



परिवहन प्रगति

Monthly Magazine of All India Transporters Welfare Association

Parivahan Pragati

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



Importance of Warehousing in Logistics

"... warehouses is revolutionising the supply chain industry"

▶ Page 12

Post-pandemic, VE Commercial Vehicles Gains in M&HCV Market Share

▶ Page 30

Attitude Defines A Leader, Not Man or Woman!
(AITWA's Women Wing)

▶ Page 26

DICV Partners with IIT Madras to Develop Innovative Mobility Solutions

▶ Page 36

contents

04 Editorial

- Quality Grade-A Warehouses: Need of the Hour

08 Outlook

- Warehousing Market in India 2021-2026
- An Analysis of the Indian Warehouse Market

12 Cover Story

- Importance of Quality Warehouses

13 Government Policies & Initiatives

- MoRTH Chief Calls for Active Support from States and UTs for Strengthening Policies and Strategies for Transformation of Road Transport Sector
- Nitin Gadkari Reviews Progress of Kaziranga Elevated Road Project

18 Joint Venture

- Germany's Quantron and India's Goldstone Tech form JV to Introduce EV as a Service Platform

20 Technology

- Daimler India CV Brings Virtual Simulation Tech
- NHAI to Create Around 10,000 km of Digital Highways by FY 2024-25

24 Study

- PwC Truck Study: Zero-emission Trucks are the Most Promising Powertrain Technologies

26 AITWA's Women Wing

- Attitude Defines A Leader, Not Man or Woman!

28 Scrappage Policy

- Ashok Leyland Bags a Big Truck Order from VRL Logistics

30 Industry

- Post-pandemic, VE Commercial Vehicles Gains in M&HCV Market Share
- CV Sales Dip in April due to Pre-buying in March
- Daimler Registers 37% Revenue Growth in CY 2022
- Bs6 OBD-2 Norms Don't Seem to Impact CV Sales

36 Mobility & Innovation

- DICV Partners with IIT Madras to Develop Innovative Mobility Solutions

37 AITWA - LoTS's Impact

38 International Relations

- नितिन गडकरी ने शंघाई सहयोग संगठन (एससीओ) के परिवहन मंत्रियों की 10वाँ बैठक की अध्यक्षता की

40 Feat

- फास्टैग के जरिए दैनिक पथकर (टोल) वसूली 193 करोड़ रुपये से अधिक के रिकॉर्ड उच्च स्तर पर पहुंची

42 Bilateral Partnerships

- सड़क और इंटेलिजेंट ट्रांसपोर्ट सिस्टम पर भारत-रूस वर्किंग ग्रुप की पहली बैठक नई दिल्ली में आयोजित हुई
- केंद्रीय मंत्री नितिन गडकरी ने मुंबई में 11वें द्विवाार्षिक अंतर्राष्ट्रीय बंदरगाह, नौवहन और रसद सम्मेलन को संबोधित किया

44 CSR

- AITWA in Association with Jagat Pharma and Dr Basu Eye Hospital Organized a Special Eye-care Camp

46 Analytics Report

48 Parliament Session

49 Newspaper Cutting

50 AITWA - IRTDA Data

52 Statistics - Air Freight

53 Statistics - Ocean Freight

54 Feat

- Blue Energy Motors Rolls Out 100th LNG Truck from its Pune Plant

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Quality Grade-A Warehouses: Need of the Hour

If not all, most of us know what is warehousing. Still, for understanding it in a simplified way, it is a process of storing inventory that is packaged and sold or distributed to customers. It also happens to be fundamental to the success of any company selling physical goods. It allows business entities to stock inventory, repackage, and use eCommerce shipping solutions at scale.

Grade-A warehouse services can benefit an organization in many ways. The following are a few:

- Practice inventory storage and optimize space, equipment, and methodologies for minimal costs.
- Store goods in a controlled environment and, when necessary, use environmentally controlled areas such as refrigerated and frozen storage.
- Reduce inventory carrying costs, including interest on money tied up in products and insurance costs.
- Reduce shipping costs, including transportation costs and damage to goods during shipment.
- Improve inventory accuracy and availability by storing items in a single location rather than being stored in several places.
- Consolidate your storage efforts to one inventory warehouse and therefore reduce monthly expenses.
- Use repackaging as an inventory reduction practice.
- Reduce storage costs by using an inventory warehouse.
- Be prepared to handle increased sales through a larger storage capacity.
- Be prepared to handle increased sales through the use of multiple warehouses with stock transfers between them.

Demand for Warehousing: Deciding Factors

Several factors have bolstered the demand for Grade-A warehousing facilities across the country. The major deciding factors are below:

Growth of E-commerce:

This has led to an increase in demand for quality warehousing facilities. Since these facilities can help to manage large volumes of goods, their need comes even more crucial. The Grade-A warehouses with modern technology and infrastructure, are believed to be well-equipped to meet this demand.

Infrastructure Development:

The developments of infrastructures such as highways, expressways, and railways, have made it easier for goods to be transported across the country. This led to demand for warehousing facilities at strategic locations, which can function as distribution hubs.

Government Initiative:

The Indian government has introduced several initiatives to promote the growth of the warehousing sector, such as the implementation of the Goods and Services Tax (GST) and the development of Multi Modal Logistics Parks (MMLPs).

Increasing Focus on Efficiency:

With a growing emphasis on reducing supply chain costs and improving efficiency, companies are increasingly looking for warehousing facilities that are equipped with advanced technology, such as automated storage and retrieval systems (ASRS) and real-time inventory tracking systems. Grade-A warehouses are designed to meet these requirements.

Demand for Quality:

Companies, today, are increasingly



Ashok Gupta

demanding high-quality warehousing facilities that meet global standards in terms of safety, security, and sustainability. Grade-A warehouses with modern infrastructure, efficient layouts, and compliance with international standards meet these requirements.

Preferred Location for Grade-A Facilities

India has made strides in upgrading its transportation infrastructure, such as building new highways, modernizing ports, and upgrading airports. However, there is still an opportunity for improvement in India's infrastructure for cargo storage, handling, and multi-modal transportation to support the growing demand for logistics and warehousing services.

Warehouse locations for smart, automated, and Grade-A facilities depend on the specific needs of a company. Urban cities tend to have better infrastructure and transportation links, which makes it easier to move goods in and out of the city. Since land costs and operating costs are higher in urban areas, they make it more expensive to operate a



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warehouse distribution centre.

Tier II and tier III cities offer cost advantages in terms of real estate and labour, but infrastructure and transportation links may not be like the ones in the urban cities. Firms looking to set up smart, automated, and Grade-A facilities will need to consider factors such as transportation links, availability of skilled labour, and local regulations that leverage logistics.

Recent Advancements and Innovations in the Indian warehousing sector

The Indian warehousing sector has seen several advancements and

innovations in the last few years. Some of the key developments include:

Automation:

There has been a significant increase in the adoption of automation in warehousing operations in India. Automated storage and retrieval systems (ASRS) and robotics are being used to improve efficiency and reduce labour costs.

Use of IoT and Data Analytics:

IoT and data analytics are being used to optimize warehouse operations and improve inventory management. Real-time tracking of goods using

sensors and GPS technology is helping to reduce the risk of theft and damage.

Smart Warehouses:

Smart warehouses equipped with technologies such as RFID, Bluetooth, and Wi-Fi are being used to improve inventory management and reduce the time taken for picking and dispatching orders.

Green Warehouses:

There is an increasing focus on sustainable warehousing practices in India. Green warehouses with features such as solar panels, rainwater harvesting, and energy-efficient lighting are being built to reduce the environmental impact of warehousing operations.

Multi-Level Warehousing:

Multi-level warehousing facilities are being built in urban areas to overcome the challenge of limited land availability. These facilities allow for the efficient use of vertical space and help to reduce transportation costs.

Cold Chain Warehousing:

The demand for cold chain warehousing is increasing in India due to the growth of the food and pharmaceutical industries. Modern cold storage facilities with temperature-controlled environments and specialized equipment are being built to ensure the safe storage and transportation of perishable goods.

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The best way to behave when crisis strikes is to be brave.

Brahma Kumaris



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Warehousing Market in India 2021-2026

Over the years, the Indian warehousing market has garnered attention from domestic as well as foreign institutional investors. In recent times, it has touched a new high growth trajectory. COVID-19 was a definite setback for all markets; however, the usage of warehousing facilities by e-commerce platforms has given new hope to the warehousing industry. Since the outbreak of the pandemic, the role of warehousing has risen sharply as demand for goods has been at an unprecedented high. This has boosted the e-commerce market and warehousing space requirements alike.

Besides, the organised food delivery segment has also grown, augmenting cold chain warehousing space requirements, during and after the pandemic. As a result, the warehousing industry has emerged as a resilient asset class and continues to show an uptrend within the real estate sector. A lot of capital is allocated to the technological infrastructure of the warehouse, to ensure automation and efficient operations.

Importance of Logistics and Warehousing

Logistics and warehousing play a crucial role to bridge the gap between customers and manufacturers. The ease and efficiency of a logistic chain have a huge impact on the time a product reaches the customer. Effective warehousing is crucial for companies so that they can maintain their inventory and supply the goods whenever demand rises. As the e-commerce industry started growing,

warehouses became an integral part of the logistics chain. Warehouses not only provide room for storing products but also play an important role in providing space for packaging, docking, and drawing out products so that the delivery time is reduced.

High-quality Warehouses and E-commerce Expansion

The requirement for high-quality warehouse space, increase in automation, and ongoing demand driven by e-commerce and third-party logistics contributed to the robust expansion of investments in the logistics and industrial segments in 2021.

The Indian warehousing market was valued at INR 1,206.03 Bn in 2021. It is expected to grow to ₹2243.79

The Indian warehousing market was valued at INR 1,206.03 Bn in 2021. It is expected to grow to ₹2243.79 billion by 2026, expanding at a CAGR of 10.90%, as per the Warehousing Market in India 2022 Report published by Netscribes (India) Private Limited

billion by 2026, expanding at a CAGR of 10.90%, as per the Warehousing



Ramesh Agarwal
National President, AITWA

Market in India 2022 Report published by Netscribes (India) Private Limited.

The demand for warehouses has increased in India, and the strong deal pipeline points to a record-breaking net absorption of 42.5 Mn square feet in 2022 compared to 39 Mn square in 2021. Around 60% of the modern warehousing capacity is found in six metropolitan cities - Ahmedabad, Bangalore, Chennai, Mumbai, Delhi, and Pune.

Impact of COVID-19

In the wake of the pandemic, the Government of India announced a nationwide lockdown in 2020 which led to a labour crisis in all major cities. Warehouses faced a workforce shortage and operations were hampered. On the other hand, the outbreak of COVID-19 prompted people to shop online and boosted the e-commerce market and warehousing space requirements. Organized food delivery has risen because of the pandemic which has augmented cold chain warehousing space requirements. The demand for industrial and consumer goods has dropped, increasing the construction

cost of warehouses.

The Third-Party Logistics (3PL) Revolution

The Third-Party Logistics sector has been a major contributor to the growth of the warehousing industry, accounting for 40-50% of the total demand over the last 2-3 years. The manufacturing sector has also gained momentum, with increased activity supported by various incentive schemes, including the Performance Linked Incentives (PLI).

The growth of 3PL is the second-largest incentive causing the rise in demand for warehouses. In 2021, the sector acquired the maximum warehousing space, followed by e-commerce. The 3PL, e-commerce, FMCD, FMCG, and retail sectors acquired 31%, 31%, 5%, 5%, and 4% of warehousing space, respectively.

The FMCD, FMCG, and retail sectors outsource their space requirements to 3PL players. Therefore, their warehousing space requirement is less than that of the 3PL sector. Due to increasing Foreign Direct Investments and relaxed policy reforms, the agriculture and manufacturing sectors will continue to increase 3PL warehousing demand. The newer industries like e-commerce with 30-minute and 10 minutes deliveries in the last-mile segment, telecommunications, healthcare, and IT will be other stronger driving forces for 3PL warehousing.

The Government Initiatives

After the government introduced the Production Linked Incentive (PLI) scheme, many sectors, including food processing, mobile devices,



The country's 'Make in India', 'Atmanirbhar Bharat', and 'Vocal for Local' campaigns have also led to a positive response with a rise in demand. Moreover, the government's Bharatmala Project focuses on establishing 35 multi-modal logistics parks throughout the country, with four proposed for development in Maharashtra under the Public-Private Partnership

pharmaceuticals, and automobile components, poured large investments into setting up manufacturing plants in India. The country's 'Make in India', 'Atmanirbhar Bharat', and 'Vocal for

Local' campaigns have also led to a positive response with a rise in demand. Moreover, the government's Bharatmala Project focuses on establishing 35 multi-modal logistics parks throughout the country, with four proposed for development in Maharashtra under the Public-Private Partnership. Such a mix of logistics operations is expected to boost the

logistics and warehouse operations in the country.

Reforms in Logistics Sector

Further, the significant policy changes made by the government, and the interest of foreign investors to increase their footprint in the country by way of investments in the warehousing and logistics sectors have witnessed an uptick. Systematic reforms such as the introduction of goods and services tax (GST), tax benefits to FDI investments, interest rate cuts, and corporate tax reforms have made investors keen to explore the new industrial asset class. A minimum investment of ₹2 crores is needed. Investors can buy standalone warehouses, which require higher capital allocation. They can also buy units/galas, which are demarcated areas of the warehouse (lower ticket size option).

India's industrial and warehousing sector reported a robust absorption of nearly 11 million square feet, with tier-I cities driving 77% of the demand, according to international real estate advisory firm Savills India. There is no doubt that the sector will continue to excel, except for the fact that there comes a real economic crisis.

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An Analysis of the Indian Warehouse Market

The logistics and warehousing sector in India has seen a significant transformation, mainly driven by the post-pandemic surge in online purchases, and a shift in consumer buying patterns. Changing business needs and altering consumer behaviour has led to a series of technological developments and have also led to newer and flexible business formats, accommodating several factors around cost and operations.

Eventually, this stemmed D2C brands to seek and bring the very best of their products directly to the customers' doorstep. This further highlighted the significance of smoothening the entire supply chain of doorstep delivery. Considering these aspects, there was a significant boom in the e-commerce sector. It revved the speed of the industry to meet the consumers' needs for increased home shopping demands and shed light on the importance of last-mile delivery.

New records in warehousing leasing were created and these enabled the sector to poise for a quantum leap to match its more mature peers around the world. The India Warehousing Market Report 2022 showcases the current growth trajectory of the warehousing market in its key primary and secondary markets.

Indian Warehouse Market: Growth Drivers

Warehouses in India, today, are equipped to provide value-added services like consolidation and breaking up of cargo, packaging, labelling, bar coding, reverse logistics, kitting etc, besides offering conventional storing services. The visible change that we see in Indian warehouses today is primarily driven by the following factors:

Make-In-India policy, the government of India's vision, has

accelerated the growth process of the manufacturing sector, particularly in areas like Textiles, Pharmaceuticals, Telecommunications, Automobiles and Food and Beverages.

Enhanced Trade, In addition to manufacturing, sectors like information technology, telecommunications, retail and healthcare have progressed dramatically over the last few years, driving consumption and thus a strong demand, leading to the growth of warehousing.

Superior Technology and Digital India, PM Narendra Modi's vision to digitalise India is showing its impact. With a wider internet penetration, technology-enabled growth drivers like automation, real-time tracking, RFID for automated data collection and stock identification are becoming increasingly popular across the country. Warehouses in tier 2 cities and metros are taking optimum benefit of these facilities.

Also, modern Warehouse Management Systems (WMS) and other IT-driven solutions are helping suitable locations for warehouses to create a sophisticated and efficient warehousing network that provides integration with automatic material handling equipment, cross-docking, yard management, labour management, billing and invoicing, etc.

Government Initiatives and Policies, the infrastructure status of the logistics segment has not been a pleasant surprise for the logistics sector alone but for the entire nation. This has led to a significant rise in investments in the warehousing sector, especially for free trade warehousing, zones (FTWZs) and logistic parks. The government policies on relaxed international trade and implementation of superior and reformed tax structures like GST have further led to the fast growth of the sector.

Efficiency: The Buzzword in the



Abhishek Gupta
General Secretary, AITWA

Warehousing Sector

Today's warehouses are loaded with more facilities and are efficient. Technology has been a key contributor that has been driving this. Meanwhile, it is also showcasing its ability to make certain skills redundant and force the aggregation of certain skills while eliminating certain low-end jobs. This has also led to a new business trend of outsourcing logistics through 3PL and 4PL players, thus driving core competency for businesses while also reducing the expenses incurred on logistics.

Though, the complexities have increased with the advances in technology, the introduction of robotics and complex algorithms in software used in warehouses. It is an exciting time to be part of the industry, even though we aren't comparable to our counterparts in the West. Nevertheless, the gap is reducing steadily, and the talent pool is also getting better with a large investment in education.

Steps Forward

No doubt, the warehousing industry in India is still at a primitive stage and has a long way to travel before matching up with global standards and business growth. By focusing on infrastructure, technology, and human resources, warehousing can soon emerge as the backbone of the logistics sector and new trade in India.



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Importance of Quality Warehouses

In brief, a warehouse is a commercial space, vital in the supply chain that is used to store finished goods and raw materials and is widely used in industries such as manufacturing and distribution.

Functions of a Warehouse

The function of a warehouse is to store goods, usually temporarily. Warehouses may store goods for a certain time, from days to months and years. Warehouses have large doors so that trucks can drive inside to deliver new inventory and take away older inventory. In simple words, warehousing is a requirement for most businesses that manufacture, import, export or transport goods. For people with little knowledge, it may be an unnecessary expense, but once he/she knows about it he/she will learn that it can save his/her money and boost productivity.

The customer journey doesn't end when an order is placed. A warehouse gives him/her better control over his/her inventory and ensures that customer receives their products on time, which ultimately leads to higher profits.

Prime Objective of Warehouses

For any warehouse, the main objective is to keep the inventory level optimized by maintaining the supply in demand. It helps organizations determine when to supply and restock. The layout of one's warehouse tends to determine the efficient flow of the production process.

Traditional Warehouses and Smart Warehouses

The evolution from traditional warehouses to smart warehouses represents a remarkable transformation in supply chain management. Smart warehouses leverage automation, advanced

technologies, and data-driven processes to optimize efficiency, accuracy, and adaptability. By embracing the advantages offered by



Pradeep Singal

Chairman, AITWA

In simple words, warehousing is a requirement for most businesses that manufacture, import, export or transport goods. For people with little knowledge, it may be an unnecessary expense, but once he/she knows about it he/she will learn that it can save his/her money and boost productivity

these cutting-edge solutions, businesses can revolutionize their supply chain operations and gain a competitive edge in the market.

Key Differences Between Traditional and Smart Warehouses

The key differences between smart

warehouses and traditional warehouses are significant.

1. Smart warehouses enable real-time tracking and visibility, automate inventory management, streamline order fulfilment processes, leverage data analytics for optimization, offer scalability and flexibility, and prioritize worker safety and ergonomics. These features address the limitations of traditional warehouses, enhancing operational efficiency, accuracy, and responsiveness.

2. Implementing smart warehouses does come with challenges and considerations. Businesses need to carefully evaluate the cost of implementation and assess the expected return on investment. Workforce reskilling and change management strategies should be implemented to empower employees and navigate the transition successfully. Robust cybersecurity measures are essential to protect sensitive data, and seamless integration with existing infrastructure is crucial for efficient operations.

In short, the rise of smart warehouses is revolutionizing the supply chain industry. Automation, data analytics, and advanced technologies are helping businesses to scale new heights by delivering efficiency, accuracy, and adaptability. The new warehouse solutions are enabling companies to meet the demands of today's fast-paced and competitive market, meet customers' expectations, and drive sustainable growth. For sure, smart warehouses will continue to script new benchmarks, as they shape the supply chain landscape, to create opportunities towards greater success.

MoRTH Chief Calls for Active Support from States and UTs for Strengthening Policies and Strategies for Transformation of Road Transport Sector

A meeting of Transport Ministers of States and Union Territories (UTs) was chaired by Union Minister of Road Transport & Highways Nitin Gadkari in New Delhi. The meeting saw participation from Ministers for Transport from 15 States and Union Territories (UTs) including Andhra Pradesh, Delhi, Goa, Haryana, Kerala, Manipur, Mizoram, Punjab, Puducherry, Rajasthan, Sikkim, Tripura, Tamil Nadu, Uttar Pradesh, and Uttarakhand. Secretary (RT&H), Senior Officers from Ministry of Road Transport & Highways (MoRTH), NHAI and Principal Secretary/ Secretary (Transport) & Transport Commissioners from all States and UTs also attended the meeting.

Nitin Gadkari discussed in detail the various initiatives taken by MoRTH and requested active support from the State and UT authorities for their effective implementation.

Ministers of Transport from State and Union Territories supported and appreciated the initiatives taken by Ministry of Road Transport and Highways. They also spoke about various initiatives taken by the States/ UTs authorities and provided their suggestions and inputs for further strengthening the policies and strategies for transformation of road transport sector.

The objective of the meeting was to discuss a range of road transportation related issues including Review of Speed Limits, Vehicle Fitness Testing Infrastructure, Financing of Electric Buses & Automation of Learner's License, and find new & innovative

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solutions through mutual cooperation and consultation.

Secretary (MoRTH) Alka Upadhyaya highlighted the various initiatives taken by MoRTH for the development of future ready road transport in the Country. Mahmood Ahmed - Additional Secretary (MVL), Paresh Goel - Director (Transport), Piyush Jain - Director (MVL) and Mohammad Athar - Partner, PwC gave the presentations on Review of Speed Limits, Vehicle Fitness Testing Infrastructure, Automation of Learner's License and Financing of Electric Buses respectively.

Considering the improvement in road technology and advancement in vehicle engineering, MoRTH had constituted a Committee to review the

speed limits for various motor vehicles and road stretches in the Country. The recommendations of the Committee were discussed in detail and comments/ suggestions were invited from stakeholders.

In the meeting discussions were held on the status on implementation of Voluntary Vehicle Fleet Modernization Program (VVMP) across States, specifically on the development of ATS infrastructure critical for the implementation of mandatory automated fitness testing regime and the support required for the success.

An important point of discussion was related to strengthening the procedure for issuance of learner's license. It was suggested to provide greater emphasis on driver education to create awareness about road traffic rules and responsible driving behaviour. Discussions were held on having online tutorials on road safety as a prerequisite for learner's license, and States/UTs were encouraged to implement such tutorials expeditiously.

It was informed that the Government of India has launched many initiatives for the adoption of electric buses as a measure to reduce emissions in the transport sector. Discussions were held on the need to explore new business models for reducing the financial risks of the Bus Operator/OEMs and to improve the private participation in adoption of the electric buses. The discussions also covered the need to develop innovative financing mechanism for the procurement and operations of electric buses.

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Nitin Gadkari Reviews Progress of Kaziranga Elevated Road Project



Union Minister for Road Transport and Highways Nitin Gadkari said a review was conducted on the progress of the Kaziranga Elevated Road project. In a series of tweets he said this initiative entails the construction of approximately 34 kilometers of elevated roads at sites identified by the Wildlife Institute of India, where animal crossings occur. Additionally, it involves widening the intervening at-grade road to a 4-lane highway, totaling approximately 50 kilometers in length, and building tunnels spanning approximately 3 kilometers. Gadkari said as part of cost optimization efforts, he has instructed

Gadkari said as part of cost optimization efforts, he has instructed that the construction of the tunnels is treated as a separate project and that the debris and muck resulting from their construction be used in the road works

that the construction of the tunnels is treated as a separate project and that

the debris and muck resulting from their construction be used in the road works. Furthermore, I have suggested the inclusion of viewing platforms on the elevated road, complete with vehicle parking and kiosks, to provide tourists with an opportunity for wildlife watching, he added.

Besides, National Highway 715, which passes through the Kaziranga National Park and Tiger reserve area in Assam, is likely to be decommissioned soon.

A total of 1,176 wild animals were killed along the 64-km route of the highway in the Kaziranga park between January and December 2019, as per a Wildlife Institute of India (WII) report. A Guwahati University study reported over 6,000 killings on the stretch between October 2016 and September 2017. NH 715 connects Assam to Imphal. Incidents of animals being killed on the highway have increased over the years.

Notably, last year, Minister of Road Transport and Highways Nitin Gadkari announced projects worth Rs 68,000 crore to make international standard surface-connectivity in four north-eastern states.

These include projects worth Rs 50,000 crore for Assam, Rs 9,000 crore for Meghalaya, Rs 5,000 crore for Nagaland and Rs 4,000 crore for Sikkim.

"Our aim is to change the entire scenario of road transport in North-East by 2024. We target to make roads of international standards in this region," Gadkari said while addressing a press conference after reviewing various national highways in the region.

Union Minister Gadkari, further, said that the government will complete the ongoing Rs 2 lakh crore worth of road projects by 2024.

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Germany's Quantron and India's Goldstone Tech form JV to Introduce EV as a Service Platform

Germany-headquartered Quantron, a specialist in sustainable freight and passenger transport and India's Goldstone Technologies (GTL), a business intelligence and IT services company are entering a joint venture, with an aim to develop technology to host and enable the digital platform for Quantron's 360-degree ecosystem Quantron-as-a-Service (QaaS).

The platform will be OEM agnostic and will power the various services entailed in QaaS. Transactions ranging from vehicle deployment, route planning, charging or refuelling, use of filling stations, energy consumption as well as performance measurement, amongst others, will be bundled and offered to customers / fleet operators and logistics companies in the target markets of Europe, the Middle East, USA and India.

Founded in 1994, Goldstone Technologies is an IT services company operating in the US, Europe, Japan and India and is publicly listed on the BSE and the National Stock Exchange of India. It provides technical support outsourcing, forte (UDS) migration, and professional consulting services.

Under the joint venture, Quantron will contribute its market knowledge and deploy its zero-emission vehicles through the digital platform, while GTL will supply the software and handle the integration of the customised platform as a technical development partner. It will also cover the distribution, sale and

commercialisation of the software as a white-label solution to third parties. The JV will be established in Augsburg, Germany and Hyderabad, India with plans to set-up a US branch in Q3 Cy2023.

Through the Mobility-as-a-Service (MaaS) approach, Quantron-as-a-Service will provide its customers with trucks and buses at a price per kilometre. The digital platform will

Through the Mobility-as-a-Service (MaaS) approach, Quantron-as-a-Service will provide its customers with trucks and buses at a price per kilometre. The digital platform will therefore operate as a transaction platform, where all processes are orchestrated in the background

therefore operate as a transaction platform, where all processes are orchestrated in the background. Via its user front-end, customers will also be able to measure the performance of the zero-emission vehicle to increase efficiency, such as hydrogen consumption, kilometres driven or CO2 mitigated.

This can for example be used by the

customer also to trade GHG (greenhouse gas) quotas, where allowed by the regulator. As a value-added service, the platform will also be used to provide insurance (insurance-as-a-service) and, in the medium term, enable trading of CO2 certificates.

Pavan Chavali, MD, GTL said, "We are excited and look forward to establishing this JV as a key enabler for the unique Quantron-as-a-Service software and transaction platform. This innovative platform will combine transaction capabilities from Fuel (hydrogen) billing and roaming, fleet management, geo-mapping location services for hydrogen fuelling stations, service capabilities and many more," reported Express Mobility.

Michael Perschke, CEO, Quantron added, "We will be serving a market which is undergoing a dramatic transformation, where logistic companies have an urgent need for decarbonisation and organising their business in a digital and more effective way. Our JV will be a key enabler for the transformation to zero-emission transportation. We anticipate this market to be valued between 150-250 billion euro (Rs 1,318,200–2,197,000 crore) by 2030."

"Together with our Indian partner ETO Motors we will have close to 1,000 vehicles on the road from the very beginning, using the Beta version software solution developed in cooperation with GTL and as part of Quantron-as-a-Service. Our ambition is to onboard more partners in due course and become a full-service transaction platform for Mobility-as-a-Service," concluded Perschke.

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Daimler India CV Brings Virtual Simulation Tech

Daimler India Commercial Vehicles (DICV) has announced the introduction of 'BharatBenz Simulated Driver Trainer', a virtual simulation to train driver partners. The platform has been jointly developed by DICV and its technology partner.

This OEM says the simulator is one-of-a-kind in the Indian commercial vehicles industry and uses a combination of a computerised and digital experience for any BharatBenz driver who trains on it. The setup comprises of a multi-screen display positioned upfront in the driver's line of sight. The training driver sits inside a real BharatBenz heavy-duty truck (HDT) cabin that is tethered to real-world dynamics that give the driver an immersive multi-sensory feel of any road or terrain the truck is being driven on. The terrain, weather conditions and other obstacles can be altered using a remotely controlled computer.

Satyakam Arya, MD & CEO, Daimler India Commercial Vehicles said, "We are looking into every possible aspect that will help us digitally transform, not just DICV and BharatBenz but also those who are contributing towards our endeavour to make our customers successful. Being an important part of our long-term digital transformation journey the state-of-the-art BharatBenz Simulated Driver Trainer is a new benchmark in the Indian commercial vehicles industry," reported Express Mobility.

The program will allow driver-partners to experience a variety of terrains and weather conditions by training on driving techniques that



they will require to keep pace with India's rapid road and infrastructure development. The BharatBenz Simulated Driver Trainer will enhance their driving skills, help them learn and adapt to modern features in BharatBenz trucks, better their logistical efficiency, drive safer than before and strengthen their driving capability for interstate, intra-city, hilly and mining terrain applications.

At present, the simulation is available in 5 languages – English, Hindi, Tamil, Kannada and Telugu, with more languages to be added this year. The virtual training platform in its initial phase will cater to drivers of heavy-duty trucks (HDT).

Rajaram K, VP – Marketing, Sales and Customer Service, Daimler India Commercial Vehicles said, "We will be making our BharatBenz Simulated Driver Trainer program available across the country through our Regional Training Centres and

authorised dealerships in a phased manner."

In addition to the driving simulation, the set-up also provides users to access and get hands-on experience on features of the BharatBenz trucks.

The simulation is claimed to offer an almost real-world experience through 16 driving modules for practice, covering basic and advanced training combinations, along with e-learning modules as well. In addition to the 16, there are 11 BharatBenz-specific modules used for training the drivers on the features and driving techniques of BharatBenz Trucks.

The modules can generate reports to help track and improve driving performance. It creates a simulation for drivers to practice and learn on different applications and guides them towards effective driving habits for improved performance, cost saving and improving overall efficiency.

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NHAI to Create Around 10,000 km of Digital Highways by FY 2024-25



NHAI is working towards development of around 10,000 km of Optic Fibre Cables (OFC) infrastructure across the country by FY2024-25. National Highways Logistics Management Limited (NHLML), a fully owned SPV of NHAI, will implement the network of Digital Highways by developing integrated utility corridors along the National Highways to develop OFC infrastructure. Around 1,367 km on Delhi - Mumbai Expressway and 512 km on Hyderabad - Bangalore Corridor have been identified as pilot routes for the Digital Highway development.

Providing internet connectivity to remote locations across the country, the OFC network will help to expedite the roll out of new age telecom technologies like 5G & 6G. Recently inaugurated, 246 km long Delhi -

Dausa - Lalsot section of the Delhi - Mumbai Expressway features a three-meter-wide dedicated utility corridor used to lay Optical Fibre Cables, which will serve as the backbone for the roll out of the 5G network in the region. OFC laying work along the National Highways has started and is targeted for completion in about a year. OFC network will allow direct plug-and-play or 'Fibre-on-demand' model for the Telecom / Internet Services. The network will be leased out on a Fixed Price Allotment mechanism on 'Open for All' basis through a web portal to eligible users. OFC allotment policy is being finalized in consultation with DoT and TRAI.

Creation of Digital Highways will not only have a catalytic impact on the growth and development but will also contribute to the digital transformation

of our country.

Notably, India and Japan will undertake joint projects for digital transformation in the areas of Intelligent Transport Systems (ITS) and eco-friendly mobility, Road Transport and Highways Minister Nitin Gadkari said earlier this year.

Gadkari further said India has always placed the Indo-Pacific at the heart of its engagement with the countries of Southeast and East Asia under India's Act East Policy.

The minister interacted with the Japanese delegation led by Koichi Hagiuda and ambassador of Japan to India Hiroshi Suzuki to reiterate India's support towards cooperation with Japan in the sector of highway development, with the implementation of digital technology-enabled ITS services.

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PwC Truck Study: Zero-emission Trucks are the Most Promising Powertrain Technologies

The Truck Study 2022 released by global player PwC contains some extremely relevant facts, trends and prediction for the future of transport, and mainly for the future of goods transport. Although it's not easy to summarize what the study says, Sustainable Truck & Van tried to take stock of the main points.

Generally speaking, battery electric and fuel cell trucks seem to have quite a bright future ahead, with predictions to account for 30% of the overall sales in 2030, with "dominance" in the main global areas (North America, the EU and Greater China) in 2035, accounting for 80% of the overall sales.

In Europe, for instance, stricter emissions regulations, green funding and energy autarchy are the main drivers pushing towards electrification. Regulators are "currently discussing tighter CO2 emissions targets to 45% to 60% in 2030.

Talking about technology, battery electric and fuel cell trucks have higher competitiveness levels compared to other technologies, such as catenary hybrid trucks or synthetic fuel-powered ICE trucks, for instance (pic below), due to a better TCO in the medium-to long-term. In terms of costs, according to PwC, "alternative powertrains translate into additional vehicle costs of approximately €90,000" for long-haul trucks. This gap is expected to significantly reduce by 2035.

Charging Infrastructure Needed: Of course, PwC recalls the urgent need for public truck charging

infrastructure, with investments up to €1 billion to set up 120 megawatt charging systems by 2025, with different options available to enable alternative powertrain in the various product segments.

For the longer term, in Europe, "a high-demand scenario needs 1,800

For the longer term, in Europe, "a high-demand scenario needs 1,800 charging parks (MCS, megawatt charging systems + overnight) and additional 600 pure overnight parks and/or approximately hydrogen refueling stations (HRS) 2,100 stations by 2035 with required investment of up to €15 billion for the MCS network and €21 billion for the HRS network

charging parks (MCS, megawatt charging systems + overnight) and additional 600 pure overnight parks and/or approximately hydrogen refueling stations (HRS) 2,100 stations by 2035 with required investment of up to €15 billion for the MCS network and €21 billion for the HRS network.

In addition, PwC warns about the

impact of the charging curve in charging infrastructure planning, especially for very high power levels. It is quite interesting to notice that, during ramp-up of new infrastructure for heavy-duty trucks MCS "requires similar investments to FCT to enable initial cross-European trips". However, the investment in the supply infrastructure "is only a small share compared with the cost to produce the extra electricity required".

Predictions on TCO: Let's have a look at TCO, the actual key to predict the future of zero emissions commercial vehicles. To summarize the results of the study, battery electric trucks (BET) "outperform ICE technology from 2025 onwards in most use cases in terms of total cost of ownership, reaching a cost advantage of 26-34% in 2030".

Fuel cell trucks (FCT) achieves TCO competitiveness versus ICE starting from 2030. Energy costs are identified as the main TCO driver, even though the electricity price corridor is mainly driven by "political-economic factors, energy demand size and infrastructure mark-up".

Finally, here's how PwC thinks the CV market will be in the next future. In 2030, the expectation is to have about 900,000 BET/FCT produced in the aforementioned markets, which translates into about 200,000 units in North America and Europe respectively, and 500,000 units in Greater China.

Increasing ZEV diffusion and battery capacities result in a significant truck battery demand of about 170 GWh in Europe by 2035, over 800 GWh in the triad markets.



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Attitude Defines A Leader, Not Man or Woman!



Ms. Reema Jogani

Director,
Reema Transport Pvt. Ltd. (RTPL)

Reema is a part of the second-generation entrepreneurship team of Reema Transport Pvt Ltd (RTPL). She joined RTPL 11 years back after completing her Post Graduation Diploma in Business Administration (PGDBA) in Marketing and gaining experience in renowned companies such as KPMG, E&Y, Star Movies, National Geographic and UTV. Reema found it fun for working with large professional companies but deep down inside she was even more excited to join the family business.

Reema Transport Pvt Ltd was founded by Reema's father - Ashok Kothari, a self-made entrepreneur who started his Transport Business with a 3-wheeler vehicle. Established in 1983, as a partnership firm between two families - Kotharis & Naiks, it has

grown into a full-blown transport organisation with a fleet of over 100 trucks. Also, RTPL is offering its services in cold chain road transportation and ambient transportation in Western, Southern and Central India.

For Reema, her father was the hero and the perfect role model. So, she always wanted to be like him and also step into his shoes professionally, and aspired to join and grow the family business. No doubt, it was her father

For Reema, her father was the hero and the perfect role model. So, she always wanted to be like him and also step into his shoes professionally, and aspired to join and grow the family business. No doubt, it was her father who inspired her to take over the family business

who inspired her to take over the family business. Further, she believed that the entrepreneurial genes in her channelised her to make a mark of her own.

Reema's journey in the transport industry, so far, has been very challenging yet interesting - there is something new to experience and

learn every day. There is not a dull moment in the industry, giving one a feeling that he/she is part of a non-stop action movie. There are organizations and industries- level challenges and opportunities but one has to overcome those challenges and make the most of the opportunity. That is how one can grow and script a successful journey. Managing daily operations efficiently and keeping an eye on constant changes to apply new strategies is Reema's strong ability.

While deploying her effective strategies she ensures that RTPL remains at the forefront of the industry. Also, with her pivotal role, she helping RTPL to evolve rapidly, as she is establishing it as a fiercely competitive unit.

Additionally, Reema is a believer in technology and thinks technology can drive the business for the betterment and to be customer-centric. She has made it clear that should not be any compromise while implying technology if it can help to run the organisation and business smoothly.

Traditionally, the transport business has been a male-dominated trade but the business is no longer seen in this perspective. Now it welcomes gender diversity and has many female employees. People like Reema have brought a sea change to the industry. Need not mention that women's leadership is a welcome change in a male-dominated industry, as women tend to be more empathetic and view situations more compassionately. This helps to bring a human angle to complex situations.

Reema's role in RTPL is not only about developing business and see-through operations but she is also a

communicator with a smile. Her persona of being a people person helps her company in making deep client connections and also get more customers on the table. She always wanted to be the well-oiled delivery engine of the company that adds value to customers in such a way that they happily count RTPL as their partner in their growth story.

Reema is a constant learner and loves to keep herself abreast of the latest developments in the industry and perpetually educate herself. This is a big reason why she joins various courses. Of late, she enrolled herself on the MPOWER program, a certification program, from IIM Ahmedabad and Mahindra (The Management Development Programme for Youth Transporter – IIM Ahmedabad – 2019) offered in collaboration between them. Reema has also attended the special edition of the Mahindra Mpower workshop in collaboration with IIM Ahmedabad called “Empowering Your Transport Business amid COVID -19”- June 2020.

She never misses a chance to participate in panel discussions to enhance her knowledge by getting the insights and views of other professionals in the industry.

Recently, she was a panellist at the renowned CVF Of Highway in Pune. The panel discussion was CXO Panel - Evolution of the CV & Road Transport Industry: Trends Shaping 2023 & Beyond.

She has attended many seminars and forums and has also been a speaker in



some of the forums held by Assocham, CVF 2022, 2003, Zee, CII Goa, TV9 Highway Heroes, etc. She also published articles in industry magazines like Cargo Connect, Cargo Talk, Transtopics, Etc, hoping to put forth RTPL's views across the sector.

Reema has won many accolades recently. She was awarded by ISCM Forums & Netradyne - Outstanding Woman Leader award / Exceptional Woman Logistic Leader on 5th India Logistics and Warehousing Excellence Awards 2023 for Exceptional Leadership in driving growth at Reema Transport, Implementing Best on Class Processes and Leading Improvements in Driver Welfare.

She was also awarded the “Leaders of the Road Transport Awards 2022 – Women Entrepreneur of the Year”

organised by Associated Broadcasting Co. Pvt Ltd (TV9 Network) presented by Continental Tyres powered by Marut Suzuki Commercial.

Reema is awarded by LSC (Logistic Sector Skill Council) too on International Women's Day – “Women Achievers in Logistic Sector 2021 Awarded, as Entrepreneurship in Logistics” to honour the Women Logisticians.

Her advice to youth and women is to believe in themselves and follow their dreams. She motivates women that there is nothing a woman can not achieve if she believes in herself and has capabilities. In the logistics business, there are a lot of challenges and the industry is becoming more

technology focused. Moreover, of late, the logistics industry has become quite professionally driven. If one is up for a challenge and is thinking to start his/her career, then one should not wait for a single day. She believes that the more one becomes successful, she breaks free from gender barriers.

Reema's never-give-up attitude, digging deep to get the core insights and taking the challenges with a smile keep her raising the bar for herself every day. She echoes what Kiran Majumdar Shaw, Founder of Biocon, keeps advocating, “Entrepreneurship is about being able to face failure, manage failure and succeed after failing.”

All India Transporters' Welfare Association wishes her a great career ahead!

x

“There is nothing impossible to them who will try.” — Alexander the Great

Ashok Leyland Bags a Big Truck Order from VRL Logistics



As the vehicle scrapping policy took effect this month, leading truck and bus maker Ashok Leyland (AL) has secured a big order from VRL Logistics to supply 1,560 trucks for an undisclosed sum as the latter seeks to expand and modernise its fleet by replacing old trucks.

As of March 31, 2023, VRL Logistics owned 5,717 units of goods transport vehicles. As part of its fleet expansion plan for FY24, VRL Logistics has planned to add a total of 1,667 trucks to its fleet. While AL will supply 1,560 trucks, Tata Motors will supply the remaining 107 trucks.

Scrappage policy

“With the announcement of the vehicle scrapping policy by the government, VRL is planning to modernise its current fleet with the

capability to address growth in the near future. The order will be executed by March 2024,” Sanjeev Kumar, President-MHCV, Ashok Leyland, told The Hindu Businessline.

VRL indicated that the ongoing implementation of the Vehicle Scrapping Policy announced by the

VRL indicated that the ongoing implementation of the Vehicle Scrapping Policy announced by the Government of India entails the company replacing its existing older vehicles

Government of India entails the

company replacing its existing older vehicles. In FY24, the company is likely to withdraw around 1,220 vehicles that are more than 15 years in operation.

VRL Logistics has planned a total capex of ₹697 crore in FY24 for its fleet expansion and modernisation. The capex includes the cost of the chassis at list prices, bodybuilding, registration, insurance, and a margin for contingencies, according to information provided by VRL.

The fleet expansion is expected to help VRL Logistics meet its business demand in due course and reduce dependence on hired vehicles. This would also cater to expected growth volumes in the near and medium terms.

VRL Logistics, which operates on a hub-and-spoke model, proposes to purchase truck chassis from Ashok Leyland Ltd. and Tata Motors and would construct the truck bodies in-house or outside as feasible.

The vehicles being added include rigid trucks and tractor-trailers. These trucks will be used across India in parcel and logistics applications.

“These trucks will come fitted with the latest features and technologies, which will help VRL have a reduced maintenance time, a higher uptime, and hence greater operating efficiencies,” said Kumar.

Growing demand

“We have been seeing a growing demand for commercial vehicles in the last few quarters and expect a very robust year going forward. This has been driven by increased government Capex expenditure, macroeconomic tailwinds, and replacement demand. We are seeing a move towards higher-tonnage vehicles, which is a clear indicator of improved demand,” he added.

Over the years, Ashok Leyland has supplied more than 5,700 trucks, including 500 units in FY23, to VRL Logistics.

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Post-pandemic, VE Commercial Vehicles Gains in M&HCV Market Share

VE Commercial Vehicles, a joint venture of Eicher Motors and Swedish auto group Volvo, has achieved significant market share post-Covid in the medium and heavy commercial vehicle (M&HCV) segment, thereby becoming a third-big player after Tata Motors and Ashok Leyland.

After the pandemic's impact, the M&HCV market reported positive growth in the second half of 2021. There was a hope that FY23 volumes will reach close to the industry's peak of FY19. But, the M&HCV industry's volume were lower by about 32,000 units in the fiscal that ended March 31, 2023 as against FY19.

In FY23, the total M&HCV volumes, including goods and passenger carriers, stood at 3.59 lakh units compared with 3.91 lakh units in FY19 and 2.41 lakh units in FY22.

In FY23, total medium and heavy-duty truck volumes stood at 3.21 lakh units compared with 2.29 lakh units in FY22 and 3.51 lakh units in FY19, while the bus volumes grew to 0.38 lakh units against about 0.12 lakh units in FY22. But it is lower compared to 0.40 lakh units in FY19, according to the data provided by the Society of Indian Automobile Manufacturers (SIAM).

VE Commercial Vehicles has been a major beneficiary of the demand recovery post-Covid period. Its M&HCV volumes of 61,812 units in FY23 were much higher than FY19 volumes of 45,092 units, helped by the launch of a new range of its 'Pro' series trucks, a wide range of CNG variants, and premium range of school and other buses. In FY22, it sold 39,190 units.

As a result of strong sales, VECV's market share zoomed 17 per cent in



As a result of strong sales, VECV's market share zoomed 17 per cent in FY23, up from 11.5 per cent in FY19 and 16 per cent in FY22. It also secured the top in the bus category in FY23 with 12,161 units, followed by Tata Motors (11,462 units) and Ashok Leyland (10,767 units)

FY23, up from 11.5 per cent in FY19 and 16 per cent in FY22. It also secured the top in the bus category in FY23 with 12,161 units, followed by Tata Motors (11,462 units) and Ashok Leyland (10,767 units).

In the goods category, Tata is the leader and Ashok Leyland is the second big player and VECV was in

third position.

Ashok Leyland's market share stood at 32 per cent in the overall M&HCV segment in FY23 against 34 per cent in FY19. However, in the past year, the Hinduja flagship achieved a significant jump in truck sales and is likely to reach its pre-Covid peak in this fiscal if the current momentum continued thereby boosting its share further. Its total M&HCV volumes in FY23 were lower by about 18,000 units compared to FY19.

Leader Tata Motors' market share in the overall M&HCV segment dropped to 47.5 per cent in FY23 from 50 per cent in FY19. It sold 170,460 units in FY23 as against 195,712 units in FY19 and 128,333 units in FY22.

"With the new BSVI phase II starting from April 2023, we have used the opportunity to significantly enhance key attributes of our entire portfolio while complying with the emission norms. Our commercial vehicles will now deliver even better performance enabled by smarter technologies and enhanced features," said Girish Wagh, Executive Director, Tata Motors Ltd, reported The Hindu Businessline.

Industry representatives and analysts hope that due to favourable factors, the M&HCV volumes may reach or surpass FY19 during this fiscal.

While the introduction of a scrappage policy for Government vehicles, effective April 1, is expected to provide a fillip to volumes, the impact of the introduction of BS-IV II norms and inflationary trends on CV volumes is to be observed, said rating agency ICRA.

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CV Sales Dip in April due to Pre-buying in March



The overall commercial vehicle sales in India for April came at 60,246 units, which was 5 percent lower than 63,245 units sold for the same period a year ago, reported Express Mobility. On the other hand, when one looks at the sales drop compared to March, the overall wholesales saw a decline of 34 percent.

It has been a common trend for the first month of a new fiscal to see a slowdown in sales, but a significant double-digit drop could be attributed to pre-buying rush in March, as the new fiscal year begins with the introduction of BS6 OBD2 norms. The new norms have increased the prices across vehicle category segments, while it is not as significant as the migration from BS4 to BS6, the price hike in the CV segment still gives a pinch to the customer.

Tata Motors, the country's largest CV maker sold 21,507 units, which was a drop of 28 percent on a YoY basis and

39 percent over the previous month.

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the I&LCV range seeing more than 60 percent reduction both on a YoY basis as well as MoM basis.

Mahindra & Mahindra grew its sales on a YoY basis across product categories with wholesales of 20,231 units. But compared to the previous month, except for the LCV upto 2-tonne segment which reported a flat growth all segments were in the red.

Ashok Leyland managed to sell 12,366 units, which was 10 percent higher compared to the same period last year but was 46 percent lower than the sales in March. The M&HCV truck and bus segment degrew by 52 percent on average compared to the previous month.

VECV (Volvo Eicher Commercial Vehicles) reported wholesales of 6,142 units, which was 29 percent higher YoY but 45 percent lower compared to March.

Going forward, the CV industry, especially the M&HCV segment is expected to pick up pace on the back of the growth of infrastructure projects.

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Daimler Registers 37% Revenue Growth in CY 2022



Daimler India Commercial Vehicles (DICV), has announced that despite supply chain headwinds and adverse cost environment, 2022 was one of the most successful business years since starting its manufacturing operations in India.

The company reported a revenue growth of 37 percent and a sales growth of 25 percent in CY 2022 over CY 2021. In 2022, DICV sold a total of 29,470 units in the domestic market and its exports combined.

Additionally, DICV confirmed that in 2022 it crossed the production milestone of 2,00,000 vehicles (including domestic and exports) and 2,00,000 transmissions at its Oragadam manufacturing facility. The

company recorded its best-ever annual vehicle exports with 11,000 units, best-ever annual part sales (over 245 million parts) and best-ever annual domestic vehicle sales in 2022.

Commenting on DICV's 2022 annual performance, Satyakam Arya, Managing Director & CEO of Daimler India Commercial Vehicles said, "We achieved this delightful business success, in just 10 years of our operations in India, having made significant investments in the market since the beginning and steered our way through the complexities the commercial vehicles industry had to tackle in last decade. Our strong financial and sales performance is despite the pandemic heavily affecting commercial vehicle sales in the last three years. We achieved this performance by consistently

improving our cost and revenue position," reported Express Mobility. He added, "In addition, we made significant investments in expanding our product portfolio and launched 10

He added, "In addition, we made significant investments in expanding our product portfolio and launched 10 new models of BharatBenz trucks to offer customers a comprehensive portfolio of tonnage options to select from. We are continuing to work diligently on transforming the way we will be doing business in India by investing in Digitalization, Servitization, Sustainability, Diversity and Inclusion as the cornerstones of our strategy going forward."

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BS6 OBD-2 Norms Don't Seem to Impact CV Sales



With the Indian automotive industry migrating to the new BS6 OBD-2 norms on April 1, 2023, there has been a concern about the impact on automotive retail. But the industry is confident about its preparedness this time and is best borne out by the trends across CVs.

The commercial vehicle segment is expected to see around a 5 percent price hike as a result of the new emission norms kicking in. But the pace of infrastructure growth, focus on manufacturing, and improvement in the availability of finance are seen as factors that might deter the impact and actually help improve retail sales.

Rajesh Kaul, VP – Sales & Marketing – CVBU, Tata Motors says the new

Sectors such as e-commerce, FMCG, construction, mining, steel, and cement will continue to drive demand in the M&HCV and I&LCV segments. Similarly, the SCV segment is expected to continue doing well on resilient demand from agriculture, dairy and e-commerce,” reported Express Mobility

vehicle emission norms are a step in the right direction and the company will use this opportunity to further add value for buyers, “Continuing in FY2024, the infrastructure spending by the government will lead to strong demand across segments and applications. Sectors such as e-commerce, FMCG, construction, mining, steel, and cement will continue to drive demand in the M&HCV and I&LCV segments. Similarly, the SCV segment is expected to continue doing well on resilient demand from agriculture, dairy and e-commerce,” reported Express Mobility.

Manish Raj Singhania, President, FADA too echoed a similar view, “There is no escaping the shift to BS6 OBD-2 norms. There might be some initial pressure on entry-level two-wheelers and passenger vehicles. But for the commercial vehicle segment, I don't think there will be any major impact. Almost 80 percent of retail sales come from large fleet players. These customers have long-term contracts and purchasing strategies in place. Their purchase decisions do not get affected easily. And for the price hike on CVs, it will not be as significant as it was from BS4 to BS6.” Vinkesh Gulati, Chairman, Research & Academy, FADA corroborated the scope of limited impact, “The industry was already aware of the timeline for the new norms. As a result, I don't see much of an impact on the retail performance of CVs. In fact, with most of the CV customers being large fleet owners, the hike in retail price would be quite negligible for them.”

He however cautioned about a marginal dip in Q1 FY2024 due to early buying in Q4 to take advantage of “the depreciation benefit of financial year-end.”

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KEY FACTS

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\$600 Mn.
(in 2017-18)

Employee Strength



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Vehicles/day Managed on Road



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DICV Partners with IIT Madras to Develop Innovative Mobility Solutions

Daimler India Commercial Vehicles (DICV), a wholly-owned subsidiary of Daimler Truck AG, announced the signing of a Memorandum of Understanding (MoU) with IIT Madras Incubation Cell (IITMIC) to set up a technology epicenter to identify mid to long term solutions necessary for the future of Mobility. The partnership coined as DICV-IITMIC was inaugurated at IIT Madras Research Park situated in the city.

Under this MoU, DICV will partner with IITMIC to identify, mentor and provide opportunities to Indian technology start-up companies who will work towards finding futuristic solutions for the Indian Mobility Space, in the years ahead. DICV is the first and only OEM from the Indian automotive space that has partnered with an academia like IITMIC for future mobility solutions.

The DICV and IITMIC Incubator will jointly incubate Indian technology start-ups working in the areas of future mobility. The focus will be on all aspects like de-carbonisation (Electric, Hydrogen), Road safety (ADAS based safety technologies), Efficiency (Autonomous, connected vehicles, Data Analytics), Ecosystem creation (Truck as a Service “TaaS”) and even prepare the industry for paradigm shifts in supply chain and logistics, manufacturing, product



development, software driven vehicle architectures, ESG and other allied areas.

Satyakam Arya, Managing Director & CEO, Daimler India Commercial Vehicles, said, “DICV’s partnership with IITMIC is a watershed moment because this collaboration is based on a common belief that technology should be created and leveraged to transform the marketplace and not just product offerings. We also believe that by investing in and nurturing bright Indian technology start-up companies we will contribute to India’s growing economy and sustainably lead the change in commercial vehicles, logistics and in the domain of mobility services,” reported Mobility Express.

DICV-IITMIC will leverage DICV’s

commercial vehicles domain expertise and IITMIC’s proficiency in academia to strengthen the innovation and startup ecosystem across India. The partnership will enable DICV to facilitate innovation in emerging technologies and advancements in order to co-create long term mobility solutions, which is the next phase of growth in India.

Prof Ashok Jhunjhunwala, President – IIT Madras Research Park, IITM Incubation Cell said, “IITMIC and DICV will leverage our respective strengths to jointly provide mentorship and nurture start-ups by exchanging and participating in seminars, forums, events and symposiums that will help drive solutions for future mobility.”

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डेमो के लिये स्कैन करें



नितिन गडकरी ने शंघाई सहयोग संगठन (एससीओ) के परिवहन मंत्रियों की 10वीं बैठक की अध्यक्षता की

केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने नई दिल्ली में शंघाई सहयोग संगठन (एससीओ) के परिवहन मंत्रियों की 10वीं बैठक की अध्यक्षता की। एससीओ के आठ सदस्य देश - भारत, चीन, कजाकिस्तान, किर्गिस्तान, रूस, पाकिस्तान, ताजिकिस्तान और उज्बेकिस्तान हैं। बैठक में, सभी सदस्य देशों ने "अधिक दक्षता और स्थायित्व के लिए कार्बन रहित परिवहन, डिजिटल बदलाव और नवीन तकनीकों को बढ़ावा देने के लिए एससीओ सदस्य देशों के बीच सहयोग की अवधारण" का समर्थन किया।

परिवहन के क्षेत्र में एससीओ के सदस्य देशों के बीच सहयोग को बढ़ावा देने के लिए एक विशेष कार्यदल की स्थापना की गई है। यह समूह परिवहन में कार्बन उत्सर्जन को कम करने, डिजिटल बदलाव को बढ़ावा देने और अधिक टिकाऊ और प्रभावी परिवहन व्यवस्था के लिए नवीन तकनीक लागू करने और सर्वोत्तम कार्यशैली को साझा करने के लिए बैठकों की सुविधा प्रदान करेगा।

इस अवसर पर गडकरी ने कहा कि प्रधानमंत्री नरेन्द्र मोदी के नेतृत्व में, भारत ने हाल ही में आजादी का अमृत महोत्सव के अंतर्गत स्वाधीनता की 75वीं वर्षगांठ का उत्सव मनाया और अमृत काल "स्वर्ण युग" में प्रवेश किया। अमृत काल के तहत, हरित गतिशीलता को बढ़ावा देने के लिए "हरित विकास" की पहचान एक प्रमुख क्षेत्र के रूप में की गई है।

गडकरी ने कहा कि हरित और स्वच्छ ईंधन को अपनाकर आदर्श परिवर्तन लाने की दिशा में



परिवहन प्रणालियों की दक्षता और विश्वसनीयता में सुधार करने वाली प्रौद्योगिकियों को विकसित करने तथा सड़क निर्माण क्षेत्र के विकास के लिए, एससीओ सदस्य देशों को अनुसंधान और विकास कार्य में सहयोग करना चाहिए।

गडकरी ने कहा कि हमें लगता है कि एससीओ सदस्य देशों के बीच सहकार्यता और सहयोग पर आधारित एक दृष्टिकोण सतत परिवहन विकास को बढ़ावा देने, जीवन की गुणवत्ता बढ़ाने और परिवहन प्रणालियों की दक्षता में सुधार करने के लिए कार्बन उत्सर्जन कम करने में सक्षम होगा। वर्ष 2070 तक शुद्ध शून्य उत्सर्जन के लक्ष्य को प्राप्त करने के लिए भारत की पांच सूत्री रणनीति पंचामृत में परिलक्षित होता है, इसकी घोषणा प्रधानमंत्री नरेन्द्र मोदी ने 2021 में ग्लासगो में

संयुक्त राष्ट्र जलवायु परिवर्तन सम्मेलन (सीओपी)-26 में की थी।

गडकरी ने कहा कि एससीओ के परिवहन मंत्रियों के रूप में हम परिवहन क्षेत्र की चुनौतियों का समाधान करने और इस संगठन के प्रति प्रतिबद्धता को पूरा करने के लिए सहयोग और पारिस्थितिकी तंत्र बनाने में मदद के लिए दृढ़ संकल्प के साथ एक सामूहिक संदेश दे सकते हैं।

भारत, शंघाई सहयोग संगठन (एससीओ) का वर्तमान अध्यक्ष है। अंतर-सरकारी संगठन शंघाई सहयोग संगठन (एससीओ) की स्थापना 15 जून 2001 को शंघाई में हुई थी। एससीओ में इस समय आठ सदस्य देश - भारत, चीन, कजाकिस्तान, किर्गिस्तान, रूस, पाकिस्तान, ताजिकिस्तान और उज्बेकिस्तान शामिल हैं।



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फास्टैग के जरिए दैनिक पथकर (टोल) वसूली 193 करोड़ रुपये से अधिक के रिकॉर्ड उच्च स्तर पर पहुंची



भारत में पथकर (टोल) वसूली के लिए फास्टैग प्रणाली का कार्यान्वयन एक निरंतर वृद्धि के साथ शानदार रूप से सफल साबित हुआ है। दिनांक 29 अप्रैल 2023 को, फास्टैग प्रणाली के जरिए होने वाली दैनिक पथकर वसूली ने एक ऐतिहासिक उपलब्धि हासिल करते हुए अब तक के उच्चतम 193.15 करोड़ रुपये के आंकड़े को पार कर लिया और एक ही दिन में 1.16 करोड़ लेन-देन दर्ज किए।

फरवरी 2021 में सरकार द्वारा फास्टैग को अनिवार्य कर दिए जाने के बाद फास्टैग कार्यक्रम के तहत टोल प्लाजा की संख्या 770 से बढ़कर 1,228 हो गई है, जिसमें 339 राज्य टोल प्लाजा शामिल हैं। उपयोगकर्ताओं के बीच लगभग 97 प्रतिशत की प्रसार दर और उन्हें 6.9 करोड़ से अधिक फास्टैग जारी किए जाने के

साथ, इस प्रणाली ने राष्ट्रीय राजमार्ग से संबंधित शुल्क प्लाजा में प्रतीक्षा समय को कम करके उपयोगकर्ताओं के अनुभव को काफी बेहतर बनाया है।

राजमार्ग उपयोगकर्ताओं द्वारा फास्टैग को निरंतर और प्रगतिशील रूप से अपनाए जाने से न केवल पथकर वसूली से जुड़ी प्रक्रिया अधिक दक्ष हुई है, बल्कि सड़क से जुड़ी परिसंपत्तियों का अधिक सटीक मूल्यांकन भी हुआ है, जिससे भारत के राजमार्ग से संबंधित बुनियादी ढांचे में अपेक्षाकृत और अधिक निवेश आकर्षित हुआ है।

पथकर वसूली में अपनी प्रभावशीलता के अलावा, फास्टैग ने देश भर के 50 से अधिक शहरों में 140 से अधिक पार्किंग स्थल पर पार्किंग शुल्क के लिए निर्बाध और सुरक्षित

संपर्क रहित भुगतान की सुविधा भी प्रदान की है।

सरकार सभी सड़क उपयोगकर्ताओं को सहज और परेशानी मुक्त पथकर वसूली से जुड़े अनुभव प्रदान करने की अपनी प्रतिबद्धता पर

सरकार सभी सड़क उपयोगकर्ताओं को सहज और परेशानी मुक्त पथकर वसूली से जुड़े अनुभव प्रदान करने की अपनी प्रतिबद्धता पर अडिग है। इस संदर्भ में, भारतीय राजमार्ग प्राधिकरण (एनचएआई) भारत में फ्री-फ्लो टोलिंग सिस्टम की अनुमति देने के लिए ग्लोबल नेविगेशन सैटेलाइट सिस्टम (जीएनएसएस) पर आधारित टोलिंग सिस्टम के कार्यान्वयन से संबंधित जरूरी आवश्यकताओं को अंतिम रूप देने की दिशा में पूरी सक्रियता से काम कर रहा है।

अडिग है। इस संदर्भ में, भारतीय राजमार्ग प्राधिकरण (एनचएआई) भारत में फ्री-फ्लो टोलिंग सिस्टम की अनुमति देने के लिए ग्लोबल नेविगेशन सैटेलाइट सिस्टम (जीएनएसएस) पर आधारित टोलिंग सिस्टम के कार्यान्वयन से संबंधित जरूरी आवश्यकताओं को अंतिम रूप देने की दिशा में पूरी सक्रियता से काम कर रहा है।



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सड़क और इंटेलिजेंट ट्रांसपोर्ट सिस्टम पर भारत-रूस वर्किंग ग्रुप की पहली बैठक नई दिल्ली में आयोजित हुई

सड़क और इंटेलिजेंट ट्रांसपोर्ट सिस्टम पर भारत-रूस वर्किंग ग्रुप की पहली बैठक नई दिल्ली में आयोजित की गई। वर्किंग ग्रुप की स्थापना सड़क परिवहन और राजमार्ग मंत्रालय और रूसी संघ के परिवहन मंत्रालय के बीच समझौता ज्ञापन के तहत सितंबर 2021 में हुई थी। सड़क परिवहन और सड़क उद्योग में द्विपक्षीय सहयोग पर सड़क परिवहन, लॉजिस्टिक्स, इंटेलिजेंट ट्रांसपोर्ट सिस्टम (आईटीएस) और

ग्रीन मोबिलिटी सेक्टर में संचार और सहयोग के दीर्घकालिक और प्रभावी द्विपक्षीय संबंध स्थापित करने के मकसद से यह सहयोग स्थापित किया गया।

बैठक की सह-अध्यक्षता अलका उपाध्याय, सचिव (आरटी एंड एच), सड़क परिवहन और राजमार्ग मंत्रालय और महामहिम दिमित्री बाकानोव, रूसी संघ के परिवहन उप मंत्री ने की। बैठक के दौरान हुए विचार-विमर्श में दोनों देशों

द्वारा इंटेलिजेंट ट्रांसपोर्ट सिस्टम, ग्रीन मोबिलिटी, सड़क सुरक्षा, सड़क परिवहन और राजमार्ग क्षेत्र में प्रौद्योगिकी कार्यान्वयन से संबंधित विभिन्न पहलों को प्रदर्शित किया गया। आयोजित चर्चाओं ने सड़क परिवहन विकास में डिजिटल प्रौद्योगिकी सक्षम आईटीएस सेवाओं के कार्यान्वयन के लिए भारत और रूस के बीच लंबे सहयोग का मार्ग प्रशस्त किया।

केंद्रीय मंत्री नितिन गडकरी ने मुंबई में 11वें द्विवार्षिक अंतर्राष्ट्रीय बंदरगाह, नौवहन और रसद सम्मेलन को संबोधित किया

केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने कहा, "पारिस्थितिकी और पर्यावरण केंद्र सरकार की सर्वोच्च प्राथमिकता है और प्रदूषण को रोकने के लिए सरकार कई विकल्पों पर विचार कर रही है और उसी लिहाज से विभिन्न परियोजनाओं पर युद्ध स्तर पर काम कर रही है।" वे मुंबई में 11वें द्विवार्षिक अंतर्राष्ट्रीय बंदरगाह, नौवहन और रसद सम्मेलन में बोल रहे थे।

सार्वजनिक परिवहन प्रणाली देश के लिए बहुत महत्वपूर्ण है। मंत्री महोदय ने विचार रखा कि देश में कुल वायु प्रदूषण का लगभग 40 प्रतिशत सड़क यातायात के कारण होता है और इसलिए देश में सार्वजनिक परिवहन को बढ़ावा देना बहुत जरूरी है। उन्होंने कहा कि सरकार सार्वजनिक परिवहन को बढ़ावा देने के लिए विभिन्न उपाय लागू कर रही है। उन्होंने जिक्र करते हुए बताया कि मुंबई में शुरू हुई डबल डेकर बस और बेंगलुरु में शुरू की जा रही बस सेवा इन उपायों की बानगी हैं। 260 रोपवे और केबल कारों को दी गई मंजूरी भी इसी कोशिश का हिस्सा है और दिल्ली व उसके आसपास करीब 65 हजार करोड़ रुपये की सड़क परियोजनाओं पर भी काम चल रहा है। उन्होंने कहा कि यह काम पूरा होने के बाद इस क्षेत्र में यातायात की भीड़ को और वायु प्रदूषण को कम करने में मदद मिलेगी।

इनके अलावा गडकरी ने कहा कि केंद्र सरकार इलेक्ट्रिक हाईवे यानी ई हाईवे बनाने की कोशिश कर रही है। उन्होंने बताया कि इलेक्ट्रिक बसें, इलेक्ट्रिक कार, इलेक्ट्रिक स्कूटर अब चालू हो चुके हैं लेकिन इसके साथ ही साथ हम फ्लेक्स

इंजन वाले वाहनों का इस्तेमाल भी शुरू कर रहे हैं। केंद्रीय मंत्री नितिन गडकरी ने दोहराया कि हाइड्रोजन भविष्य का ईंधन है। मुंबई में ईंधन के रूप में मथनॉल का उपयोग करके बसें और ट्रकों को चलाने में कोई समस्या नहीं है, इसका जिक्र करते हुए मंत्री महोदय ने कहा कि इससे लागत में बचत होगी और प्रदूषण में कमी आएगी। इस मौके पर केंद्रीय मंत्री ने भरोसा जताया कि केंद्र सरकार की कोशिशों से अगले पांच साल में प्रदूषण की समस्या का काफी हद तक समाधान हो जाएगा।

मुंबई गोवा राजमार्ग परियोजना में देरी पर खेद जताते हुए उन्होंने कहा कि इस देरी के लिए ठेकेदारों से जुड़ी दिक्कतों के साथ-साथ भूमि अधिग्रहण में मुश्किलों जैसी कई वजहें जिम्मेदार थीं। लेकिन इन सभी समस्याओं का समाधान कर लिया गया है और तकरीबन 73 प्रतिशत परियोजना पूरी हो चुकी है। उन्होंने यह भरोसा भी जताया कि मुंबई गोवा राजमार्ग का काम तय समय के भीतर पूरा हो जाएगा।

केंद्र सरकार की ओर से 36 ग्रीन हाईवे परियोजनाओं का काम शुरू कर दिया गया है और सरकार इन परियोजनाओं के लिए अधिग्रहित भूमि के मुआवजे के तौर पर बाजार मूल्य से ज्यादा भुगतान कर रही है। गडकरी ने इस मौके पर कहा कि, इसलिए इन सड़कों के निर्माण में भूमि अधिग्रहण अब कोई समस्या नहीं है। हम लॉजिस्टिक्स की लागत को 2024 तक 9 प्रतिशत तक कम करने के लिए काम कर रहे हैं जो वर्तमान में 14-16 प्रतिशत है। बेहतर सड़कों और नीची लॉजिस्टिक की लागत से व्यापार और उद्योग को

बढ़ाने में मदद मिलेगी।

इस अवसर पर मंत्री महोदय ने बताया कि सड़क परिवहन और राजमार्ग मंत्रालय की ओर से महाराष्ट्र में 5-6 लॉजिस्टिक्स पार्क स्थापित किए जाएंगे। उन्होंने बताया कि राज्य में जालना और वर्धा में ड्राई पोर्ट बनाने का काम पूरा हो चुका है और अब नासिक व पुणे में इसी तरह के ड्राई पोर्ट बनाने का काम किया जा रहा है।

देश में लॉजिस्टिक्स पार्कों के बारे में बोलते हुए उन्होंने कहा कि नए विकसित इन्फ्रास्ट्रक्चर की मदद से हम चीन से अगरबत्ती के आयात को कम करने में सक्षम होंगे और इसके बजाय असम की स्वदेशी रूप से विकसित स्टिक का उपयोग कर सकेंगे।

गडकरी ने राय रखी कि अगर हम मुंबई और गोवा के बीच जल परिवहन शुरू कर सकें तो इस क्षेत्र में परिवहन की पूरी तस्वीर बदल जाएगी। केंद्रीय मंत्री ने कहा कि सड़क और रेल परिवहन की तुलना में जल परिवहन बहुत ही किफायती है और अगर हम वैकल्पिक ईंधन का उपयोग करना शुरू कर दें तो इस परिवहन की लागत और कम हो जाएगी।

सड़क दुर्घटनाओं के बारे में बात करते हुए केंद्रीय मंत्री ने कहा कि, दुर्घटनाओं और उनसे होने वाले नुकसान को कम करने के लिए सरकार सड़क इंजीनियरिंग पर विचार कर रही है। उन्होंने लोगों से अनुरोध किया कि सड़क सुरक्षा मानदंडों का पालन करें और उन्होंने संगठनों व गैर सरकारी संगठनों से भी आग्रह किया कि इस कार्य में सरकार का समर्थन करें।

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AITWA in Association with Jagat Pharma and Dr Basu Eye Hospital Organized a Special Eye-care Camp



In a bid to fulfil its commitment towards social responsibilities and support road safety plans, the All India Transporters' Welfare Association (AITWA) collaborated with Jagat Pharma and Dr Basu Eye Hospital to organize a special eye care camp on June 10, 2023. The beneficiaries were AITWA-associated drivers at NECC Transport, UP Border.

The primary objective of the camp was to promote eye health and road safety among our valued drivers. The

camp offered comprehensive eye check-ups, personalized consultations, and free distribution of medicines to address underlying eye conditions or any potential issues that may impact the visual well-being of drivers. This was performed by skilled optometrists who ensured that drivers can discharge their duties with zero difficulty.

AITWA is very grateful to Jagat Pharma for their dedicated efforts in safeguarding the health and well-being of its drivers and salutes the

Pharma Company for extending its hands to support the cause. Needless to mention here that the camp also served the purpose of reminding people about the importance of preventive healthcare practices and early detection of eye-related issues, which otherwise can backlash at times.

As for AITWA, it remains committed to the welfare and safety of truck drivers since 2000, and initiatives like these reiterate this over and again. Also, this highlights its continuous efforts to support the well-being of the transport fraternity.



X



*We are shaped and fashioned by what we love;
See what happens when you love God.*

Brahma Kumaris

PAN INDIA Performance Snapshot: May 2023 (Dwell Time)



Pipavav	
Import	Export
64.8 hrs	105.8 hrs

Tuticorin	
Import	Export
20.7 hrs	52.9 hrs

Ennore	
Import	Export
38.2 hrs	86.6 hrs

Hazira	
Import	Export
54.0 hrs	108.1 hrs

Kochi	
Import	Export
48.4 hrs	80.2 hrs

Chennai	
Import	Export
38.3 hrs	83.7 hrs

Mundra	
Import	Export
38.1 hrs	99.9 hrs

New Mangalore	
Import	Export
109.3 hrs	73.9 hrs

Kolkata	
Import	Export
34.6 hrs	111.9 hrs

Mumbai	
Import	Export
19.9 hrs	65.0 hrs

Krishnapatnam	
Import	Export
48.0 hrs	61.2 hrs

Visakhapatnam	
Import	Export
70.0 hrs	66.2 hrs

Kandla	
Import	Export
30.7 hrs	108.0 hrs

Kattupalli	
Import	Export
53.6 hrs	96.7 hrs

Haldia	
Import	Export
88.7 hrs	97.5 hrs

Source: NICDC Logistics Data Services Limited



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GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
UNSTARRED QUESTION NO-3771
ANSWERED ON-05/04/2023

FREE MEDICAL FACILITIES FOR ACCIDENT VICTIMS ON NATIONAL HIGHWAYS

3771. SHRI SANJAY RAUT:

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

- (a) whether victims of road accidents on National Highways are provided free medical treatment by Government and if so, the details thereof;
- (b) whether National Highways Authority of India (NHAI) has invited bids from insurance companies for the roll out of cashless treatment scheme for road crash victims and if so, the details thereof;
- (c) whether Government is providing ambulances and cranes to State Government to take the accident victims to the nearest hospital and if so, details thereof; and
- (d) the State-wise details of funds transferred by the Union Government for procurement of cranes/ambulances during each of the last five years?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) & (b) National Highways Authority of India (NHAI) has envisaged a cashless treatment facility on all four arms of Golden Quadrilateral stretch i.e. Delhi-Mumbai, Mumbai-Chennai, Chennai-Kolkata and Kolkata-Delhi to provide Hospitalization Insurance cover to the immediate road Accident Victims (including Drivers, Passengers, Pedestrians/Cyclist). The proposed scheme is to take care of the immediate needs of the hospitalization of the victims for the first 48 hours from the time of hospitalization or providing necessary treatment up to a cost of Rs. 30,000/, whichever occurs earlier. For this scheme NHAI has invited bids and technical bids of the tender are under evaluation.

(c) & (d) As a part of incident management, there is a provision of ambulances and Tow-Away vehicles/cranes, in the respective contract/concession agreements, which are stationed near the fee plazas to cater to any emergency on the National Highways under the jurisdiction of NHAI. Further, the ambulance projects were sanctioned for the entire Country and State-wise separate funds were not allocated. In this regard, NHAI has sanctioned funds of Rs. 395.89 Crore in the last 5 years for deployment of ambulances through centralised agencies.

Govt mulls e-challans for PUC violators

Alok KN Mishra

letters@hindustantimes.com

NEW DELHI: The Delhi transport department is planning to penalise vehicle owners who have not renewed their pollution under control (PUC) certificates by checking their PUC status at fuel stations through cameras which are linked with the mParivahan software, officials aware of the proposal said on Wednesday.

Violators will receive e-challans, on the lines of challans which are sent for speeding, the officials said.

Section 190(2) of the Motor Vehicles Act makes it mandatory for vehicles to have PUC certificates. The owner of a vehicle plying without a valid PUC certi-

cate is liable to be prosecuted and may be imprisoned for up to three months or fined up to ₹10,000, or both.

Delhi has 966 PUC checking centres, where the tailpipe emission standards of the vehicles can be checked by paying a nominal fee. According to transport department data, around 1.7 million active vehicles in the Capital do not have a valid PUC.

Last week, transport officials held a meeting with prospective technology providers to explore the feasibility of e-challans for non-compliance of pollution norms. "The department has been exploring ways to penalise non-PUC compliant vehicles so that vehicular pollution can be checked. Vehicular pollution is

one of the major contributors to air pollution in the Capital. The current mechanism to check PUC of vehicles is manpower intensive and transport enforcement officials besides traffic police personnel issue challans against such vehicles during manual checks. The manual checks come with limitations," said an official, asking not to be named.

Officials said the idea behind using the fuel stations for the enforcement is to ensure a check on a maximum number of vehicles — since they all must visit fuel stations for refilling. Another official said the mechanism at the fuel stations will be based on automatic number-plate recognition (ANPR) tech-

nology. "The ANPR based mechanism can operate using CCTV cameras. Fuel stations already have CCTV cameras installed, which can be connected with ANPR technology and can work using the mParivahan database. Challans can be issued in seconds," the official said, adding, "With some technology interventions, these cameras can be linked with ANPR mechanism."

Officials said a detailed project report will be prepared before it is put before the government for consideration and approval.

Ajay Bansal, president of All India Petroleum Dealers Association, said, "It is a welcome move by the government, and the petroleum dealers will support

the move. It will create awareness among people about vehicular pollution and encourage them to keep a valid PUC."

Anumita Roychowdhury, executive director (research and advocacy) at Centre for Science and Environment (CSE), said smart monitoring is needed for stringent enforcement to improve compliance with the PUC programme and ensure all vehicles undergo tests.

Transport minister Kailash Gahlot said, "The government is working on decarbonising public transport by introducing electric buses, at the same time the department is also focused on checking vehicular pollution by forcing the vehicles to comply with pollution norms."

इंटरनेशनल बाजार में कच्चे तेल के दाम में फिर गिरावट ...पर 375 दिन से नहीं बदले देश में पेट्रोल-डीजल के दाम

■ सान्ध्य टाइम्स व्यूरो

कूड ऑयल की कीमतों में उतार-चढ़ाव जारी है। अंतरराष्ट्रीय बाजार में कच्चे तेल के दामों में भारी गिरावट आई है। इस दौरान इस्क्यूटीआई कूड ऑयल 4.4 फीसदी गिरकर 69.46 डॉलर प्रति बैरल पर आ गया है। वहीं ब्रेट कूड ऑयल के दाम 4.58 फीसदी की गिरावट के साथ 73.54 डॉलर प्रति बैरल पर आ गए हैं। इस बीच तेल कंपनियों ने भी पेट्रोल-डीजल के नए रेट जारी कर दिए हैं। हालांकि वृद्धि को भी पेट्रोल-डीजल के रेट में कोई बदलाव नहीं हुआ है। इस तरह यह लगातार 375वें दिन है जब देश में पेट्रोल और डीजल के दाम में कोई बदलाव नहीं किया गया है। अल इंडिया ट्रांसपोर्टे केलेफेर असासिएशन के चेयरमैन प्रदीप सिंघत ने कहा कि अब सरकार से गुहार है कि पेट्रोल और डीजल के दाम कम करें। इसका लाभ अर्थव्यवस्था को मिलेगा। यदि सरकार डीजल पर



10 प्रतिशत रेट कम करती है, तो मालभाड़े में 5 से 6 प्रतिशत की कमी आ जाएगी। इससे सभी तरह के सामान का रेट कम होगा और उपभोक्तकों को खर्चेरहित लाभ मिलेगा। लोगों की जेब में पैसा बचेगा, तो यह बर्केट में लगेगा। प्रदीप ने यह भी कहा कि सरकार ने सालाना से



दिल्ली में पेट्रोल-डीजल के दाम

दिल्ली में बुधवार को पेट्रोल 96.72 रुपये और डीजल 89.62 रुपये प्रति लीटर पर बिक रहा है। मुंबई में पेट्रोल 106.31 रुपये प्रति लीटर और डीजल 94.27 रुपये प्रति लीटर पर मिल रहा है। चेन्नई में पेट्रोल 102.63 रुपये प्रति लीटर और डीजल का भाव 94.24 रुपये प्रति लीटर है। वहीं, कोलकाता में मंगलवार को पेट्रोल 106.03 रुपये प्रति लीटर और डीजल 92.76 रुपये प्रति लीटर पर बिक रहा था।

अन्य शहरों में क्या चल रही है कीमतें

नोएडा में मंगलवार को पेट्रोल 96.57 रुपये और डीजल 89.96 रुपये प्रति लीटर पर बिक रहा था। गुडगांव में पेट्रोल 97.18 रुपये प्रति लीटर और डीजल 90.05 रुपये प्रति लीटर पर मिल रहा है। इसके अलावा चंडीगढ़ में पेट्रोल 96.20 रुपये और डीजल 84.26 रुपये प्रति लीटर पर मिल रहा है। वहीं, लखनऊ में पेट्रोल का भाव 96.57 रुपये और डीजल की कीमत 89.76 रुपये प्रति लीटर है।

ज्यादा समय तक पेट्रोल और डीजल के दामों को स्टेबल रखा। यह भी ट्रांसपोर्टर्स की मांग रहती है, क्योंकि योजना दाम में उतार-चढ़ाव होने से मालभाड़े में नफा-नुकसान होता है।

पेट्रोलियम पदार्थों के दाम 3 से 4 महीने तक तो स्टेबल रहने ही चाहिए। फिर भी अब 375 दिन से भाव में बदलाव नहीं हुआ है, तो समय आ गया है कि अब रेट घटया जाए। (प्रस)

Warehouse leasing rises to 51.3 million sq ft in FY23

Our Bureau
Mumbai

Warehouse leasing activity rose to a record 51.3 million square feet in FY23 led by third-party logistics (3PL) players and the manufacturing sector, even as demand from e-commerce companies declined, according to a report by Knight Frank India.

The 'Make in India' initiative and the Production Linked Incentive schemes in the country leading to more demand for storage. The move by global corporations to set up manufacturing hubs in India in a bid to decentralise manufacturing from China has also boosted demand for warehouses. For instance, Apple makes 7 per cent of its iPhones in India compared to 1 per cent just two years back.

The demand was led by cities such as Bengaluru, Kolk-

ata, and Mumbai. From FY17 to FY23, warehouse absorption has risen 24 per cent annually, the data showed.

3PL sector was the highest occupiers of warehouses with a 39 per cent market share, most of the occupancy being in Mumbai and the National Capital Region.

The share of the manufacturing sector also grew to 30 per cent in FY23 from 23 per cent in FY21.

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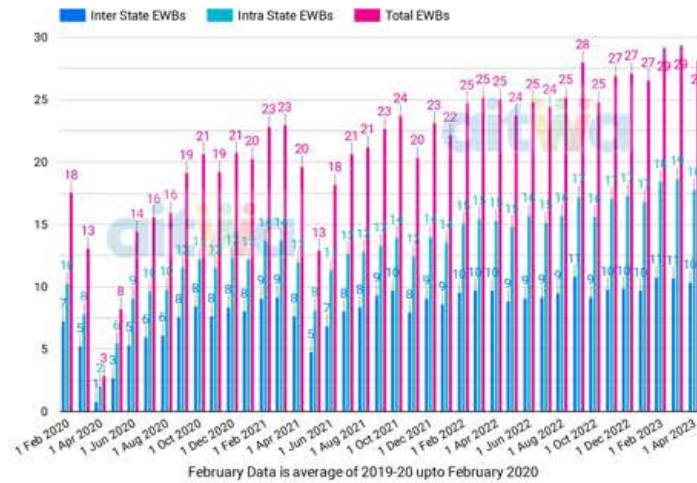
Eway Bill Dashboard

Developed & compiled by

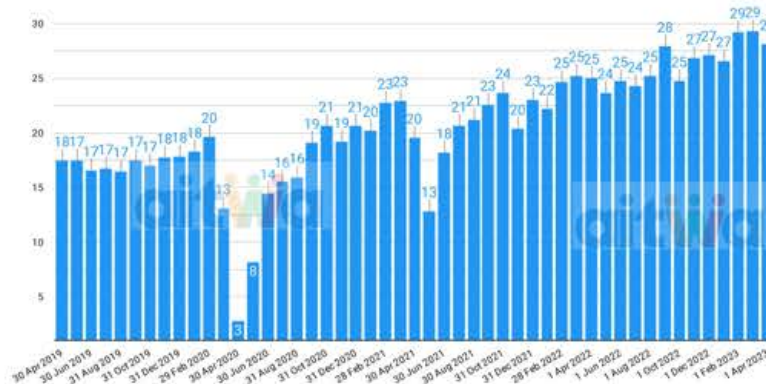


Last updated on 6th May 2023 | Data as on 30th April 2023

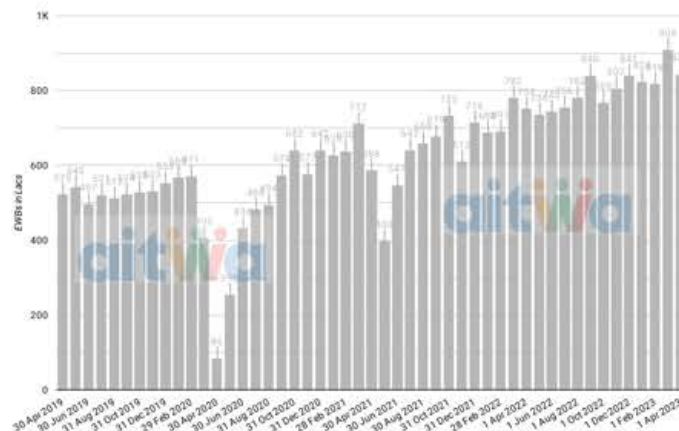
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



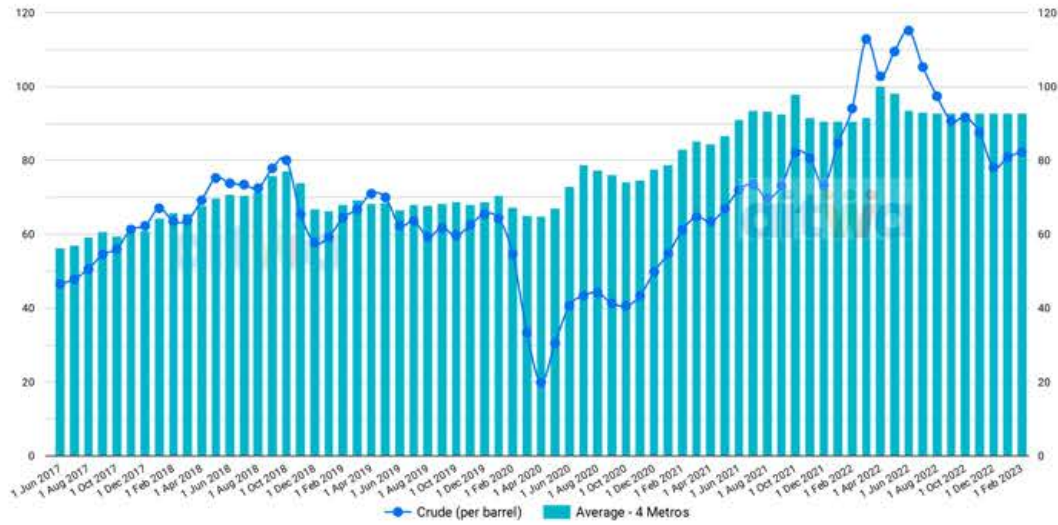
Total number of monthly EWBs generated (in lacs per month)



Diesel Dashboard

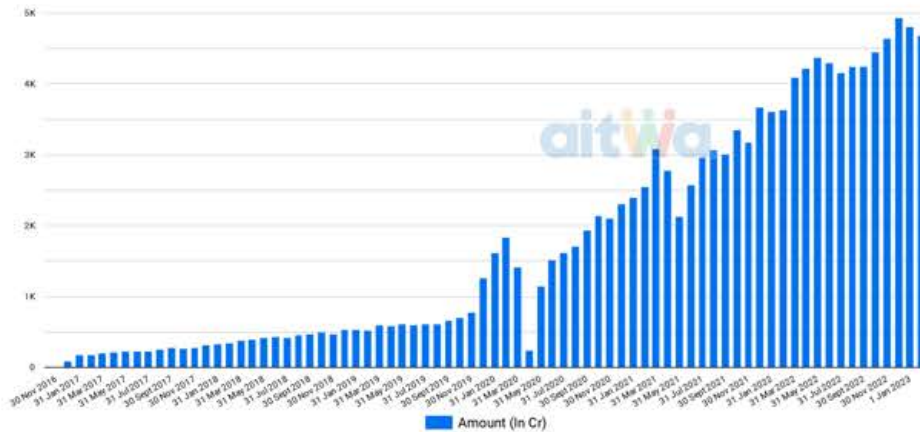
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Diesel Price Average of 4 metros since 2017



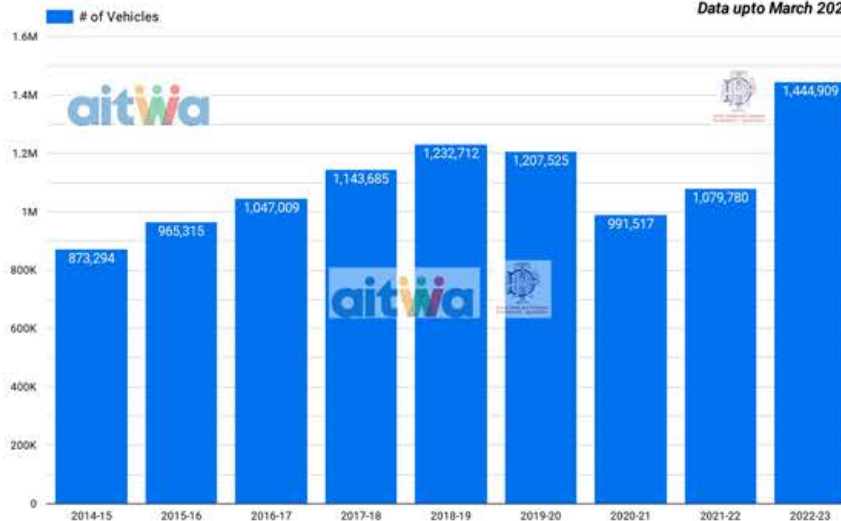
Toll Collection Dashboard

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



National Permit Vehicles in India

Data upto March 2023



TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To April		
		April 2023	April 2022	% Change	2023-24	2022-23	% Change
(A) 15 International Airports							
1	Chennai	27967	30578	-8.5	27967	30578	-8.5
2	Kolkata	9967	10677	-6.6	9967	10677	-6.6
3	Goa	537	485	10.7	537	485	10.7
4	Srinagar	694	1512	-54.1	694	1512	-54.1
5	Bhubaneswar	791	887	-10.8	791	887	-10.8
6	Calicut	1498	925	61.9	1498	925	61.9
7	Coimbatore	385	708	-45.6	385	708	-45.6
8	Varanasi	309	373	-17.2	309	373	-17.2
9	Amritsar	244	214	14.0	244	214	14.0
10	Trichy	525	517	1.5	525	517	1.5
11	Portblair	410	552	-25.7	410	552	-25.7
12	Imphal	264	593	-55.5	264	593	-55.5
13	Vijayawada	11	81	-86.4	11	81	-86.4
14	Tirupati	1	20	-95.0	1	20	-95.0
15	Kushinagar	0	0	-	0	0	-
Total		43603	48122	-9.4	43603	48122	-9.4
(B) 6 PPP International Airports							
16	Ahmedabad	8346	7546	10.6	8346	7546	10.6
17	Lucknow	1408	1368	2.9	1408	1368	2.9
18	Guwahati	1769	1837	-3.7	1769	1837	-3.7
19	Jaipur	1086	1412	-23.1	1086	1412	-23.1
20	Trivandrum	1665	1420	17.3	1665	1420	17.3
21	Mangalore	21	402	-94.8	21	402	-94.8
Total		14295	13985	2.2	14295	13985	2.2
(C) 7 JV International Airports							
22	Delhi (DIAL)	75862	78415	-3.3	75862	78415	-3.3
23	Mumbai (MIAL)	63750	65623	-2.9	63750	65623	-2.9
24	Bangalore (BIAL)	32827	32437	1.2	32827	32437	1.2
25	Hyderabad (GHAL)	11408	12402	-8.0	11408	12402	-8.0
26	Cochin (CIAL)	4516	6218	-27.4	4516	6218	-27.4
27	Nagpur (MIPL)	710	593	19.7	710	593	19.7
28	Kannur (KIAL)	381	304	25.3	381	304	25.3
Total		189454	195992	-3.3	189454	195992	-3.3
(D) 2 ST Govt./Pvt. INTL Airports							
29	Shirdi	42	38	10.5	42	38	10.5
30	Goa (MOPA)	12234	0	-	12234	0	-
Total		12276	38	-	12276	38	-
(E) 10 Custom Airports							
31	Pune	3144	3177	-1.0	3144	3177	-1.0
32	Patna	677	1121	-39.6	677	1121	-39.6
33	Chandigarh	481	1137	-57.7	481	1137	-57.7
34	Indore	872	899	-3.0	872	899	-3.0
35	Bagdogra	738	348	112.1	738	348	112.1
36	Visakhapatnam	267	443	-39.7	267	443	-39.7
37	Surat	661	530	24.7	661	530	24.7
38	Madurai	139	247	-43.7	139	247	-43.7
39	Aurangabad	53	105	-49.5	53	105	-49.5
40	Gaya	0	0	-	0	0	-
Total		7032	8007	-12.2	7032	8007	-12.2
(F) 72 Domestic Airports							
41	Ranchi	524	854	-38.6	524	854	-38.6
42	Raipur	389	493	-21.1	389	493	-21.1
43	Dehradun	273	154	77.3	273	154	77.3
44	Jammu	64	158	-59.5	64	158	-59.5
45	Agartala	294	309	-4.9	294	309	-4.9
46	Udaipur	0	15	-	0	15	-
47	Leh	181	162	11.7	181	162	11.7
48	Bhopal	259	208	24.5	259	208	24.5
49	Vadodara	205	219	-6.4	205	219	-6.4
50	Jodhpur	0	0	-	0	0	-
51	Rajkot	71	55	29.1	71	55	29.1
52	Gorakhpur	0	0	-	0	0	-
53	Dibrugarh	108	109	-0.9	108	109	-0.9
54	Darbhanga	5	7	-28.6	5	7	-28.6
55	Prayagraj	1	0	-	1	0	-
56	Rajahmundry	4	1	-	4	1	-
57	Jabalpur	0	0	-	0	0	-
58	Silchar	52	74	-29.7	52	74	-29.7
59	Hubli	5	6	-16.7	5	6	-16.7
60	Belgaum	0	2	-	0	2	-
61	Dimapur	74	146	-49.3	74	146	-49.3
62	Kanpur (Chakeri)	9	16	-43.8	9	16	-43.8
63	Jharsuguda	5	4	25.0	5	4	25.0

S. no.	Airport	For The Month			For The Period April To April		
		April 2023	April 2022	% Change	2023-24	2022-23	% Change
(F) 72 Domestic Airports							
64	Gwalior	2	0	-	2	0	-
65	Tuticorin	1	1	0.0	1	1	0.0
66	Mysore	0	0	-	0	0	-
67	Gaggal (Kangra)	0	0	-	0	0	-
68	Jorhat	21	2	-	21	2	-
69	Bareilly	0	0	-	0	0	-
70	Juhu	26	33	-21.2	26	33	-21.2
71	Agra	1	0	-	1	0	-
72	Kolhapur	0	0	-	0	0	-
73	Jamnagar	0	0	-	0	0	-
74	Barapani (Shillong)	0	0	-	0	0	-
75	Jaisalmer	0	0	-	0	0	-
76	Kalaburgi	0	0	-	0	0	-
77	Kandla	0	0	-	0	0	-
78	Deoghar	0	0	-	0	0	-
79	Pondicherry	0	0	-	0	0	-
80	Pantnagar	0	0	-	0	0	-
81	Cuddapah	0	0	-	0	0	-
82	Bhavnagar	0	0	-	0	0	-
83	Kishanganj	0	0	-	0	0	-
84	Agatti	3	5	-40.0	3	5	-40.0
85	Bhuj	0	0	-	0	0	-
86	Diu	0	0	-	0	0	-
87	Rupasi	0	0	-	0	0	-
88	Hollongi (Donyi Pold)	0	0	-	0	0	-
89	Lakhimpur (Lilabari)	0	1	-	0	1	-
90	Khajuraho	0	0	-	0	0	-
91	Bikaner	0	0	-	0	0	-
92	Hindon	0	0	-	0	0	-
93	Porbandar	0	0	-	0	0	-
94	Bhuntar	0	0	-	0	0	-
95	Tezu	0	0	-	0	0	-
96	Pakyong	0	0	-	0	0	-
97	Keshod (Jirangarh)	0	0	-	0	0	-
98	Shimla	0	0	-	0	0	-
99	Gondia	0	0	-	0	0	-
100	Tezpur	0	0	-	0	0	-
101	Hyderabad (Begampet)	0	0	-	0	0	-
102	Coochbehar	0	0	-	0	0	-
103	Jalgaon	0	0	-	0	0	-
104	Salem	0	0	-	0	0	-
105	Sholapur	0	0	-	0	0	-
106	Ludhiana	0	0	-	0	0	-
107	Kota	0	0	-	0	0	-
108	Safdarjung	0	0	-	0	0	-
109	Bhatinda	0	0	-	0	0	-
110	Pathankot	0	0	-	0	0	-
111	Adampur (Jalandhar)	0	0	-	0	0	-
112	Kanpur (Civil)	0	0	-	0	0	-
(F) 72 Domestic Airports		2577	3034	-15.1	2577	3034	-15.1
(G) 20 St.Govt. / Pvt Airports							
113	Durgapur	4	7	-42.9	4	7	-42.9
114	Lengpur(aizwal)	39	26	50.0	39	26	50.0
115	Nasik(Hal ozar)	0	0	-	0	0	-
116	Jagdapur	0	0	-	0	0	-
117	Bilaspur	0	0	-	0	0	-
118	Kurnool	0	0	-	0	0	-
119	Sindhudurg	0	0	-	0	0	-
120	Vijayanagar	0	0	-	0	0	-
121	Bangalore(HAL)	0	0	-	0	0	-
122	Bidar	0	0	-	0	0	-
123	Pasighat	0	0	-	0	0	-
124	Rourkela	0	0	-	0	0	-
125	Jeypore	0	0	-	0	0	-
126	Jamshedpur	0	0	-	0	0	-
127	Nanded	0	0	-	0	0	-
128	Pithoragarh	0	0	-	0	0	-
129	Mundra	0	0	-	0	0	-
130	Ziro	0	0	-	0	0	-
131	Hisar	0	0	-	0	0	-
132	Shivamogga	0	0	-	0	0	-
(G) 20 St.Govt. / Pvt Airports		43	33	30.3	43	33	30.3
(H) Other Airports							
		0	0	-	0	0	-
Grand Total (A+B+C+D+E+F+G+H)		269280	269211	0.0	269280	269211	0.0

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

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers		Coal		Containers Tonnage	TEUs	Other Misc. Cargo	TOTAL	% VAR. AGAINST 2022-23
					FIN.	RAW	Thermal & Steam	Coking & Others					
KOLKATA	TRF APRIL-MAY, 2023	33	80	-	118	-	-	292	1555	98	493	2571	
	TRF APRIL-MAY, 2022	56	161	-	42	3	-	197	1473	97	739	2671	-3.74
Haldia Dock Complex	TRF APRIL-MAY, 2023	1504	738	258	-	48	-	3348	408	21	1271	7575	
	TRF APRIL-MAY, 2022	1447	693	45	28	74	-	2245	387	19	1749	6668	13.60
TOTAL: SMP, KOLKATA	TRF APRIL-MAY, 2023	1537	818	258	118	48	0	3640	1963	119	1764	10146	
	TRF APRIL-MAY, 2022	1503	854	45	70	77	0	2442	1860	116	2488	9339	8.64
PARADIP	TRF APRIL-MAY, 2023	6197	346	3519	28	833	8511	2632	26	1	1697	23789	
	TRF APRIL-MAY, 2022	6700	271	4149	1	808	7357	2279	34	2	1844	23443	1.48
VISAKHAPATNAM	TRF APRIL-MAY, 2023	2456	363	2988	337	288	1907	1325	1798	113	1709	13171	
	TRF APRIL-MAY, 2022	2458	280	2766	137	270	2150	1134	1378	88	2130	12703	3.68
KAMARAJAR(ENNORE)	TRF APRIL-MAY, 2023	767	26	-	-	-	4473	210	2063	107	474	8013	
	TRF APRIL-MAY, 2022	799	22	-	-	-	4325	231	2110	109	521	8008	0.06
CHENNAI	TRF APRIL-MAY, 2023	2324	256	-	-	77	-	-	4858	252	428	7943	
	TRF APRIL-MAY, 2022	2437	135	-	-	80	-	-	4335	225	565	7552	5.18
V.O.CHIDAMBARANAR	TRF APRIL-MAY, 2023	73	209	-	168	134	1720	1139	2544	127	774	6761	
	TRF APRIL-MAY, 2022	64	197	-	115	179	1327	721	2822	141	811	6236	8.42
COCHIN	TRF APRIL-MAY, 2023	3767	91	-	-	41	-	-	1653	120	415	5967	
	TRF APRIL-MAY, 2022	3410	58	-	-	44	-	-	1901	132	286	5699	4.70
NEW MANGALORE	TRF APRIL-MAY, 2023	4454	472	660	121	22	1387	-	477	30	131	7724	
	TRF APRIL-MAY, 2022	4331	367	610	98	-	1018	48	307	22	229	7008	10.22
MORMUGAO	TRF APRIL-MAY, 2023	121	81	891	42	-	783	992	-	-	628	3538	
	TRF APRIL-MAY, 2022	123	10	719	29	-	458	1256	4	-	908	3507	0.88
MUMBAI	TRF APRIL-MAY, 2023	6282	271	1123	154	16	1599	-	37	3	1606	11088	
	TRF APRIL-MAY, 2022	6308	304	1244	62	-	1057	-	40	4	1827	10842	2.27
J.N.P.A.	TRF APRIL-MAY, 2023	596	470	-	-	-	-	-	13277	1050	251	14594	
	TRF APRIL-MAY, 2022	514	531	-	-	-	-	-	12408	985	197	13650	6.92
DEENDAYAL	TRF APRIL-MAY, 2023	10609	1502	128	632	25	3472	182	1523	82	3299	21372	
	TRF APRIL-MAY, 2022	11538	1681	192	365	54	2147	98	1300	74	5608	22983	-7.01
ALL PORTS	TRF APRIL-MAY, 2023	39183	4905	9567	1600	1484	23852	10120	30219	2004	13176	134106	
	TRF APRIL-MAY, 2022	40185	4710	9725	877	1512	19839	8209	28499	1898	17414	130970	2.39
% Variation from previous year													2.39

Source: I.P.A.

Blue Energy Motors Rolls Out 100th LNG Truck from its Pune Plant

Blue Energy Motors, a zero-emission truck technology company has achieved manufacturing milestone of rolling out its 100th LNG truck from its Pune facility. The achievement comes six months after it started sales of the 5528+ tractor truck. This it says is a major step towards sustainability as each LNG trucks emits lesser greenhouse gases as compared to diesel powered trucks.

At present, the 5528+ is being used in the cement and steel sectors. The truck uses FPT multipoint stoichiometric combustion engine technology and delivers best-in-class TCO and quieter operation than conventional fuel powered trucks.

With 280 horsepower and 1000 Nm of torque, it is said to be one of the most powerful liquified natural gas truck available for the Indian market. The truck has the industry's first 990-litre fuel tank which provides a range of upto 1400km on a single fill, ensuring adequate coverage across important routes of the nation as the LNG dispensing network is coming up.

The driver cab is equipped with air suspended seat and automatic climate control that offers a comfortable experience for the driver. The truck parameters are continuously monitored with AI and ML enabled proprietary telematics to ensure class leading productivity, supported by BEM own network touchpoints.

Anirudh Bhuwalka, CEO, Blue Energy Motors said, "Our trucks were



Anirudh Bhuwalka, CEO, Blue Energy Motors said, "Our trucks were conceptualised and built with the conditions and demands of the Indian duty cycles in mind. They are the most effective immediate viable solution for the pollution issue that the heavy-duty truck industry produces," Reported Express Mobility

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duty cycles in mind. They are the most effective immediate viable solution for the pollution issue that the heavy-duty truck industry produces," Reported Express Mobility.

Recently, Blue Energy Motors concluded the strategic investment by FPT Industrial, the global Powertrain brand of Iveco Group, wherein FPT Industrial has acquired a minority stake in the company.

Last year, Blue Energy Motors introduced India's first LNG-fuelled truck, 20 of which have been seeded in the market across the country, pioneering the green trucking revolution.

The firm also announced that it would launch a range of electric trucks by the end of next year.

Blue Energy Motors has signed an agreement with Italy-headquartered Iveco Group's global powertrain brand FPT Industrial, which will supply the BS-VI compliant engines for a range of trucks.

With 280 HP and 1000Nm torque, the new truck is one of the most powerful natural gas trucks in the Indian market and it is compatible with CNG, LNG and biomethane.

"We have already seen enquiries pouring in for our first product, green trucks, as we have already deployed 20 LNG fuelled heavy-duty and long-haul trucks across the country," Anirudh Bhuwalka, CEO at Blue Energy Motors told Financial Chronicle.



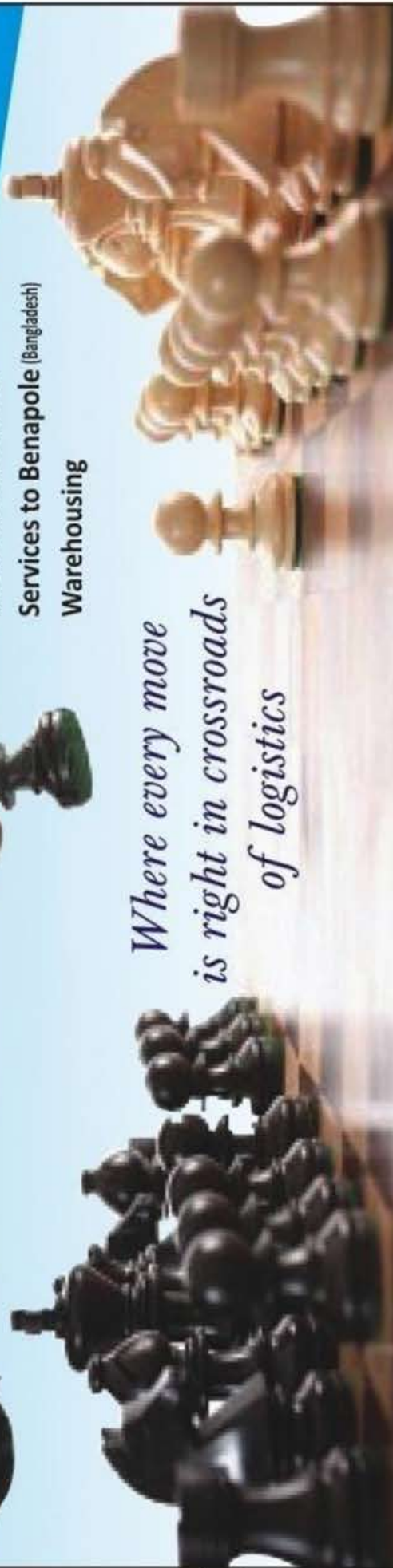
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CJ Darcl Logistics is one of the India's leading transportation and logistics company with annual group turnover of over ₹2300 Crores (2018-19) catering to nation's leading private and public sector corporates through a pan India network of nearly 200 branches with a strong and experience team of over 3000 human resource capital covering all major port cities and industrial town in the country. Company's growth genesis can be traced back to more than four decades.

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○ **Darcl Nepal** 

- ★ Full Truck Load

○ **Fr8ology Private Limited** 

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CJ Darcl Logistics Limited

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