

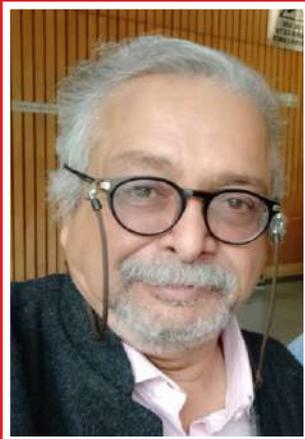
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05

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05



- Mr. Ramesh Kumar

Will the latest Nitin Gadkari's gamble to root out highway corruption

CORRUPTION



Editorial

Is it just a convenience fee that pleases everyone!

Curbing Overload Menace In Trucking Industry



Mr. Jayant Sawant
Sangli Zilha Transport Association



Mr. Balasaheb Kalshetti
Managing Council Member, AIMTC.

5 trends that are shaping the logistics industry

Arshdeep Singh Mundi, MD, Jujhar Group



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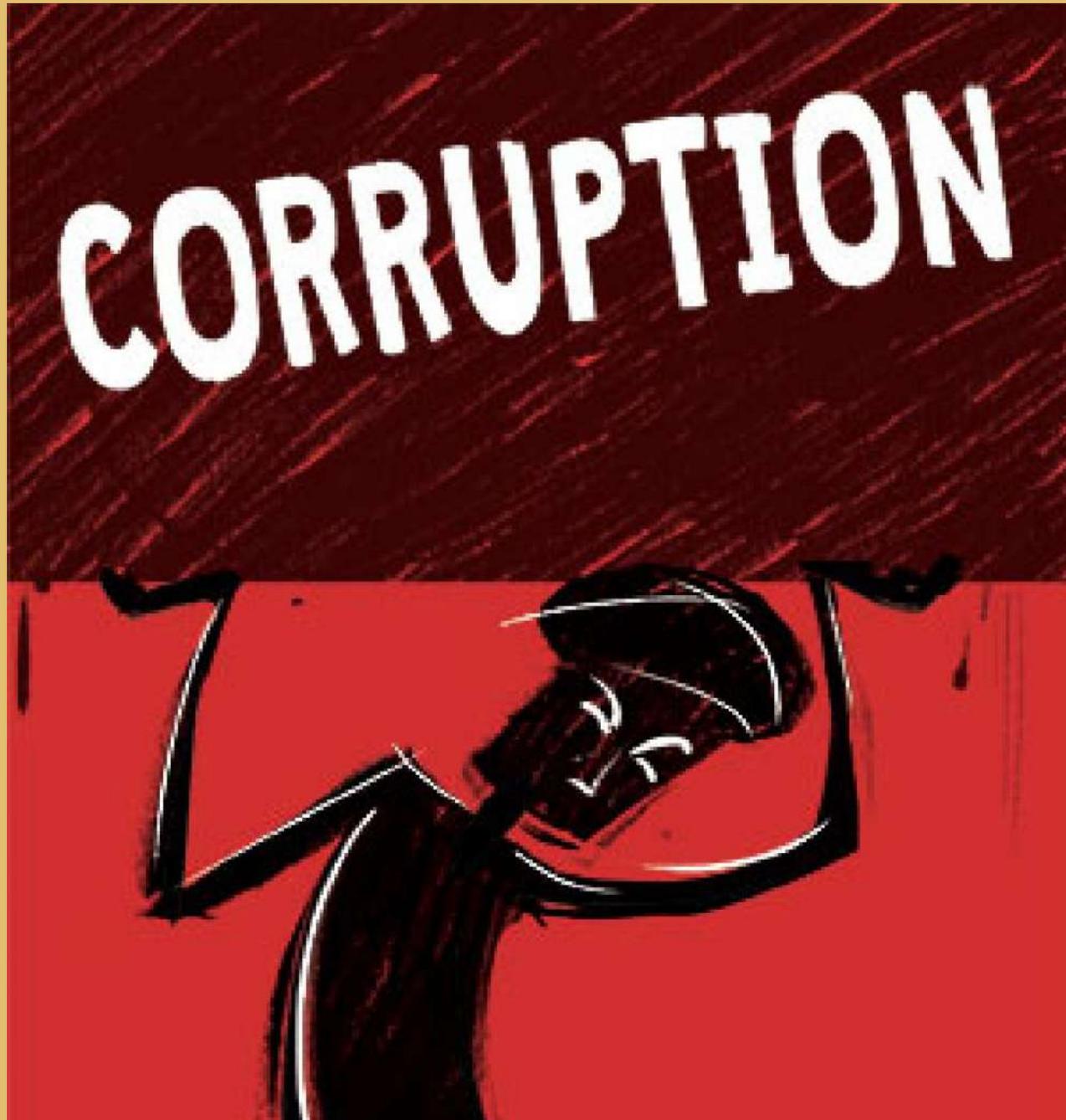
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Why is road transport synonymous with



Or is it just a convenience fee
that pleases everyone!

Let me start by stating the very obvious that road transport is a super complicated business – with so many rules and regulations – be it with respect to the vehicle or the goods or the driver. And considering these vast complexities, it is very much possible that there are chances of lapses and errors. Let me also clarify that while most of these lapses / errors are unintentional, the industry has its share of people who like to circumvent the law for small benefits. But we can vouch for the fact that most of the industry would like to work within the given framework of rules and regulations.

But for some reason, the officials on the highways (or even city / rural roads) seem to have a liking for the transporters and truckers, and feel it is their birth right to waive at a truck and collect money on some pretext or the other. In fact the most bizarre thing is that many a times trucks are penalised for following all the rules.

While this is the plight of transporters across India, in recent times Rajasthan and more specifically Madhya Pradesh have been in the limelight for harassing truckers and forcing them to pay – even if all rules are being followed. It has become a norm that every truck – big or small – passing through the borders have to pay a fee.

So, what exactly is this fee and how is it that it has assumed such large proportions?

In February 2020, Gen V K Singh released a report by SaveLife Foundation, which claimed that truck and fleet owners were shelling out Rs 48,000 crore annually as bribes to traffic or highway police. In fact there would not be a single trucker or driver in the country who would not have paid a bribe.

The road transport industry has been paying bribes for decades now, and the above figure seems obscene by any standards – Rs 48,000 crores! What exactly is the profit margin of the transport industry that they can afford to pay Rs 48,000 crore annually and not even make a noise about it!

As we mentioned earlier that road transport is a very complicated business and it is not just about moving goods from one place to another. The government keeps talking about 'Ease of Doing Business', but that policy doesn't seem to apply to the road transport industry. While GST / EWay Bill may have eased the paper work to a certain extent, but that still doesn't deter the officials from stopping and checking trucks / documents every now and then. Also it seems that the industry is now used to this kind of corruption and has made it a part of their operating cost – probably going in the 'out of pocket expense' column.

But time and again the industry does take up this issue – and why not – why should the industry pay an additional fee of Rs 48,000 every year just to please the officials on the highways? But there is also a sense that this system seems to suit everyone. So even if the industry rakes up this issue occasionally, it doesn't address the issue seriously. Take the example of corruption in Madhya Pradesh. Recently we had the Transport Minister Mr Nitin Gadkari write an official letter to the Chief Minister asking to pull the plugs on

While the truck needs fuel to move, the industry needs bribes to move goods from one place to another, which cannot be justified. When the government says that we need to bring down logistics costs, I am not sure if they are looking to cut down on this Rs 48,000 crore figure. That would actually be a good start to bring down the logistics cost, but something that would need a lot of intent as well as hard work from the government officials as well as the road transport industry. Corruption is one of those actions that need two hands to clap.

corruption. But so far we have not seen any action on ground or even a statement or acknowledgment by the CM.

But having said that, this was a great opportunity for the transport industry to escalate this issue and make the right noise at the right places. Unfortunately we do not see any follow up on the letter by Mr Gadkari, except for some praises for Mr Gadkari for pulling up his own party men. However that doesn't solve the issue of harassment and corruption in Madhya Pradesh, or for that matter anywhere else. The road transport industry has to take this issue seriously – if at all Rs 48,000 crore makes any difference to the logistics cost.

We had suggested that truckers should defy the demands of the officials and halt their truck at check posts where the money is being demanded (illegally). One thing we have to be certain of is that the truckers have to tick all the correct boxes in terms of following the prescribed rules. I am sure most transporters and truckers are adhering to the rules – barring the few ones who still want to take the short cut. But the industry at large is happy following the rules – be in terms of paperwork or the prescribed weight.

It is actually quite interesting how states come up with their own rules and methods to collect money from the transport industry. We got a message from one of the transporters about collection of Danda Tax. What on earth is Danda Tax and why is it collected from trucks?

The nation should know and realise that truck drivers are as important as anyone else providing services. In fact truck drivers should be considered amongst the most important ones because of the value they add to the household or any industry. Their inputs or contribution cannot be ignored. But unfortunately that is not the case and truck drivers are right at the bottom of the social ladder. Therefore it was heartening to hear the National Human Rights Commission address the truck drivers as Human Beings.

It's a good start, said the Chairman of AITWA Mr Pradeep Singal and we couldn't agree more.

There is no denial that corruption has become an integral part of the road transport industry. While the truck needs fuel to move, the industry needs bribes to move goods from one place to another, which cannot be justified. When the government says that we need to bring down logistics costs, I am not sure if they are looking to cut down on this Rs 48,000 crore figure. That would actually be a good start to bring down the logistics cost, but something that would need a lot of intent as well as hard work from the government officials as well as the road transport industry. Corruption is one of those actions that need two hands to clap. However over the years road transport has become synonymous with corruption and bribing seems to be part of the entire system. But the amount of corruption and the harassment related to the same has grown multi-fold over the years – so much so that even if a truck fulfils all the rules and regulations, it is still expected to pay the officials.

We can understand that we been brought up in a system where bribing is considered very natural – in fact it is not even called a bribe

The government keeps talking about 'Ease of Doing Business', but that policy doesn't seem to apply to the road transport industry. While GST / EWay Bill may have eased the paper work to a certain extent, but that still doesn't deter the officials from stopping and checking trucks / documents every now and then. Also it seems that the industry is now used to this kind of corruption and has made it a part of their operating cost - probably going in the 'out of pocket expense' column.

now – it is referred to as a Convenience Fee. It is a charge you pay for easy passage.

It was therefore heartening when we heard Mr Gadkari say earlier this month that weeding out corruption from the transport system was on his agenda. However that would also

need the involvement of the road transport industry. The transporters and truckers will have to learn to say NO. There may be some delays and issues in the beginning – but if you are looking to save Rs 48,000 crore annually, the effort has to be really strong. It is actually surprising that the industry has never taken corruption seriously. I don't remember seeing corruption as an agenda in any of the meetings or even demands to the government. The scattered industry seems to be happy paying the Convenience Fee.

However with changing times, things have to change and we have to move towards becoming an industry that is respected for its work. It is high time the transporters and also the truckers and drivers got their respect, and stepping up the campaign against corruption would be the first step in this direction. We hope that the industry would address the issue and look to re-building an industry that commands respect not only on the highways,



but also in every other office or factory across the country.

This (Mr Gadkari's letter to MP) was a great opportunity for the transport industry to escalate this issue and make the right noise at the right places. Unfortunately we do not see any follow up on the letter by Mr Gadkari, except for some praises for Mr Gadkari for pulling up his own party men. However that doesn't solve the issue of harassment and corruption in Madhya Pradesh, or for that matter anywhere else. The road transport industry has to take this issue seriously - if at all Rs 48,000 crore makes any difference to the logistics cost.

Can the road transport industry say NO to corruption, or will the Rs 48,000 crore figure of bribes continue to grow.

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Auto Industry Sales Performance of June 2022 & April-June 2022

Monthly Performance: June 2022

Production: The total production of Passenger Vehicles*, Three Wheelers, Two Wheelers, and Quadricycle in June 2022 was 2,081,148 units

Domestic Sales:

- Passenger Vehicles* sales were 275,788 units in June 2022.
- Three-wheeler sales were 26,701 units in June 2022.
- Two-wheeler sales were 1,308,764 units in June 2022.

Performance: April-June 2022

Production: The total production of Passenger Vehicles**, Commercial Vehicles#, Three Wheelers, Two Wheelers, and Quadricycle in April-June 2022 was 6,326,483 units

Domestic Sales:

- Passenger Vehicles** sales were 910,431 units in April-June 2022.
- Commercial Vehicles# sales were 224,512 units in April-June 2022.

- Three-wheeler sales were 76,293 units in April-June 2022.
- Two-wheeler sales were 3,724,533 units in April-June 2022.

Commenting on Q1 performance, **Mr Rajesh Menon, Director General, SIAM** said, *“In Quarter-1 this year, sales in the Passenger vehicle segment stood at ~ 9.1 lakh units, in Two-wheeler segment ~ 37.25 lakh units, in Three-wheeler segment ~ 76 thousand units and in Commercial vehicle segment ~ 2.25 lakh units. Recently the government has taken significant measures to ease the inflationary pressure and help the common man by reducing central excise duty on petrol & diesel and changing the duty structure to moderate prices of steel & plastic. Indian Automobile Industry appreciates and thanks the government for these efforts. Industry also keenly looks forward to similar support on CNG prices which has seen exponential increase in the last 7 months. Support on CNG prices would help the common man, facilitate public transport and will enable a cleaner environment.”*

SIAM
Society of Indian Automobile Manufacturers

Domestic Sales: Monthly

Category	Domestic Sales (In Nos.)	
	June-21	June-22
Passenger Vehicles (PVs)*		
Passenger Cars	121,378	132,342
Utility Vehicles (UVs)	100,760	133,076
Vans	9,495	10,370
Total Passenger Vehicles (PVs)	231,633	275,788
Three Wheelers		
Passenger Carrier	5,615	17,934
Goods Carrier	3,559	7,050
E-Rickshaw	196	1,464
E-Cart	34	253
Total Three Wheelers	9,404	26,701
Two Wheelers		
Scooter/ Scooterettee	247,499	421,362
Motorcycle/Step-Throughs	777,169	849,928
Mopeds	35,897	37,474
Total Two Wheelers	1,060,565	1,308,764
Quadricycle	-	47
Grand Total	1,301,602	1,611,300

Cumulative Domestic Sales : April-June-2022

Category	Domestic Sales (In Nos)	
	Apr-June-21	Apr-June-22
Passenger Vehicles (PVs)**		
Passenger Cars	337,191	411,441
Utility Vehicles (UVs)	286,092	464,558
Vans	22,989	34,432
Total Passenger Vehicles (PVs)	646,272	910,431
Commercial Vehicles (CVs)#		
M&HCVs		
Passenger Carrier	1,086	7,707
Goods Carrier	28,072	67,978
Total M&HCVs	29,158	75,685
LCVs		
Passenger Carrier	4,297	11,590
Goods Carrier	72,345	137,237
Total LCVs	76,642	148,827
Total Commercial Vehicles (CVs)	105,800	224,512
Three Wheelers		
Passenger Carrier	15,162	50,663

Goods Carrier	8,661	21,350
E-Rickshaw	643	3,567
E-Cart	56	713
Total Three Wheelers	24,522	76,293
Two Wheelers		
Scooter/ Scooterette	604,291	1,207,903
Motorcycle/Step-Throughs	1,740,308	2,405,228
Mopeds	69,009	111,402
Total Two Wheelers	2,413,608	3,724,533
Quadricycle	-	101
Grand Total	3,190,202	4,935,870

<i>SIAM</i>						
Category & Company wise Summary Report of Commercial Vehicles for April-June 2022						
Report II						
(Number of Vehicles)						
Category	Production		Domestic Sales		Exports	
Segment/Subsegment	April-June		April-June		April-June	
Manufacturer	2021-22	2022-23	2021-22	2022-23	2021-22	2022-23
Commercial Vehicles (CVs)						
Ashok Leyland Ltd	19,201	42,782	16,550	37,124	1,437	2,527
Force Motors Ltd	2,455	3,696	3,005	3,614	23	13
Isuzu Motors India Pvt Ltd	2,395	5,069	452	485	1,748	3,975
JBM Auto Ltd	17	NA	18	NA	-	NA
Mahindra & Mahindra Ltd	41,769	63,611	34,034	58,982	3,931	5,524
Maruti Suzuki India Ltd	5,205	12,499	4,056	10,817	463	450
SML Isuzu Ltd	1,133	3,537	731	3,443	81	68
Tata Motors Ltd	56,603	106,610	42,825	93,888	6,653	5,198
Toyota Kirloskar Motor Pvt Ltd	-	460	4	433	-	-
VECV-Eicher	8,148	18,905	3,971	15,383	1,670	1,722
VECV-Volvo	-	-	154	343	-	-
Total Commercial Vehicles (CVs)	136,926	257,169	105,800	224,512	16,006	19,477
NA= Not available						
Society of Indian Automobile Manufacturers (13/07/2022)						

<i>SIAM</i>						
Segment & Company wise Production, Domestic Sales & Exports Report of Commercial Vehicles for April-June 2022						
Report III						
(Number of Vehicles)						
Category	Production		Domestic Sales		Exports	
Segment/Subsegment	April-June		April-June		April-June	
Manufacturer	2021-22	2022-23	2021-22	2022-23	2021-22	2022-23
Commercial Vehicles (CVs)						
M&HCVs						
A: Passenger Carriers						
Ashok Leyland Ltd	1,188	3,359	513	1,593	544	1,434
Force Motors Ltd	-	37	-	37	-	-
JBM Auto Ltd	17	NA	18	NA	-	NA
SML Isuzu Ltd	148	1,004	47	921	2	8
Tata Motors Ltd	693	930	379	2,250	228	553
VECV-Eicher	217	3,401	129	2,906	146	228
Total A: Passenger Carriers	2,263	8,731	1,086	7,707	920	2,223

B: Goods Carriers						
Ashok Leyland Ltd	8,840	24,009	7,347	21,147	646	813
Mahindra & Mahindra Ltd	1,103	1,447	635	1,286	113	30
SML Isuzu Ltd	390	743	321	606	67	3
Tata Motors Ltd	23,027	42,166	16,598	35,241	3,104	1,775
VECV-Eicher	6,035	11,859	3,017	9,355	1,152	1,112
VECV-Volvo	-	-	154	343	-	-
Total B: Goods Carriers	39,395	80,224	28,072	67,978	5,082	3,733
Total M&HCVs	41,658	88,955	29,158	75,685	6,002	5,956
NA= Not Available						

<i>SIAM</i>						
Segment & Company wise Production, Domestic Sales & Exports Report of Commercial Vehicles for April-June 2022						
Report III						
(Number of Vehicles)						
Category	Production		Domestic Sales		Exports	
Segment/Subsegment	April-June		April-June		April-June	
Manufacturer	2021-22	2022-23	2021-22	2022-23	2021-22	2022-23
LCVs						
A: Passenger Carriers						
Ashok Leyland Ltd	70	210	7	175	5	48
Force Motors Ltd	2,275	3,365	2,816	3,282	17	12
Mahindra & Mahindra Ltd	45	178	5	187	-	-
SML Isuzu Ltd	291	1,332	122	1,450	3	12
Tata Motors Ltd	1,978	5,419	1,230	5,572	134	171
Toyota Kirloskar Motor Pvt Ltd	-	-	4	-	-	-
VECV-Eicher	253	990	113	924	51	31
Total A: Passenger Carriers	4,912	11,494	4,297	11,590	210	274
B: Goods Carriers						
Ashok Leyland Ltd	9,103	15,204	8,683	14,209	242	232
Force Motors Ltd	180	294	189	295	6	1
Isuzu Motors India Pvt Ltd	2,395	5,069	452	485	1,748	3,975
Mahindra & Mahindra Ltd	40,621	61,986	33,394	57,509	3,818	5,494
Maruti Suzuki India Ltd	5,205	12,499	4,056	10,817	463	450
SML Isuzu Ltd	304	458	241	466	9	45
Tata Motors Ltd	30,905	58,095	24,618	50,825	3,187	2,699
Toyota Kirloskar Motor Pvt Ltd	-	460	-	433	-	-
VECV-Eicher	1,643	2,655	712	2,198	321	351
Total B: Goods Carriers	90,356	156,720	72,345	137,237	9,794	13,247
Total LCVs	95,268	168,214	76,642	148,827	10,004	13,521
Total Commercial Vehicles (CVs)	136,926	257,169	105,800	224,512	16,006	19,477
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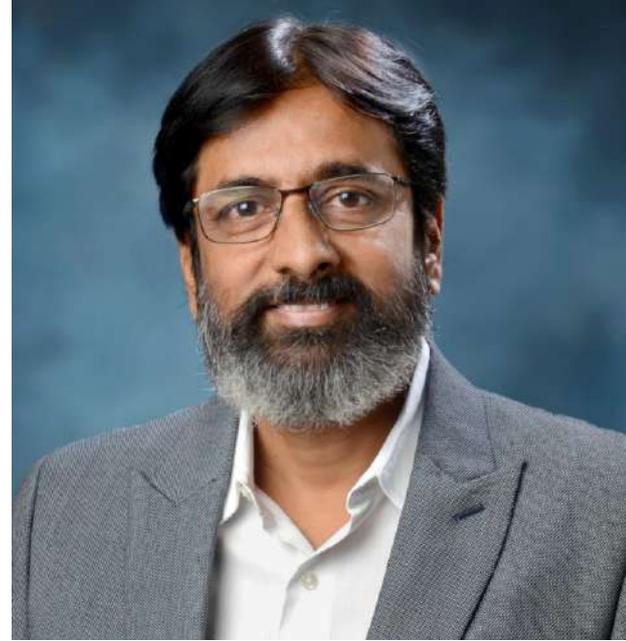
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Curbing Overload Menace In Trucking Industry



Mr. Jayant Sawant
Sangli Zilha Transport Association

Overloading to Trucking Industry is what Cancer is to our Body. Both are difficult to Treat and Cure as it is developed within. One of the major culprits of Non Profitability of Trucking Industry is Overloading of Vehicles, which is very poorly understood & totally Non Digested by The Unorganized & under Educated Truckers. Overloading does not create a level playing field among the stake holders. More over it is one of the causes of Road Accidents. Multiple fold damages to Road due to Overloading leads to losses of National Property. The Vicious Circle of Overloading is very difficult to get rid of in our country. We are Neither following a Scientific Method of Calculating Minimum Freight Nor The mandate given by Motor Vehicle Act 67(1)(I) about Minimum Freight is Followed by Governments. The Freight is determined by Market Forces as per Demand and Supply. It has been observed that when a Freight rate falls below a certain level Truckers tend to Overload the vehicles sighting the reason ओवेलोड डालेंगे तो ही खर्चा पूरा कर



Mr. Balasaheb Kalshetti
Managing Council Member, AIMTC.

पाएंगे. When the freight Rises beyond some reasonable levels Truckers Tend to overload the vehicle sighting the reason. अभी थोड़ा बहुत बच राहा ही इसीलिये जादा माल डालेंगे तो जादा बचत होगी. This Vicious Cycle circles among most of the Routes where goods are carried in Bulk Quantity. On both the situations Consign or I Consignee are definitely benefited & hence encourage Overloading. Still they are out of preview of Law & Punishment which is along pending demand of Truckers Fraternity. Lot many & sincere efforts have been Put by Government departments, stake holders, various local level, National level Transport Organizations to Tackle the issue of Overloading. Finding the overloaded vehicle is very difficult given the geographical spread of our country, interception of vehicles and inspecting them is cumber some and difficult task as Most of The places Truckers & Inspecting authorities Go Hand in Gloves. We are very fortunate to have a very visionary Cabinet Minister Nitin Gadkariji, who is heading

MORTH. Under his able leadership our country is witnessing Never before Infrastructure Development in respect of Roads. INDIA is witnessing Overall & Major changes in policies as far as LOGISTICS is concerned. Thanks to able leadership of our Prime minister Narendra Modiji, who has formulated LOGISTICS POLICY under Ministry of Commerce & advised State Governments to Formulate as per Local Structure & Requirements. Our Prime Minister has given us a Vision of \$ 5 trillion economy which can easily be achieved by Facilitating Ease of Business. Formalizing Transport Sector is Need of an Hour. Major steps like GST are taken in this direction. Logistics Policy, Digitalized Payments, Diesel Cards, Fast tag and various other steps taken to formalize transport industry, which will give more efficient, cost effective logistics services.

The Menace of Overloading can very well be curbed with the advent of new technology. NIC has developed World class state of art technology platforms like GST portal MORTH VAHAN & SARATHI Portals, which hold complete data about Truckers, Ownership, Registration, fitness, carrying capacity, permits, Taxes, Insurance,

Pollution norms, Finance, Drivers Licence validity, address etc. These platforms can be interlinked for Exchange of Data available individually with these departments. E-way bill generation is the core glimpse of GST. For generation of E-way bill Transporter has to enter truck details. Data Exchange between these Departments & Portals can be utilized to apply various Filters like GVW, Documents validity, Driving license validity, etc while generating the e-way bill itself. This would definitely address the Menace of Overloading at the very Beginning point of Travel of Goods. Besides this there are endless possibilities of using various technologies like RFID, GPS systems Moving-in- way bridges along Highways, Toll Plazas etc which will eliminate Human Intervention or Interception needed to check the correctness of Quantity of Goods Transported in a particular vehicle. This concept will not only curb over loading, but also save our precious National Officials Human resources which are wastefully Deployed on Road & hence can be utilized in some other National Developmental Work. This will also facilitated long life of Infrastructure i.e. roads, vehicle and most important The Drivers. Also reduced Stoppages on Road will Definitely increase upon the Efficiency, Economy, Mental well beings of Truckers.

Electric vehicles battery swapping policy likely to be notified in a month

India's electric vehicle (EV) plans as per Union Budget announcement are on the fast-track. ET Now has exclusively learnt from government sources that the EV Battery Swapping Policy is likely to be notified in the next 15-30 days. The public consultation process was completed long back & final comments from various ministries have also been received. The nodal ministry is likely to soon give final touches.

Only a few changes are likely to be made to the draft policy. The final battery swapping policy is likely to largely be the same as the draft shared by Niti Aayog. The government is likely to implement the policy in one go & not in phases as earlier envisaged.

Every swappable EV battery will be given Unique Identification Number (UIN). The UIN will help to track & monitor EV batteries. UIN will also be

given to battery swapping stations.

Battery Management System (BMS) testing is likely to be made mandatory at time of manufacturing. The battery swapping Infra is likely to be in public places like petrol pumps, shopping malls, commercial centres. Government believes battery swapping can bring down cost of EV by up to 50%

EV users are set to benefit from the battery swapping policy both in terms of usage & cost. The users will get flexibility to charge batteries & with lesser range anxiety. The Ministry of Roadways, Transport and Highways in the past allowed electric two wheelers & three wheelers to be sold without batteries.

The draft policy has proposed to offer equal incentives available to electric vehicles that come pre-equipped with fixed batteries based on the kWh rating of the battery.

SIAM

Society of Indian Automobile Manufacturers

8th SIAM AUTOMOTIVE LOGISTICS CONCLAVE



Theme: "Automotive Logistics: Transitioning Towards a Sustainable Future"

Date:

18th August 2022

Venue:

Hotel Le Meridien,
Windsor Place, Connaught Place, New Delhi -110001

Time:

09:30 am - 05:30 pm

The conclave will have eminent speakers from the Government, Policy Makers, Automotive and Logistics Industries, Consultants, Railways, Shipping Sectors, etc.

It will be beneficial for executives and decision makers in Logistics, Distribution, Marketing, Strategic Planning, etc., to attend the conclave.

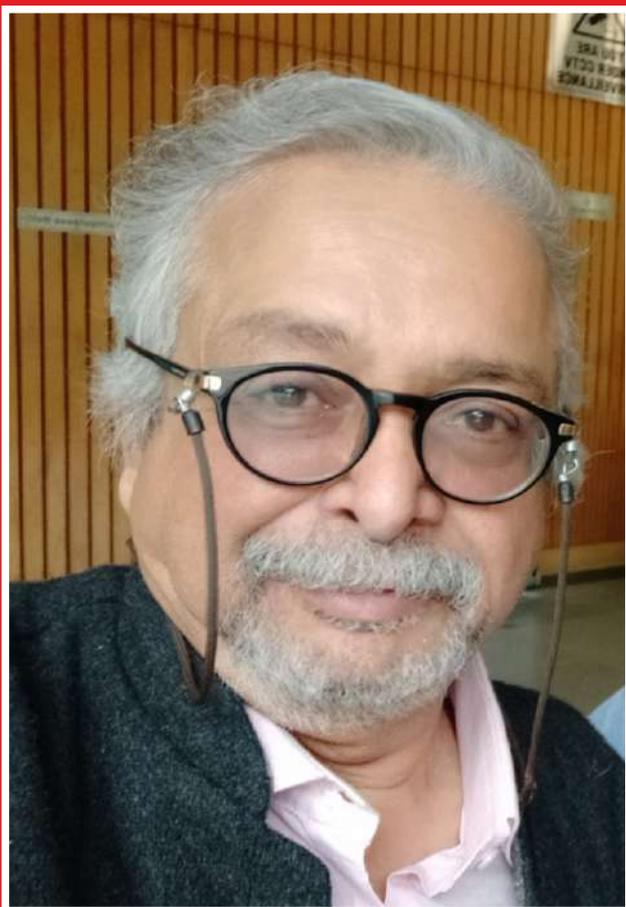
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For more information about the conclave, please visit www.siam.in or write to Mr Kartike Karwal at kartike@siam.in or Call 011 - 47103034

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- Mr. Ramesh Kumar

Will the latest Nitin Gadkari's gamble to root out highway corruption pay off?

Federal Road Transport & Highways Minister Nitin Gadkari's recent letter to Madhya Pradesh Chief Minister Ashokraj Chauhan asking him to intervene and stop highway harassment of truck drivers in its jurisdiction elicited much excitement. The dynamic minister was writing such a missive after hearing a litany of complaints from a group of transporters he met a few hours ago about such behavior of the MP government's transport department officials.

There is no need for such an act of song and dance. It is not the first time and will not be the last attempt by the Federal government to sound alarms of this nature. Gadkari himself has done it in the past. Significantly, Gadkari and Chauhan belong to the same political outfit that runs the Federal government from Delhi and the State of Madhya Pradesh.

Such harassment is not confined to Madhya Pradesh alone. These types of highway

highhandedness are rampant across all states in India. The contention is that the situation on the ground would be better if the same political party ran both at the Centre and State. Bunkum.

For instance, the car carrier association representing thousands of fleet owners servicing the auto OEMs to distribute fresh mint vehicles from manufacturing plants in various parts of India to the dealer points faced a major challenge while crossing the State of Rajasthan in 1916. These vehicles were heavily challaned for no rhyme or reason, forcing the Association to park hundreds of loaded vehicles on the side of the Gujarat-Rajasthan check-post at Rattanpur, inside Rajasthan, for more than a week.

The Bharatiya Janata Party ruled Rajasthan under the Chief Ministership of Vasundhara Raje Scindia, and the same Gadkari held the same portfolio in the Central government. How the dispute was resolved is still a mystery!

Transport is on the concurrent list under the Indian Constitution, whereby the central government is vested with formulating policy and requisite legal framework. However, the rollout or implementation is in the hands of the respective states.

At the maximum, Gadkari has "advised" the states. Beyond that, he is helpless and powerless. So, the logic of the same political party ruling at the Center and states would fetch justice is asking for too much. More importantly, transport is a milch cow for states. Under various heads, they tax them to pad up their khazana (treasury). Every year, the state government fixes a quota of money to be earned. Yes, a target is fixed and collected vigorously.

Corrupt officials go beyond meeting their targets, pocket the excess, and allegedly share the loot with higher-ups. It is no secret that political masters "seek" transporters' financial assistance to fight the costly elections to occupy the hot seat. There is a nexus between them. Yet, corruption has not evaporated. "It is in the blood," remarks Sukarm Marwah, former Additional Director General in the Ministry of Road Transport and Highways at the Centre.

In August 2019, this writer was part of a sit-in demonstration against such corruption at the Gujarat-Rajasthan Integrated Checkpost. Significantly, a BJP MLA was part of this public demonstration, and the ruling party in Madhya Pradesh was the Indian National Congress under the Chief Ministership of Kamal Nath, erstwhile Transport Minister at the Center a decade ago. In 2019, BJP was the ruling party at the Center.

Soon BJP wrested power from the Congress, and there were many protests against highway corruption in Madhya Pradesh. The BJP MLA quietly vanished and became unapproachable. Corruption is universal and political parties are no different and turn a blind eye to the shenanigans on highways.

The outspoken Gadkari has repeatedly lambasted the Regional Transport Officers (RTOs) for highway corruption and could do nothing beyond thundering to tame them. Have these highway vultures been tamed? Not at all.

They are untamable and unextinguishable.

Not that one wishes Gadkari to fail. He has to succeed. When is the question? Perhaps the Madhya Pradesh government may try to stop the harassment of truckers while they pass through its territory. Will such an act be forever? Or temporary? Whatever is attempted should be a long-lasting drive to end these malpractices, not a patchwork or bandaging wound for a temporary PR stunt by the political masters in Madhya Pradesh.

Ankur Kumar, E&Y has a pertinent point to make: "This (corruption) was one of the reasons that LEADS 2021 (Logistics Ease Across States) Ranking of the State (of Madhya Pradesh) declined by a whopping seven places from the previous edition." According to him, this issue was brought to the notice of the State in the LEADS 2021 report. The true picture can only be presented to the State; the State/UT may or may not want to acknowledge it, he concludes.

Mumbai-based Kuldeep Singh Viridi, Co-Founder & Director, Natraj Roadways, throw some light on the modus operandi: "Local people who are hired by officers at the check posts of all borders of MP state are fearless, and with their full voice, they are asking drivers to pay the amount that we are asking or stay for how long they want. For 40ft trailer with normal and underload cargo at the MP border, the entry fee is Rs.2,500, and an exit fee is Rs 1500-2500. We raised complaints and even called anti-corruption officials, but nothing happened."

Nonetheless, Viridi is hopeful that such practices will surely end. We will find the way. Indore-based third-generation transporter Dheeraj Fatehchandani adds: "It is a problem we have been facing for decades. Let's see how the Government of Madhyapradesh handles it after receiving this letter."

"The cherished objective of Prime Minister Narendra Modi and Transport Minister Nitin Gadkari is to have a corruption-free India and to usher into a seamless movement of trucks has been squarely turned to dust in MP," laments All India Motor Transport Congress (AIMTC) President Kultaran Singh Atwal.

The transport fraternity feels let down badly.

Atwal terms Gadkari's letter to Madhya Pradesh Chief Minister as "ostentatious and a PR stunt at best." He adds that the central government's advisory to Madhya Pradesh, among other states in the past, is futile.

Veteran transport consultant Arun Lakshman says, "People will never stop violating norms, thus will keep giving bribe, resulting in the corrupt system. That's how it would have started." Transtopics Editor Girish Mirchandani raises a pertinent question: "With Gadkari being bold enough to write to the MP Chief Minister, pulling him up for corruption & harassment at the borders, what is in store for the transport industry? Will things change – for the better?" There are no answers except hoping for the best.

Will the latest letter bomb from Gadkari's Parliament Street office usher in a transformation in the corridors of power in Bhopal? Will Chauhan heed Gadkari's request to tame the rent-seeking elements among his bureaucratic rank and file and prove that the past behavior of extortion on highways will not be repeated? Tough ask. What is wrong with desiring a positive outcome? To dream is everyone's birth right. Right?

The writer is the author of 10,000KM on Indian Highways, Naked Banana! & An Affair With Indian Highways. His next book, Drivernama, is scheduled for release soon. He blogs at konsultramesh.medium.com and is reachable at ramesh@konsultramesh.com

Toll charges of MCD, NHAI and Delhi govt to be integrated into single tag with RFID

To integrate the technological infrastructure of Radio Frequency Identification (RFID) and National Highway Authority of India's fastag, a joint assembly has been known as and a pilot mission might be carried out on the Badarpur border.

"While the authority is already working on evolving integrated technology with a facility to deduct three taxes belonging to three different agencies smoothly, we will be having a joint meeting next week wherein updates on the concept will be discussed," stated a senior official from Municipal Corporation of Delhi.

The toll tax belongs to the company, fastag quantity to NHAI and setting compensation costs to Delhi authorities. Efforts are being made to deduct all three costs utilizing a single tag (fastag) in order that the industrial automobile operators won't be required to buy separate stickers for Delhi borders.

"Considering there is only one entry point in Delhi from Badarpur where all three taxes are collected and NHAI has its toll plaza also, we are aiming to start the project on a pilot basis



from here. Once the technology starts operating successfully, the amount can be deducted easily at other toll plazas for toll tax and ECC (even if the NHAI's fastag is not present)," stated the official.

Delhi has 124 border entry factors the place toll tax is levied. Of these, the RFID system has been put in at 13 main border entry factors, that are utilized by virtually 80-85% of the industrial automobile visitors getting into town. "The Badarpur and Rajokri border entry points are among the biggest in terms of commercial vehicular volume," the official stated.

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SIAM hosts the 6th Annual CSR Conclave themed on “CSR Rewired: Post Covid 19 Scenario”

The Society of Indian Automobile Manufacturers (SIAM), the apex automotive industry body today organized its 6th Annual CSR Conclave, themed on “CSR Rewired: Post Covid 19 Scenario”. The conclave highlighted varied perspectives on Health & Sanitation, Skills development, Road Safety, and Environmental rejuvenation. For this year, there is an emphasis on sharing of best practices & learnings from the various CSR interventions by the Indian Automobile Industry in the context of the Covid-19 pandemic. The conclave witnessed the participation of key industry leaders speaking on the inclusive development of the society, while protecting the ecology.

Initiating the inaugural session, **Mr. Sushant Naik, Chairman, SIAM CSR Group, Global Head- Government Affairs, Tata Motors,** said, “We hope this conclave makes an impactful difference in the lives of our countrymen. We as an industry are committed to giving back to society and carrying forward



the government's efforts of 'AmritKaal'. We are certain that the active support of our progressive Government shall take our country to new heights. Also, discussing mental well-being is a need of the hour considering the post covid world that we are living in.”

Assuring the Government of India's willing and active partnership with the Auto Industry towards strengthening the CSR initiatives, Dr. MahendraNath Pandey, Hon'ble Minister of Heavy Industries, Government of India, said,



“The Indian Automobile Industry has been a major contributor to the economy and the society as it holds a major share in the GDP. Looking forward, in the PLI scheme the government is providing economic support of about Rs. 25,000 crores.to the industry. All OEMs' have played a huge role in helping society through their CSR initiatives, including during the COVID pandemic. Going forward, the industry should focus more on labourers and small technicians, work more closely with NGOs, strengthen their focus on Health, Safety, Environment, and Skilling initiatives, share its experiences so that the larger community can

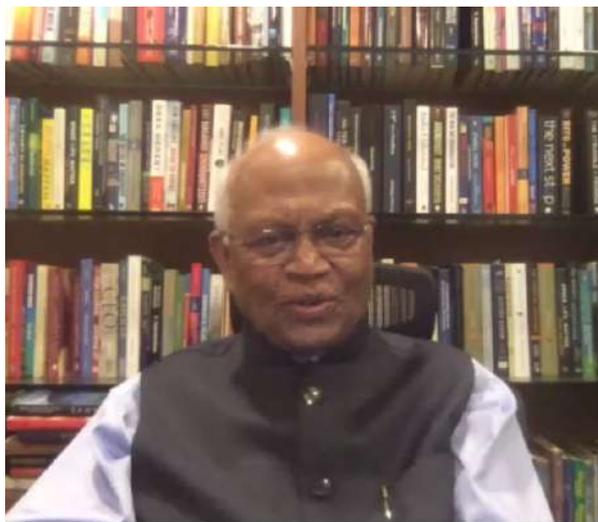
SIAM

Society of Indian Automobile Manufacturers

learn, and lastly, the industry must think big but implement locally. Local communities in the neighbourhood of Auto Factories must get benefited.”

Moderating the session, **Mr. Rajesh Menon, Director General, SIAM**, said, “The whole focus of this conclave is to learn and share best practices through peer learning and to understand the various CSR interventions by the automobile industry. We have been hosting this conclave for the last 6 years broadly focusing on health and sanitation, skills development, road safety and environmental rejuvenation.”

In the keynote address, **Dr. R A Mashelkar, an Eminent Scientist**, presented his perspective on CSR 2.0 and talked about four new pillars of



CSR in the present world. He also highlighted the Power of CSR and Gandhian engineering.

The virtual conclave was divided into three sessions. 1st session was themed on “**New Approach to CSR and Learnings**”. With

presentations from **Honda Cars India, Ashok Leyland, MG Motors India, Toyota Kirloskar Motor, Hyundai Motor India and TATA Motors.**

The 2nd Session started with a panel discussion on “**Skills Development through CSR Initiatives**” eminent panelists like **Mr. Rama Shankar Pandey**, Managing Director, Hella India Lighting, **Mr. Niraj Hans**, Chief Operating Officer (Automotives), Sandhar Technologies, and Mr. Apurv Choubey, Chief Human Resource Officer, Bridgestone India. The session was moderated by **Mr. Arindam Lahiri, CEO**, Automotive Skills Development Council.

Taking a session on **Mental Wellbeing**, **Sister B K Shivani**, Brahma Kumaris World Spiritual



Organization, emphasized on inner peace and also imparting clarity in moving toward a peaceful and healthy mind. Sister also talked about the need to eat right and have a healthy lifestyle post the pandemic which makes us strong from the inside.

The event concluded with the presentation of SIAM CSR Awards 2022.



JB Singh, Director InterGlobe Enterprises

MOVIN expands its “Express End of Day” guaranteed services to 7 new cities

Time-definite shipments to now cover more than 1,000 PIN Codes from Delhi-NCR, Mumbai, and Bengaluru

MOVIN, a logistics brand launched through a joint venture between UPS and InterGlobe

Enterprises, is expanding its reach by adding “Express End of Day” services from Delhi-NCR, Mumbai, and Bengaluru to seven more cities. The newly added cities are Ahmedabad, Chandigarh, Chennai, Hyderabad, Jaipur, Kolkata & Pune. With this expansion, MOVIN is adding more than 500 new PIN codes to its existing network, now covering 1000+ PIN codes for guaranteed time-definite deliveries. This will further strengthen its offerings and help cater to customer demands in the ever-expanding B2B logistics space.

MOVIN has been growing rapidly since its launch in May 2022, providing a seamless flow of goods that enables businesses to grow and reach out to a wider audience across the nation. MOVIN's Express time-definite delivery and Standard Premium day-definite services are creating corridors of opportunities through technology driven innovations and helping customers derive maximum value for their business.

Commenting on this announcement, **JB Singh, Director InterGlobe Enterprises** said, “MOVIN has received encouraging and positive feedback from its customers in Delhi-NCR, Mumbai, and Bengaluru. By expanding its reach to these additional seven markets, MOVIN will now offer

greater coverage to its customers along with the promise of time-definite delivery. We remain committed towards our mission of strengthening the network that lays a strong foundation for businesses and boosting opportunities for MSMEs and SMEs to sell and grow. Our focus is to provide best-in-class

experience to B2B customers by bringing in higher levels of efficiencies, stronger distribution channels, advanced innovative technology, along with global best practices.”

MOVIN's expansion further showcases its ability to collaborate and adapt while providing enhanced predictability, better customer experience and greater competitiveness to help businesses swiftly integrate into the global value chain.



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Ashok Leyland launches New AVTR 4220 and AVTR 4420 – 4x2 Tractors

Ashok Leyland, the flagship Company of the Hinduja Group and India's leading commercial vehicle manufacturer, today, announced the launch of **AVTR 4220** with **41.5T GCW** and **AVTR 4420** with **43.5T GCW** in 4x2 Tractor segment. With this launch, Ashok Leyland becomes the first Indian OEM (Original Equipment Manufacturer) to offer tractors with 41.5T and 43.5T GCW in two-axle configuration.

Speaking on the occasion, **Mr. Sanjeev Kumar, Head – MHCV, Ashok Leyland**, said, “The modular platform of Ashok Leyland enables us to deliver custom-tailored products to cater the needs of every customer. The high GCW of AVTR 4220 and 4420 tractors permits customers to carry denser loads, thus delivering superior fuel efficiency and better TCO advantage. The launch of these new AVTR models is another

testimony of our philosophy of 'Aapki Jeet – Hamari Jeet'. We will continue our journey of innovation with new models to meet the emerging demands of our customers.”

Salient features of this new truck range:

- Proven H6 Engine - 6-cylinder engine with i-Gen6 technology
- GCW options of 41.5T and 43.5T with suitable 2 axle trailer.
- Higher fluid efficiency and lower DEF consumption.
- Optimised for Indian operating conditions
- Cabin Options – Cowl, M Cabin, U Cabin and N Cabin (Sleeper Cabins)



Auto sector to create at least 1 cr jobs for youth in 5-6 years: Chandrasekhar

The automobile sector in India will create at least one crore jobs for youth over the next 5-6 years, Minister of State for Skills and Development Rajeev Chandrasekhar said on Tuesday.

While speaking at a memorandum of understanding signing between Toyota Kirloskar Motor and Automotive Skills Development Council, the minister said 40 per cent of the sector's research and development is done in India and with the increase in the use of electronics in automobiles, the country is expected to become the centre of gravity for the sector.

"Auto-sector in India represents a huge opportunity in the next 5-6 years. It is expected that we will create not less than 1 crore jobs for youth in another 5-6 years. It is a very fast-growing segment for our manufacturing economy," Chandrasekhar said.

Chandrasekhar also said that it is important to

signal all manufacturing companies, be it mobile phones, laptops, etc to partner with National Skill Development Corporation and give training to youth to fulfil the Prime Minister's wish of making India a hub of skilled force for the world.

As part of the MoU, TKM plans to train 18,000 in automotive skills by 2024.

TKM country head and executive vice president of corporate affairs and governance, Vikram Gulati said the company has already trained 10,000 youth across the country.

"We have 56 training centres across 21 states where we have already provided skilling to 10,000 youth to date. Under the agreement with ASDC, we want to expand centres pan-India to train 18,000 youth by 2024. We are confident that we will be able to train more than this. We will expand centres in North East, Jammu and Kashmir and Chhattisgarh," Gulati said.



Daimler India exploring multiple clean fuel options for local market

Daimler India Commercial Vehicles (DICV), the local arm of the world's largest truck maker, is constant its technique to tailor merchandise for the home market's wants and is now exploring a variety of cleaner fuel options proper from CNG, biodiesel, hydrogen fuel cell and electrical vans and buses for the identical.

"We know we have to shift towards carbon-free mobility. We know we have to shift from a product organisation to a mobility organisation for the next 5-10 years and all key pieces are being put in place right now. We believe that industry will move away from diesel to biodiesel, gas, electric and hydrogen fuel cell and for a certain point of time, all three of them will co-exist," Satyakam Arya, MD of Daimler India Commercial Vehicles, informed ET.

Arya stated Daimler had positioned a long-term wager on hydrogen fuel cell or EVs, however the firm is watching the transition to CNG very intently. "CNG was not part of our global plan, but it appears in a country like India, CNG will have a role to play in the coming 10-20 years, so we will have to work on our solution too," he added.

The intermediate and medium business car

phase – 9 to 25 tonnes – has begun witnessing CNG penetration in extra of 25% with diesel costs rising persistently. With the growth of CNG filling station infrastructure throughout the nation, the acceptability has risen and DICV is lacking out on the shift at present on account of lack of alternate options within the house.

On the powertrain options for the long run, with out defining the specifics, Arya stated completely different segments will likely be dominated by completely different fuel selections unfold over a time interval and DICV is engaged on a variety of options. "For the last-mile segment, we believe that shift away from diesel will happen faster with CNG and EVs. There is a case for all EV trucks with a range of 500 km per trip, beyond that hydrogen fuel cell is ideal. Globally, Daimler is moving towards all EVs and hydrogen fuel cell; India's plans are aligned to global plans with local solutions," assured Arya.

The firm has accomplished 10 years of operation within the nation. Reviewing the efficiency of the final decade, Arya stated DICV has achieved all the pieces past its volumes goal, however with a powerful tailwind, the corporate hopes to utilise the plant capability inside the subsequent few years.



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Tata Motors bags prestigious order of 1500 electric buses from Delhi Transport Corporation under the CESL tender

Tata Motors, India's largest commercial vehicle manufacturer, today announced that it has bagged a prestigious order of 1500 electric buses from Delhi Transport Corporation (DTC) under the larger tender by Convergence Energy Services Limited. Tata Motors will supply, operate and maintain air-conditioned, low-floor, 12-metre fully built electric buses for 12 years, as per the contract. Tata Starbus electric buses offer state-of-the-art technology for sustainable, eco-friendly and economical public transportation and are equipped with modern features to enable safe,

smooth and comfortable travel for passengers.

Commenting on the occasion, **Mr. Neeraj Semwal, IAS, MD – Delhi Transport Corporation**, said, “We are delighted to confirm the order of 1500 electric buses to Tata Motors. The induction of the environment-friendly buses will help largely in reducing air pollution and benefit millions of Delhi citizens. DTC remains committed to introducing new technologies for benefit of passengers and society, at large.”

Ms. Mahua Acharya, MD & CEO Convergence Energy Services Limited (CESL) said, “We are

Key Highlights:

- *Largest order to date for electric buses by Delhi Transport Corporation*
- *Tata Motors will supply, operate and maintain 1500 air-conditioned, low-floor 12-metre electric buses*
- *Tata Starbus electric buses offer state-of-the-art technology and features designed for comfortable travel for passengers*

extremely happy that DTC has placed its largest order for electric buses under the Grand Challenge of CESL. The Delhi Government has shown exemplary leadership in transitioning over to electric buses. We are fortunate to have benefited from this and are thankful to Tata Motors in their generous collaboration.”

On the momentous occasion, **Mr. Rohit Srivastava, Vice President, Product Line – Buses, Tata Motors**, said, “We're delighted to have won the largest order for electric buses by DTC. The delivery of these buses will further fortify our partnership with DTC and help in environment-friendly mass mobility for the city of Delhi. We are committed towards

modernising public transportation in India and keep sustainability at the core in the designing of futuristic vehicles.”

Tata Motors has been at the forefront of bringing environment-friendly mobility to India. Its state-of-the-art research and development facilities have steadily worked to engineer innovative solutions powered by alternate fuel technology, including battery-electric, hybrid, CNG, LNG and hydrogen fuel cell technology. Till date, Tata Motors has supplied more than 650 electric buses across multiple cities in India, which have cumulatively clocked more than 39 million kilometres.

National highway construction likely to be around 32-34 km/day during this fiscal: Crisil



India's national highway construction will likely reach only 32-34 km per day during the current financial year as input prices are expected to remain elevated, rating agency Crisil said on Monday.

The rating agency further said it expects the pace of highway construction to pick up post monsoon.

India's national highway construction slowed to 28.64 km a day in 2021-22, due to COVID-19 pandemic-related disruptions and a longer-than-usual monsoon in some parts of the country.

The pace of national highway (NH) construction in the country had touched a record 37 km per day in 2020-21.

Crisil said National highway projects hit a speed bump in the first quarter of this fiscal, with awarding by the Ministry of Road Transportation and Highways (MoRTH), including the National

Highways Authority of India (NHAI), falling a sharp 42 per cent on-year to 969 km.

Construction also slackened, down 14 per cent on-year to 1,966 km, translating to 22 km per day, as a surge in input prices led to developers delaying procurement of materials, it added.

According to the report, against this backdrop, awarding would need to scale up significantly in the next nine months to achieve the ministry's ambitious target of constructing 50 km per day.

The outlook, though, remains positive, it said, adding that project awarding had touched a high of 12,731 km last year.

This fiscal, Crisil said it estimates the ministry to award 12,000-13,000 km of national highway projects, largely under Bharatmala, with uptake spurred by developer friendly measures under Atmanirbhar Bharat that have been extended till October 2022.



Ashok Leyland partners with Adani Capital Pvt. Ltd

Ashok Leyland's LCV vertical has signed a Memorandum of Understanding (MoU), with **Adani Capital Pvt Ltd** to enter into a strategic financing partnership for its range of Light Commercial vehicles. This MoU will enable both **Ashok Leyland** and **Adani Capital** to offer customized financial solutions for its customers in the Small Commercial Vehicle and Light Commercial Vehicle Segment.

Adani Capital will work towards catering to the customers' needs through CV loans with easy monthly repayment plans, best suited for customers. Moreover, they will leverage technology to enhance customer experience.

Commenting on this partnership, **Mr. Rajat Gupta, Head-LCV, Ashok Leyland** said, "Ashok Leyland is delighted to partner with Adani Capital to offer customised financial solutions to its customers. This association will help Ashok Leyland gain an edge in the market. Ashok Leyland's LCV range of products come with

advanced and innovative technology that offer its customers best-in-class mileage, comfort and load carrying ability. This reduces the total cost of ownership, thereby providing more profit in their business. Ashok Leyland has embraced future-ready technology to offer digital platforms and services that are ahead of the curve, thereby living by its brand promise of 'Aapki Jeet. Hamari Jeet'".

Speaking on the partnership, **Mr. Saibaba Kelkar, Business Head, Adani Capital** said, "In our company, funding to commercial vehicles is offered through dedicated RMs and a wide network of branches. We always try to offer customized solutions to the end user along with attractive commercials, combined with faster TAT. By leveraging the company's extensive physical and digital reach, we would be able to offer our wide range of financial solutions to Ashok Leyland customers and their dealers."

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*Data as on 31st March, 2022.



Three vehicle-scrapping units to come up in Gujarat

The state transport department has sanctioned three registered vehicle scrapping facilities (RVSFs) and automated testing units for the 'end-of-life' vehicles.

Two facilities will be set up in Kheda and one in Bhavnagar. Estimated to cost around Rs 17 crore per facility, each will come up on a one-acre land.

The vehicle scrapping policy will be implemented in the state in two phases – the first, to begin on April 1, 2023, will be for commercial vehicles, and the second, to begin on June 1, 2024, will include private vehicles.

Vehicles more than 15 years old will have to be mandatorily tested at the automated testing units. If it passes the fitness and emission tests, the vehicle can be re-registered, but if certified as 'end of life', the vehicle will have to be scrapped.

Officials said that the shortcomings in the vehicle would be specified after the test and if the person wants to reuse it, he can get the repairs done and get it tested again. If certified as an 'end of life' vehicle, the owner will be given one more chance to go in for an appeal at the RTO where the vehicle is registered.

The officials said each of the RVSFs will be linked with the Vahan portal and hence in case of de-registration, the documents will be uploaded so that the concerned RTO can cancel

the registration.

Over 38% of the vehicles plying on Gujarat's roads and 33% in Ahmedabad are at least 15 years old.

All these vehicles will have to undergo the automated fitness test (AFT).

An official of the state transport department said, "As on March 31, 2022, the department estimates that of the three crore registered vehicles in the state, 1.2 crore will complete 15 years in 2023. These will include nearly 17 lakh vehicles of the more than 50 lakh registered in the city." The official said that around 9% of these are commercial vehicles, including city and state transport buses.

After 2024, private vehicles will have to be inspected every five years after they complete 15 years, while transport vehicles (after 2023), will have to be certified every year, the transport department officials clarified.

The official said, "At present, any showroom with a service station can certify a commercial vehicle as fit for use even if that is not the case, a practice which will be stopped."

Owners will be required to make the payment online and provide a photo identity proof. In case of inheritance of the vehicle in the event of death, a death certificate and other legal documents will have to be furnished before the vehicle is sent for scrapping.



Mr. Arshdeep Singh Mundi,
MD, Jujhar Group

5 trends that are shaping the logistics industry

- Mr. Arshdeep Singh Mundi, MD, Jujhar Group

We are living in the digital era wherein technology rules every aspect of our life. Digital transformation has affected every industry and the Indian logistics sector has been no exception. This coupled with the e-commerce boom and surge in online shopping has further upscaled the market.

Logistics forms the backbone of businesses across sectors in today's times. It is one of the ever-evolving industries and is expected to have a promising future. According to Statista's reports, the Indian logistics industry is projected to touch the \$380 billion mark by the end of 2025 and will grow at a CAGR of 10-12%. As the segment will tread on the growth, it will witness various trends along the way that will shape the market's landscape significantly-

Digitization will boom

Technological advancements will increasingly foray into the sector and they will make the supply chain operations all the more smooth and seamless. As a result, supply chains will be fast, efficient, and optimized. The digital revolution will render the much-needed transparency throughout the supply chain that will enable the players to make data-driven decisions. In the times to come, companies will invest heavily in cloud, AI, ML, etc. With these new-age technologies, they will leverage the power of data to optimize operations and overcome disruptions in the supply chain. It is due to digitization that risks associated with data silos will be reduced, processes will be

integrated, forecasting accuracy will be increased and cash flow will be enhanced in the future.

Last mile delivery will gain prominence

Consumers today want quick delivery of the products at their doorstep. Some of the leading e-commerce platforms are already offering this service and this has pushed the other players to step up their game as well. To cater to the growing and diversifying demands of the customers, companies are introducing innovations since last mile delivery as it is now the need of the hour to thrive in the competitive market. Inefficiencies in last-mile delivery can be catastrophic for logistics companies. Crowdsourcing technology is a major trend that will pick up pace as a viable solution to deal with the last-mile delivery challenges by facilitating on-demand deliveries.

Green logistics will be the way forward

Sustainability being the next in-thing will make its way into the logistics sector as well. With the rising concerns about carbon emissions due to the spike in demand for logistics services in the wake of booming e-commerce, the Indian logistics market will choose the sustainable pathway. Not only two and three-wheelers but even commercial vehicles are going electric. Choosing EVs over traditional transportation vehicles comes with benefits of high torque, reduced pollution, and maintenance costs amongst many others. Logistics firms are focusing on achieving this vision of sustainability and are making their supply chains greener. It is anticipated that this trend will rule the logistics segment in the times to come.

Reverse logistics operations will optimize

There are various disruptions in the delivery of products. Failed delivery attempts, delivery of damaged products along with customer product returns have necessitated streamlining of reverse logistics. Today, with customers

shopping online at a fast pace, the need for quick and smooth return, exchange, and refund processes is high. The return experience is as important as the delivery process since these experiences shape customer satisfaction. This is why logistics companies are keen to adopt new-age technologies such as big data, blockchain technology, etc. to ensure efficient, customer-centric reverse logistics. They will be betting big on reducing fleet costs induced by reverse logistics with the assistance of data reporting enabled in every stage of the supply chain in the times to come as well.

Drone deliveries will be the new fad

Drone deliveries are set to be a game-changer that will boost the Indian logistics landscape significantly in the times ahead. Drones are capable of escaping traffic and reducing carbon emissions. This way, they promote sustainability yet again in a unique manner. India possesses a huge potential for becoming a drone hub. It is anticipated that the usage of drones will increase in sports, defence, agriculture, and disaster management. Drones will also be used for the delivery of food, grocery, and medicines in the future. The drone industry in India is currently in its nascent stages but will soon boom in the times to come. PM Narendra Modi launching 150 remote pilot certificates at the Bharat Drone Mahotsav in May this year is a prominent instance of the same.

The progressive future of the logistics landscape

As digitization is happening rapidly, it can be rightly said that the logistics industry will flourish exponentially in the wake of technological advancements. The trends shared above will play an integral role in shaping the future of the market, ensuring that the players are able to meet the customers' demands, and in surpassing the roadblocks faced in the supply chain. With these tremendous transformations, the future of the Indian logistics industry indeed seems promising!



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Magenta Mobility Collaborates with Amazon India to Deploy Electric Fleet & Charging in Hyderabad

Magenta Mobility, India's homegrown integrated electric mobility and charging solutions provider announced its collaboration with Amazon India. Through this collaboration, Magenta Mobility formally enters the Hyderabad market and will work with Amazon India to induct a fleet of electric vehicles including two and four-wheeler electric vehicles for its delivery partners.

Speaking on the partnership, **Maxson Lewis, Founder, and Managing Director, Magenta Mobility**, said, "The collaboration between Amazon and Magenta is a welcome step, which reaffirms Amazon India's significant progress in the electric mobility industry. This launch in Hyderabad is a continuation of our collaboration with Amazon that started in Bengaluru and will help transform a significant number of Amazon's last-mile delivery fleet to EVs and

encourage the e-commerce industry to decarbonize last-mile logistics; actively."

In 2020, Amazon India announced that it would include 10,000 EVs in its delivery fleet by 2025. This is part of its overall progress towards The

Climate Pledge – a commitment to achieve net-zero carbon by 2040, 10 years ahead of the Paris Agreement. The induction of these EVs is in addition to Amazon's

global commitment of 100,000 EVs by 2030. The partnership with Magenta Mobility is an important step towards Amazon India's progress in the e-mobility industry to achieve its environmental sustainability goals.

"At Amazon India, we are determined to build a supply chain that will minimize the environmental impact of our operations and add to our goal of inducting 10,000 EVs to our fleet

The collaboration will induct and power three and four-wheelers in Amazon's operations fleet

by 2025. Our collaboration with Magenta Mobility will help us serve customers in a more environmentally way. This collaboration is an important step towards building an enabling ecosystem to drive electric transportation and further driving more sustainable operations in Hyderabad, an important locale for us," said **Abhinav Singh, Director – Customer Fulfilment, Supply Chain and Global Specialty Fulfilment, Amazon India**

Magenta is a Series A funded company backed

by HPCL and marquee investors such as JAN (JITO Angel Network), LetsVenture, and renowned Indian American philanthropist, Dr. Kiran Patel. Magenta Mobility is working closely with food, e-commerce, and pharma companies to decarbonize their transport logistics. So far, the electric cargo fleet has travelled over 1 million clean (electric) kilometers, offsetting about 150 metric tons of CO2. Furthermore, with its own Electric Fleet Management System, the company will enable organizations to achieve their sustainable mobility goals.

Vehicle scrappage policy set to be implemented in Rajasthan

The state transport and road safety department has issued an order to implement the vehicle scrappage policy in order to take unfit vehicles off the roads.

As per the new rules, vehicle owners will be able to use a commercial vehicle for 15 years and a private car for 20 years, after which the vehicle will have to undergo a mandatory check at the automatic fitness centre. If it is not found fit, it would be given for scrap. The directions are mainly for NCR districts and smart cities of the state, where air quality has been deteriorating, said officials. The order was issued last month but was made available to public on Thursday.

According to the transport department's



records, over 1,75,368 diesel vehicles have been phased out in the NCR districts of Alwar and Bharatpur since 2018. As many as 2,56,232 petrol vehicles have been phased out in these areas since then.

"If an unfit vehicle is not given for scrap, its possession and plying will be considered illegal, and RC or other permits will not be issued. Implementation of the policy will facilitate phasing out polluting vehicles in the state for better environmental protection. We are also working towards development of proper infrastructure in the state where vehicle fitness can be checked," said an official from the pollution control wing of the transport department.

Once a person's vehicle has been scrapped, they will be entitled to a discount on purchase of another vehicle by showing the certificate issued to them by the scrap centre, said officials. For NCR districts, re-registration after passing the fitness test will be allowed for commercial vehicles, but private vehicles would not be allowed re-registration.

The directions further mention that a registered vehicle scrapping facility established in a state may accept and scrap vehicles registered in any state or Union Territory under the jurisdiction of any registration authority.



Mahindra Electric celebrates 50000 electric 3-wheelers milestone

Mahindra Electric Mobility Limited (MEML), the last mile mobility arm of the Mahindra Group, celebrates its 50000 electric 3-wheeler customers milestone this month. Mahindra Electric started its electric 3-wheeler journey with the e Alfa Mini in 2017, and since then has successfully launched the Treo, Treo Yaari, Treo Zor, and e Alfa Cargo.

Out of all the electric Mahindra 3-wheelers sold, the Treo range has received the maximum

India's No.1 electric 3-wheeler company achieves the milestone with its Treo and e Alfa range.



awards with some notable mentions being the Global Awards for Excellence in auto retail marketing for electric 3-wheeler of the year 2019 and made-in-India Innovation of the Year 2019 and made-in-India Innovation of the Year 2019 by ET Global Automotive Summit 2022 for the Treo and Apollo SCV of the Year 2021 and ET Shark Awards 2021 for the Treo Zor.

Suman Mishra, CEO of MEML said, *“It is indeed a momentous occasion for all of us as we go from strength to strength in building this category, and we are thankful to our satisfied customers for this. Electric Vehicles are helping customers with increased earnings while delivering sustainability and therefore we expect the growth momentum to continue.”*

Mahindra Electric has managed to touch the lives of driver partners, allowing them to become entrepreneurs thereby earning more and at the same time be sustainable. The 50000+ strong Mahindra Electric 3-wheeler family has seen several milestones during this journey – we have covered more than 133



Million electric kilometre, saved 27566 metric tonne of CO₂ that otherwise would have required more than 6.1 Lakh trees to be planted, received special recognition award from Apollo CV Magazine for the e Alfa, and also winning the Green Achiever 2022 award at the 3rd edition of the Green Vehicle Expo.

Centre & states working on relaxing speed limit: Nitin Gadkari

The central government is working with the state governments to relax the speed limit on state and national highways across the country, said Union road transport minister Nitin Gadkari during his visit to Aurangabad city on Wednesday evening. The minister was in the city to attend an event followed by a review meeting with officials of the National Highway Authorities of India (NHAI).

Despite the government constructing super-smooth state and national highways, the speed limit on these roads remains between 80 and 120 kmph. Any motorist exceeding the limit ends up receiving a challan from the highway traffic police who use state-of-the-art sensors and cameras to identify speeding vehicles.

When the Union minister announced that by using the new highway between Pune and Aurangabad, commuters will be able to cover the 268km distance in two-and-a-half hours, journalists questioned the claim stating that it is almost impossible for anyone to cover the distance in that time, as it would attract challans from the highway police. The journalists similarly questioned the claim about commuters being able to travel from Aurangabad to Solapur, a distance of 307 km, in just four hours.

Gadkari acknowledged the issue and said, “The powers to set the speed limit are part of the concurrent list. We have scheduled a related meeting at Bengaluru, where the central government and the ministers representing state governments will pass a common resolution.” He said it is true that the roads have been upgraded and transformed into four lanes, six lanes and eight lanes, but the speed limits have remained unchanged. The minister said due to the old norms and newly upgraded roads, commuters are ending up paying challans for speed limit violations.



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