री ने हितधारकों से हरित हाइड्रोजन जैसे वैकल्पिक ईंधन को किफायती दरों पर लोगों को उपलब्ध कराने का आग्रह किया

केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने आग्रह किया है कि वाहनों से होने वाले प्रदूषण को कम करने के लिए किफायती ईंधन की खोज और उपयोग करना अनिवार्य है, जो आर्थिक रूप से व्यवहार्य भी है। केंद्रीय सड़क परिवहन और राजमार्ग मंत्री ने मुंबई में 'ग्रीन हाइड्रोजन कॉन्क्लेव' का उद्घाटन किया।

केंद्रीय मंत्री ने बताया कि बायो-सीएनजी और ग्रीन हाइड्रोजन जैसे वैकल्पिक ईंधन न केवल प्रदूषण को कम करने में मदद करते हैं, बल्कि ईंधन की लागत में भी काफी बचत करते हैं। उन्होंने बताया कि हरित हाइड्रोजन के लिए भारत की क्षमता 5 मिलियन मीट्रिक टन प्रति वर्ष है। उन्होंने कहा कि यह सभी हितधारकों की जिम्मेदारी है कि वे लोगों को सस्ती दरों पर ये ईंधन उपलब्ध कराएं और इन ईंधनों के उपयोग की आवश्यकता के बारे में आम नागरिकों में जागरूकता पैदा करें। उन्होंने कहा कि अगर इसकी लागत अधिक है तो ग्रीन हाइड्रोजन उपयोगी नहीं होगा और हितधारकों से दरों को कम रखने पर ध्यान देने का आग्रह किया। इस संबंध में उन्होंने कहा कि सरकार ने हमारे जीवन में पैदा होने वाले कचरे से संपत्ति बनाने की पहल की है।

नितिन गडकरी ने कहा कि देश अब दो बड़ी चुनौतियों का सामना कर रहा है, जिनमें से एक लाखों करोड़ रुपये के जीवाश्म ईंधन के आयात से संबंधित है, जो देश के लिए एक बड़ी आर्थिक चुनौती है। दूसरी चुनौती प्रदूषण पर लगाम लगाने से जुड़ी है। उन्होंने कहा कि हम विशेष रूप से मेट्रो शहरों में वायु प्रदूषण की बहुत गंभीर समस्या का सामना कर रहे हैं।



उन्होंने दोहराते हुए कहा कि ये चिंता के विषय हैं। उन्होंने यह भी कहा कि भारत में ही नहीं, दुनिया में हर जगह लोग डीकार्बोनाइजेशन के बारे में बात कर रहे हैं, जो कि जलवायु परिवर्तन के लिहाज से महत्वपूर्ण है।

केंद्रीय मंत्री नितिन गडकरी ने कहा कि किफायती, प्रदूषण मुक्त और पर्यावरण के अनुकूल स्वदेशी का अधिक से अधिक उत्पाद होने पर, जो आयात का विकल्प प्रदान करते हैं और देश में सभी प्रकार के प्रदूषण को कम करते हैं, आत्मनिर्भर भारत और पांच ट्रिलियन डॉलर की अर्थव्यवस्था का सपना जल्द से जल्द साकार होगा। उन्होंने कहा, "हमारा सपना भारत को ऊर्जा का निर्यातक बनाना है।"

केंद्रीय सड़क परिवहन और राजमार्ग मंत्री ने यह भी कहा कि जहां हम थर्मल पावर, हाइड्रो पावर और पवन ऊर्जा पर बहुत तेजी से काम कर रहे हैं, वहीं हमें परमाणु ऊर्जा पर भी ध्यान देना होगा, जो शून्य-उत्सर्जन स्वच्छ ऊर्जा का स्रोत है।

उन्होंने कहा कि कृषि और ऊर्जा क्षेत्र समय की मांग हैं। केंद्रीय मंत्री ने यह भी आग्रह किया कि कृषि को प्रमाणित प्रौद्योगिकी और बिजली क्षेत्र से जोड़कर कई रोजगार सृजित किए जा सकते हैं।

इस अवसर पर उपस्थित गणमान्य व्यक्तियों में महाराष्ट्र आर्थिक विकास परिषद के अध्यक्ष रवींद्र बोराटकर, ग्रीन पॉलीटिशियन के एरिक सोलहेम, मुंबई में रॉयल नॉर्वेजियन महावाणिज्य दूतावास के महावाणिज्यदूत आरने जान फोलो, जर्मनी के महावाणिज्यदूत अचिम फैंबिग, जापान के महावाणिज्य दूत डॉ. यासुकता फुकहारी, जीएच2 कॉन्क्लेव के आयोजन के अध्यक्ष मनीष पांचाल और जीएच2 कॉन्क्लेव के नॉलेज चेरर शार्दुल कुलकर्णी शामिल थे। केंद्रीय नवीन और नवीकरणीय ऊर्जा मंत्रालय ने इस आयोजन का समर्थन किया।

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GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
UNSTARRED QUESTION NO-3746
ANSWERED ON- 05/04/2023

E-CHALLANS AND THEIR RECOVERY

3746. Dr. ASHOK BAJPAI:

Will the MINISTER OF ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) total number of challans as per e-challan portal of Government along with year-wise collection of the fine for traffic violations and also the outstanding amounts during last five years with year-wise breakup; and
(b) the directions and mechanism for recovery of the outstanding amount of fine for traffic rule violations?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) Total number of challans as per e-challan portal of Government along with year-wise collection of the fine for traffic violations and the outstanding amounts during last five years with year-wise breakup is as follows:

Year	2022	2021	2020	2019	2018
Number of Challan/Notice	4,72,70,390	4,20,80,292	4,09,18,036	2,05,14,034	43,00,171
Amount of Challan/Notice	75,63,60,36,183	53,18,70,42,808	43,30,60,00,399	20,96,62,48,620	8,67,26,71,091
Revenue Collected	28,74,41,64,265	22,05,70,37,269	16,90,89,79,458	15,71,33,35,469	1,97,02,47,196
Outstanding Amount	46,54,26,08,118	30,33,74,17,939	25,12,79,64,891	5,22,29,24,751	6,69,11,51,395

(b) Rule 167 of the Central Motor Vehicles Rules, 1989 specifies that a challan is to be disposed of within 90 days of its issue, beyond which an additional notice of payment may be sent through electronic means of communication. If a challan is beyond the time period of 90 days, except in case of offences instituted for prosecution by a court, then application with respect to license of the offender or registration of the motor vehicle, as the case may be, mentioned in the challan shall not be processed by the licensing authority or the registering authority, except application relating to permit, fitness and tax(es) of motor vehicle. Implementation of provisions contained in Motor Vehicle Act, 1988 and rules/regulations made under Central Motor Vehicles Rules, 1989 comes under the purview of concerned authority of State/UT.

देश में ट्रांसपोर्ट परिवहन लॉजिस्टिक की गिरती आर्थिक स्थिति चिंताजनक

आगरा, दाता संदेश। ट्रांसपोर्ट चेंबर के अध्यक्ष, ऑल इंडिया मोटर ट्रांसपोर्ट कांग्रेस के सहप्रवक्ता वीरेंद्र गुप्ता ने कहा कि सरकार से ट्रांसपोर्ट टैड हित में देशभर में किसान ट्रक मालिक व किसान ड्राइवरों को राज्य परिवहन सीमा चेकपोस्ट व पुलिस प्रशासन द्वारा आर्थिक भ्रष्टाचार से मुक्ति दिलाएं। अवैध चौथे के पैसे ना देने पर ऑनलाइन चालान ड्राइवर की बिना जानकारी के मालिक के घर पहुंच जाता है जो कि एक गंभीर विषय है? पिछले कई वर्षों से वर्षों से चौथे वसूली की एंटी सैकड़ों से हजारों में चली गई है गहन चिंताजनक विषय है किसान ट्रक मालिक एक कामदार है जो राष्ट्र की प्रगति में अहम योगदान देकर राष्ट्र की उन्नति में कार्य कर रहा है! परिवहन व पुलिस व लॉजिस्टिक कंपनी, व्यापारी, इंडस्ट्रीज, व्यापार ट्रेडर्स वाले यह चाय पानी के नाम पर सैकड़ों रुपए खाली कराना डाला, मुनशियाना, पेमेंट कमीशन, भाड़ा कटौती, कमीशन के रूप में लेते हैं जो पॉलिसी के खिलाफ है जो किसान ट्रक मालिक किसान ड्राइवर एक कामदार है

राष्ट्रीय की उन्नति व प्रगति में अपना तन मन धन से अहम योगदान दे रहे हैं। इनके साथ अन्याय हो रहा है राज्य सरकारों को मोटर वाहन नियम एक्ट 67(1)1988 का केंद्र ने आदेश जारी किया हुआ है राज सरकार जिस तरह रोडवेज तेल टैकर दूध उत्पादन डेरी फार्म की गाड़ियों का न्यूनतम किराया तय करती है उसी तरह से किसान ट्रक मालिकों का एक न्यूनतम किराया तय करना चाहिए जिससे कि उनका आर्थिक शोषण जो हनन हो रहा है उसे रोका जा सके। मिनिमम सपोर्ट किराया इस प्रणाली को लागू करने से सरकार का राजस्व भी बहुत बढ़ जाएगा 85% छोटे ट्रक मालिक गांव देहात से आते हैं और उनमें भी 65% किसान परिवार से जुड़े हैं। किसान ड्राइवर कामदार होते हुए आर्थिक स्थिति अच्छी नहीं है और यदि सरकार ने इस पर ध्यान नहीं रखा जिस तरह किसान आत्महत्या कर देते अभी किसान ट्रक मालिक व ट्रक ड्राइवर आत्महत्या करने में मजबूर हो जाएंगे मैं ट्रांसपोर्ट ट्रेड को जो अहम योगदान में भागीदारी निभाता है।

परिवहन और GST विभाग के अधिकारियों से प्रताड़ित ट्रांसपोर्टर्स

■ सान्ध्य टाइम्स ब्यूरो। ऑल इंडिया मोटर एवं गुड्स ट्रांसपोर्ट असोसिएशन ने प्रधानमंत्री नरेंद्र मोदी को पत्र लिखा है। इसमें परिवहन और जीएसटी विभाग के अधिकारियों द्वारा हो रहे भ्रष्टाचार और उत्पीड़न की शिकायत की गई है।

असोसिएशन के प्रेजिडेंट राजेंद्र कपूर ने चिट्ठी में लिखा कि सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने देशभर में रोड को शानदार कर दिया है। पहले जहां एक जगह से दूसरी जगह पहुंचने में 9 घंटे लगते थे, अब 5 घंटे लग रहे हैं। मालवाहक समय से गंतव्य पर पहुंच रहे हैं। ट्रांसपोर्टेशन कॉस्ट में कमी आने का लाभ व्यापारियों और उपभोक्ताओं को मिल रहा है। लेकिन, सरकार के 2 विभागों ने ट्रांसपोर्टर्स को परेशान कर रखा है। परिवहन और जीएसटी डिपार्टमेंट के अधिकारी भ्रष्टाचार में लिप्त हैं। जो अफसर फील्ड में ड्यूटी करता है, उनकी जांच करवाएंगे, तो कयेड़ों की संपत्ति, नकदी और जेवरात मिलना तय है। राजेंद्र ने कहा कि इन विभागों के



अधिकारी लगभग हर गाड़ी को रोककर चेक करते हैं। किसी न किसी वजह से गाड़ी चालक और व्यापारी को फंसाकर पैसा ऐंठते हैं। इससे अर्थव्यवस्था को चोट पहुंचती है। असोसिएशन चाहती है कि प्रधानमंत्री एक बार खुद वित्त मंत्रालय के सचिव, जीएसटी आयुक्त, राज्यों के परिवहन सचिव और कमिश्नर्स की मीटिंग बुलाकर कड़ा संदेश दें। साथ ही चेतावनी दें कि अगर कोई जांच में भ्रष्ट पाया गया, तो सख्त एक्शन होगा। (प्रस)



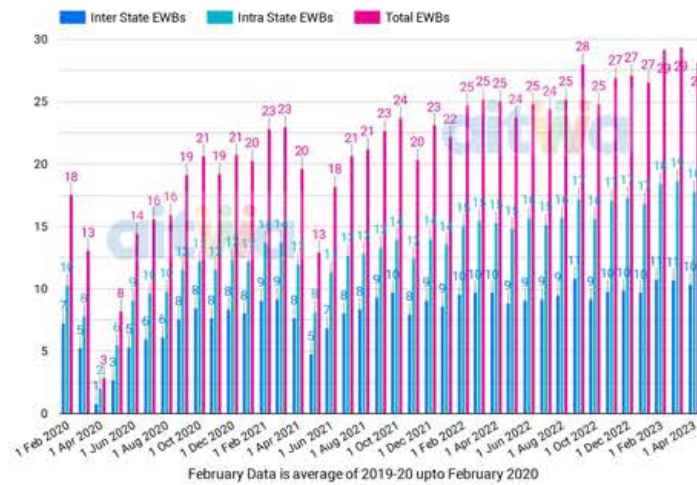
Eway Bill Dashboard

Developed & compiled by

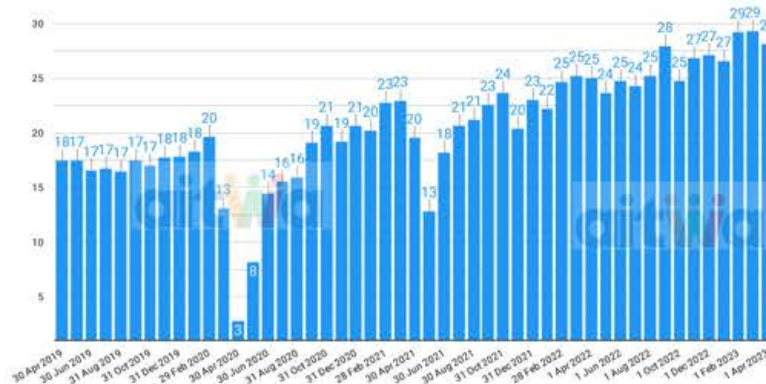


Last updated on 6th May 2023 | Data as on 30th April 2023

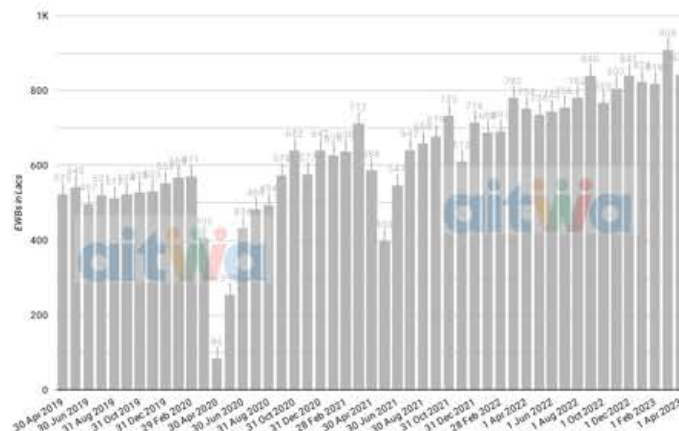
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



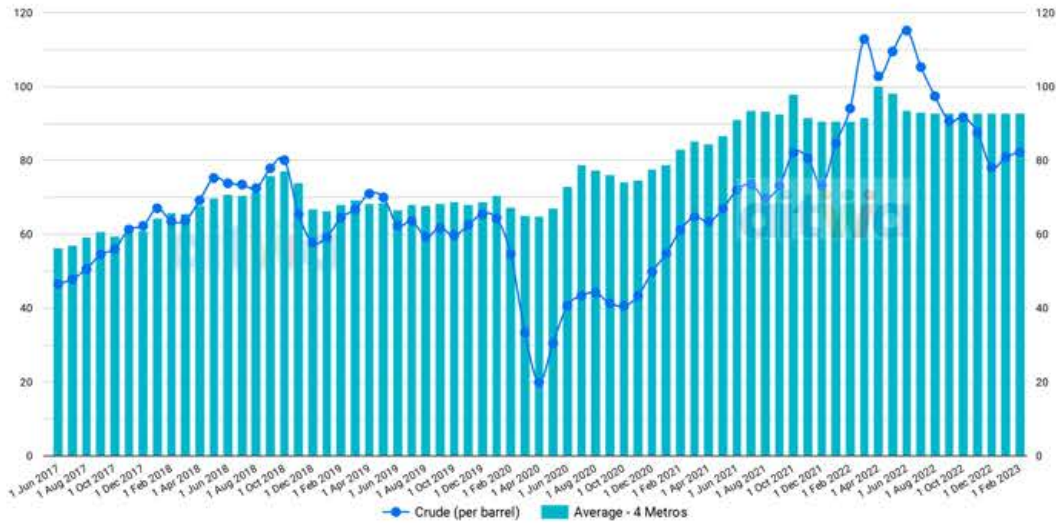
Total number of monthly EWBs generated (in lacs per month)



Diesel Dashboard

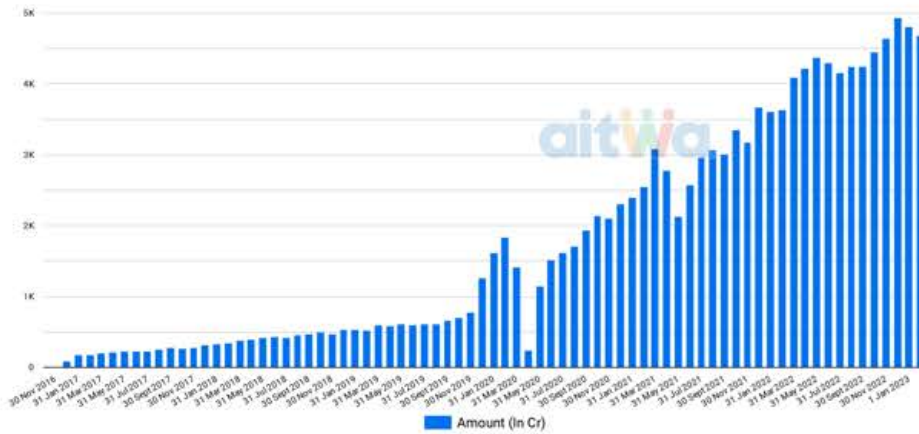
Last updated on 23rd February 2023 | Data as on 20th February 2023

Diesel Price Average of 4 metros since 2017



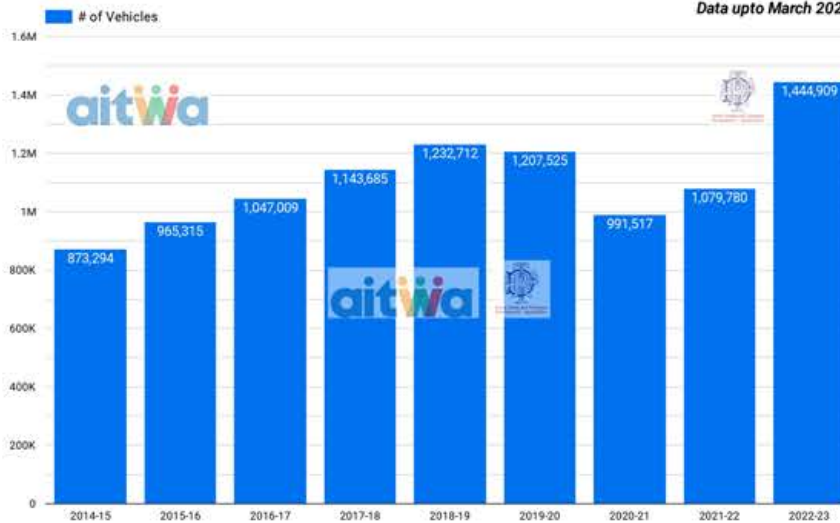
Toll Collection Dashboard

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



National Permit Vehicles in India

Data upto March 2023



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

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers FIN. RAW	Coal		Containers Tonnage	TEUs	Other Misc. Cargo	TOTAL	% VAR. AGAINST 2022-23
						Thermal & Steam	Coking & Others					
KOLKATA	TRF APRIL-JUNE, 2023	54	116	-	187	-	368	2379	152	768	3872	
	TRF APRIL-JUNE, 2022	88	214	-	91	3	328	2172	141	1107	4003	-3.27
Haldia Dock Complex	TRF APRIL-JUNE, 2023	2295	1249	311	21	89	-	4946	542	28	11270	
	TRF APRIL-JUNE, 2022	2272	967	74	28	102	-	3956	592	29	10612	6.20
TOTAL: SMP, KOLKATA	TRF APRIL-JUNE, 2023	2349	1365	311	208	89	0	5314	2921	180	15142	
	TRF APRIL-JUNE, 2022	2360	1181	74	119	105	0	4284	2764	170	14615	3.61
PARADIP	TRF APRIL-JUNE, 2023	9450	535	5152	74	1127	12800	3881	51	3	35517	
	TRF APRIL-JUNE, 2022	9948	448	5028	1	1001	11781	3762	52	4	34289	3.58
VISAKHAPATNAM	TRF APRIL-JUNE, 2023	3925	509	4276	445	441	2904	1968	2780	176	20171	
	TRF APRIL-JUNE, 2022	4098	442	3754	237	386	3579	1615	2139	137	19507	3.40
KAMARAJAR(ENNORE)	TRF APRIL-JUNE, 2023	1278	34	-	-	-	6180	464	2996	155	707	
	TRF APRIL-JUNE, 2022	1210	36	-	-	-	6264	492	3053	158	983	-3.15
CHENNAI	TRF APRIL-JUNE, 2023	3425	332	105	-	102	-	7167	371	816	11947	
	TRF APRIL-JUNE, 2022	3575	213	-	-	107	-	7010	363	1030	11935	0.10
V.O.CHIDAMBARANAR	TRF APRIL-JUNE, 2023	103	308	-	327	157	2462	1558	3819	191	9917	
	TRF APRIL-JUNE, 2022	75	275	-	225	179	2190	1651	4217	211	9913	0.04
COCHIN	TRF APRIL-JUNE, 2023	5726	131	-	-	83	-	2360	173	477	8777	
	TRF APRIL-JUNE, 2022	5519	84	-	-	44	-	2635	181	450	8732	0.52
NEW MANGALORE	TRF APRIL-JUNE, 2023	6876	696	985	209	22	1555	67	694	47	11300	
	TRF APRIL-JUNE, 2022	6462	545	716	128	21	1372	129	552	38	10223	10.54
MORMUGAO	TRF APRIL-JUNE, 2023	174	127	1126	71	-	862	1660	-	-	4923	
	TRF APRIL-JUNE, 2022	173	14	765	38	-	922	1737	7	1	4764	3.34
MUMBAI	TRF APRIL-JUNE, 2023	9766	434	1518	154	49	2041	-	52	5	16415	
	TRF APRIL-JUNE, 2022	9111	394	1710	65	-	1815	-	66	6	15748	4.24
J.N.P.A.	TRF APRIL-JUNE, 2023	802	697	-	-	-	-	-	19148	1526	21001	
	TRF APRIL-JUNE, 2022	833	765	-	-	-	-	-	18735	1478	20654	1.68
DEENDAYAL	TRF APRIL-JUNE, 2023	15558	2403	460	1050	88	5751	75	2157	114	33547	
	TRF APRIL-JUNE, 2022	16487	2757	192	718	54	4125	151	2158	124	34480	-2.71
ALL PORTS	TRF APRIL-JUNE, 2023	59432	7571	13933	2538	2158	34555	14987	44145	2941	200316	
	TRF APRIL-JUNE, 2022	59851	7154	12239	1531	1897	32048	13821	43388	2871	196898	1.74
% Variation from previous year												1.74

Source: I.P.A.

India's Trucking Market is Expected to Grow Over 4x by 2050: Niti Aayog

India is the world's sixth-largest economy, with a GDP close to US\$3 trillion and growing. The freight transportation sector is growing rapidly to ensure more goods and products reach a rising number of end consumers. Currently, India transports ~4.6 billion tonnes of freight annually, generating transport demand of 2.2 trillion tonne-kilometres (tonne-km) at the cost of ₹9.5 lakh crore. Demand for goods is rising with urbanisation, population increase, the rise of e-commerce, and rising income levels. As this demand continues to grow, associated road freight movement is expected to increase to 9.6 trillion tonne-km by 2050.

Road transport (i.e., trucks) carries the bulk of India's goods, 70% of today's domestic freight demand. Heavy- and medium-duty trucks (HDTs and MDTs, respectively) are responsible for most of that road transportation. And as road freight travel continues to grow, the number of trucks is expected to more than quadruple, from 4 million in 2022 to roughly 17 million trucks by 2050.

In light of these market trends, zero-emissions trucks (ZETs) — including battery electric trucks (BETs) and fuel cell electric trucks (FCETs) — offer a compelling alternative to the diesel trucks that dominate India's road freight today. ZETs do not have

tailpipe emissions and have lower operating costs, presenting an opportunity for India to showcase how



ZETs do not have tailpipe emissions and have lower operating costs, presenting an opportunity for India to showcase how the adoption of ZETs is economically efficient and better for air quality, public health, and environment

the adoption of ZETs is economically efficient and better for air quality, public health, and environment.

Realising the economic and environmental benefits of ZETs, many

countries are transitioning away from diesel trucks. The European Union has committed to electrifying freight vehicles, setting an objective to have 80,000 ZETs on the road by 2030; the United Kingdom has announced a pledge that all HDTs will be ZETs by 2040. California adopted the Advanced Clean Trucks regulation requiring manufacturers to sell an increasing percentage of ZETs and the first global agreement

on ZETs formed at COP26. Increasingly, international platforms like the Zero Emission Vehicles

Transition Council are creating global discourse on the ZET opportunity.

Scaling ZET adoption can enable India to differentiate itself in the global export market. As supply chains continue to become increasingly global, the most substantial growth in freight and trucking demand will be from emerging markets like India. India has the opportunity to exhibit global leadership by scaling ZET adoption. The growth of India's ZET market will require coordinated private and public actions to increase the manufacturing supply of ZETs and deploy the supporting charging infrastructure. Ambitious policies are required to drive growth, seed the market, and accelerate ZET supply and demand.



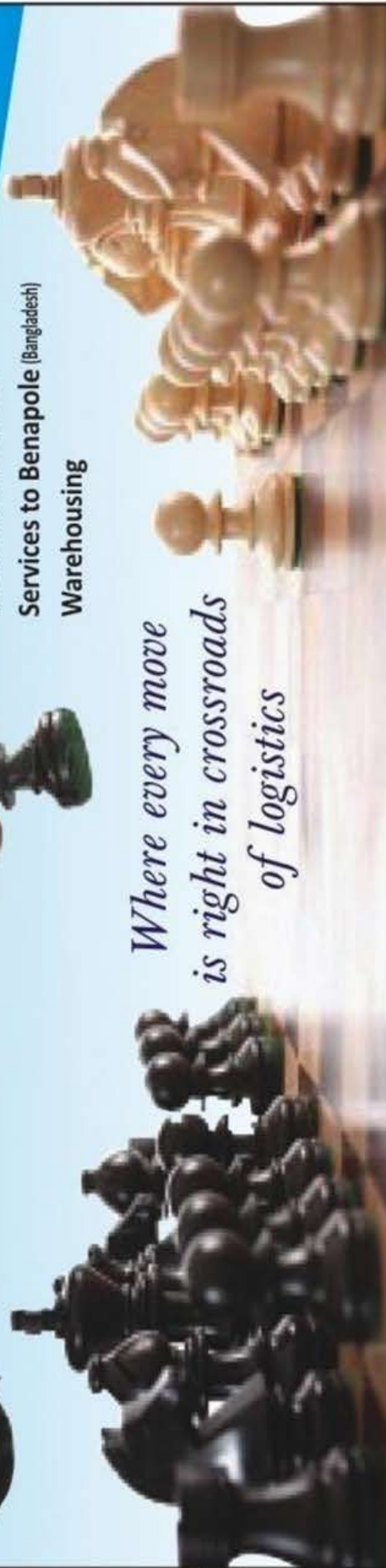
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Company's name changed from Darcl Logistics Limited to CJ Darcl Logistics Limited with effect from 13.09.2017