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Dear Friends,

I hereby congratulate Hydraulic Trailers owners Association (H.T.O.A.) for their effort to voice out concern of heavy and odd dimension equipment transportation to Regulator and various other agencies involved in transportation on Pan India basis.

Bombardier Transportation is manufacturing Rolling Stock, Metro Trains, Locomotives and very actively participating in Government of India 'Make in India' initiative. We supplied more than 600 Metro rail car to Delhi Metro and supplying Indian manufactured rail car to our Global customer from our plant in India. Currently around 2000 metro cars are in operations in various cities in India and the effective and efficient Transportation of these cars has been done on road and online permission of such cargos helps to accurately predict the shipment time.

The dimension of completely built up units are odd and therefore required detail planning in transportation from our Plant to our client depot. We have witnessed the challenges faced during transportation before implementation of online movement approval system by MoRTH. The online permission helped not only in streamlining the movement of CBU (completely built-up Units) but it also helped us to forecast delivery dates for overall project scheduling and project management.

I am happy to see the consistency and continuity of HTOA effort to bring all stakeholder at single platform to address various constrain faced by all of us.

The HTOA journal 'Heavyhaulers' is another good initiative of HTOA. The article published in past is very useful to us specially best international practice in heavy transportation and also the journal provides various notification and circular issued by Ministry of Road Transport & Highways are complied

I wish all success in effort of HTOA and also wish to appreciate the effort of HTOA team for publishing third edition of HEAVY HAYULER". Hope this new edition will be useful to readers and look forward to many more edition of HEAVY HAYULER" for collective learning on Heavy and Odd dimension movement of equipment in India.

WITH BEST WISHES

Harsh Dhingra
Chief Country Representative
Bombardier Transportation, India

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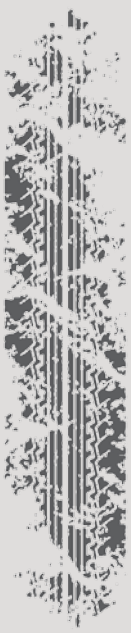


R. Narayan



Nilesh Sinha

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अध्यक्ष की कलम से

सामान्य से ज़्यादा आयाम एवं सामान्य से ज़्यादा वज़न का परिवहन बुनियादी संरचनाओं की उभरती आवश्यकता



मनीष कटारिया
अध्यक्ष
हाइड्रॉलिक ट्रेलर ओनर्स
एसोसिएशन

अ र्क हर्ष की अनूभूती होती है "हैवी हॉलर्स- फर्स्ट हैवी लिफ्ट जर्नल ऑफ इण्डिया" के तीसरे अंक के प्रकाशन के साथ एचटीओए कामयाबी की नई ऊँचाईयों की ओर अग्रसर है। साल 2007 में एचटीओए ने अपनी शुरुआत से ही भारत में ओडी / ओडब्ल्यूसी परिवहन की ज़मीनी हकीकत को समझने के लिए सरकार के साथ मिल कर नीति निर्धारण हेतु कड़ी मेहनत की है तथा

अविभाज्य उपकरणों के सुगम, सुरक्षित एवं समयबद्ध परिवहन के लिए प्रक्रियाओं के निर्धारण में सफल प्रयास किए हैं।

ओडी/ओडब्ल्यूसी परिवहन के लिए ऑनलाईन अनुमति हेतु मंत्रालय के वेब पोर्टल के माध्यम से अनुमति प्रक्रिया के डिजिटलीकरण के चलते सरकार एवं उद्योग दोनों स्तरों पर प्रणाली में पारदर्शिता का स्तर बढ़ गया है।

मंत्रालय के द्वारा ओडी/ओडब्ल्यूसी परिवहन के महत्व को बढ़ावा दिए जाने के कदम को देश के सभी हितधारकों से ज़बरदस्त सकारात्मक प्रतिक्रिया मिली है और इसने 169 टन से अधिक एचटी लोडिंग की सभी श्रेणियों के ऑनलाईन अनुमोदन के लिए मार्ग प्रशस्त किया है। इतनी छोटी अवधि में ओडब्ल्यूसी शुल्क को स्वैच्छिक रूप से जमा किए जाने के उपरान्त एचटी ऑपरेटरों के द्वारा 5000 से ज़्यादा अनुमतियां लिए जाने के चलते सरकार, सड़क एवं पुल के बुनियादी ढांचे में वांछित स्तर तक सुधार करने की आवश्यकता पर गंभीरता से विचार करने





के लिए विवश हो गई है।

इस संदर्भ में मंत्रालय स्तर पर केन्द्रीकृत आंकड़ों के साथ सरकार ओडी/ओडब्ल्यूसी परिवहन के रुझानों, इस क्षेत्र की बाधाओं एवं प्राथमिक विकासात्मक गतिविधियों को समझने में सक्षम हो गयी है।

एचटीओए को यह बताते हुए गर्व का अनुभव हो रहा है कि मंत्रालय ने पुल प्रबन्धन प्रणाली के साथ पुल इन्वेंटरी प्रणाली की शुरुआत के लिए ऐतिहासिक पहल की है, जिसके तहत देश भर में राष्ट्रीय राजमार्गों पर पुल की संरचना की स्थिति के सर्वेक्षण हेतु अनुबंध दिए गए हैं तथा इनके नियमित रखरखाव के लिए ज़रूरी इंतज़ाम किए गए हैं।

अब सही मायनों में शुरुआत से लेकर अंत तक एकल खिड़की अनुमति प्रणाली के कार्यान्वयन हेतु केन्द्रीय एवं राज्य सरकारों के सहज एकीकरण के लिए प्रयास किए जाने की आवश्यकता है और हमें “वन इण्डिया वन परमिशन (एक भारत एक अनुमति)” के बारे में विचार करने का उचित समय प्रतीत हो रहा है।

जहाँ एक ओर मंत्रालय प्रणाली में सुधार के लिए सक्रिय कदम उठा रहा है, वहीं दूसरी ओर उपयोगकर्ताओं को भी अपनी नैतिक ज़िम्मेदारी समझनी होगी ताकि सामान्य से ज़्यादा वज़न/सामान्य से ज़्यादा आकार के अविभाज्य परेषण की एकल इकाई के परिवहन के लिए

उचित एचटी व्यवस्था को सुनिश्चित किया जा सके, जिसके द्वारा पुल संरचनाओं (महत्वपूर्ण राष्ट्रीय सम्पत्ति) के जीवन को बढ़ाया जा सकता है तथा भारतीय सड़कों पर परिवहन को पूरी तरह से सुरक्षित बनाया जा सकता है।

एचओटीए में हमारा मानना है कि यह केवल शुरुआत है तथा इस क्षेत्र में डिजिटलीकरण एवं आर्थिक परिवेश के बदलाव के द्वारा बहुत कुछ किया जाना बाकी है:

- एकल खिड़की आवागमन अनुमति के लिए केन्द्र एवं राज्य सरकारों का सहज एकीकरण।
- पुलर ट्रैक्टर एवं मॉड्युलर हाइड्रॉलिक ट्रेलर के आरएलडब्ल्यू के लिए अधिसूचना।
- राष्ट्रीय स्तर पर ऑनलाईन फिटनेस नवीनीकरण प्रक्रिया की व्यवस्था।
- ऑनलाईन राष्ट्रीय परमिट व्यवस्था का सरलीकरण।
- रेल फाटकों पर ओडीसी की समयबद्ध आवाजाही के लिए राष्ट्रीय रेलवे पावर ब्लॉक नीति।
- ओडी/ओडब्ल्यूसी परिवहन में सामान्य वाहनो का उपयोग कर अधिक लदान (ओवरलोडिंग) को रोकने पर मुख्य जोर।
- 50 मीटर से ज़्यादा आवधिक व्यवस्था से युक्त बड़ी आवधिक संरचनाओं पर विभिन्न एचटी लदान के आवागमन

का व्यवहारिक अध्ययन।

- एचटी लदान व्यवस्था को उपयोगकर्ता शुल्क (टोल शुल्क) की विशिष्ट श्रेणी के रूप में पहचान।
- मोड्यूलर हाइड्रॉलिक ट्रेलर के द्वारा ओडी/ओडब्ल्यूसी के आवागमन से सम्बन्धित समस्याओं के समयबद्ध निवारण, पंजीकरण एवं भावी विकास योजना के विश्लेषण हेतु आवागमन के आंकड़ों पर निगरानी रखने के लिए 24X7 ओडीसी सेल का गठन।
- अगर एचटी लदान व्यवस्था में कोई जोखिम पाया जाता है तो इसके लिए स्पष्ट बीमा नीति की शुरुआत।
- ऐसे आवश्यक स्पष्ट प्रावधानों का समावेश जो नए सड़क परिवहन एवं सुरक्षा विधेयक, 2014 में इस तरह के ओडी/ओडब्ल्यूसी परिवहन के लिए व्यवहारिक रूप से लागू किए जा सकते हों।
- भारत में नए पुलों के डिज़ाइन एवं निर्माण में एचटी लदान व्यवस्था के तहत उच्च जीवीडब्ल्यू के लिए नए आईआरसी कोड्स को अनिवार्य रूप से लागू किया जाना।
- पुल के सम्पूर्ण विवरण का सार्वजनिक प्रदर्शन जैसा कि मंत्रालय के आदेश दिनांकित 24 जनवरी 2013 में कहा गया है।
- वांछित स्तर पर बुनियादी संरचना के समयबद्ध उन्नयन के द्वारा ओडी/ओडब्ल्यूसी आवागमन के लिए अक्सर इस्तेमाल किए जाने वाले गलियारों पर बाधाओं का निवारण।
- ओडी/ओडब्ल्यूसी परिवहन के लिए जलमार्गों पर सुविधाओं का संवर्धन एवं विकास

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From the desk of Chairman



Manish Kataria
Chairman
Hydraulic Trailer Owners Association

Over Dimensional & Over Weight Transportation - Emerging infrastructural Needs

It gives me immense pleasure to see HTOA attaining new heights with publication of 11th issue of "HeavyHaulers-First Heavy Lift Journal of India"

HTOA since its inception in year 2007 had been working hard with

Government for understanding the ground root realities in OD/OWC transportation in India and adoption of well laid down procedures for safe, smooth & timely movement of indivisible equipment.

Digitalization of permission procedure through Ministry's web portal for online movement permissions for OD/OWC movements has lead to increased level of transparency in system at Government as well as Industry level.

Confidence bestowed by Ministry on the importance of OD/OWC transportation got overwhelming response from all Stakeholders across the Nation and same has paved the way for online grant of permissions to all categories of HT loading arrangements higher than 169 MT too.

More than 5000 permissions being taken by HT operators spread across the length & breadth in a short term against fair deposit of OWC





fee has made Government to give a serious thought on the requirement of improvement in Road & Bridge infrastructure to the desired levels.

The centralized data base at Ministry level has enabled Ministry to understand the OD/OWC movement trend, corridors, constraints and moreover prioritize the developmental activities in this regard.

HTOA feels proud to inform that Ministry has taken landmark initiative for commencement of Bridge Inventory system alongwith Bridge Management system by award of Contracts for condition survey of bridge structures on National Highways across the Country in a single go and necessary arrangements to undertake required preventive maintenance.

Efforts now need to be done for seamless integration of Central & State Government for implementation of single window permission system from origin to destination in real terms and we feeling proud in saying "ONE INDIA ONE PERMISSION"

With Ministry acting so pro-active to further improve on the system,

there is an equally important need of users (HT operators & OD/OWC manufacturers) understanding their moral responsibility to ensure that proper HT arrangements are deployed for movement of single unit of indivisible over dimensional/ over weight consignment only which shall promote increased life of bridge structures (important National Assets) and ultimately safer & smoother movements on Indian Roads.

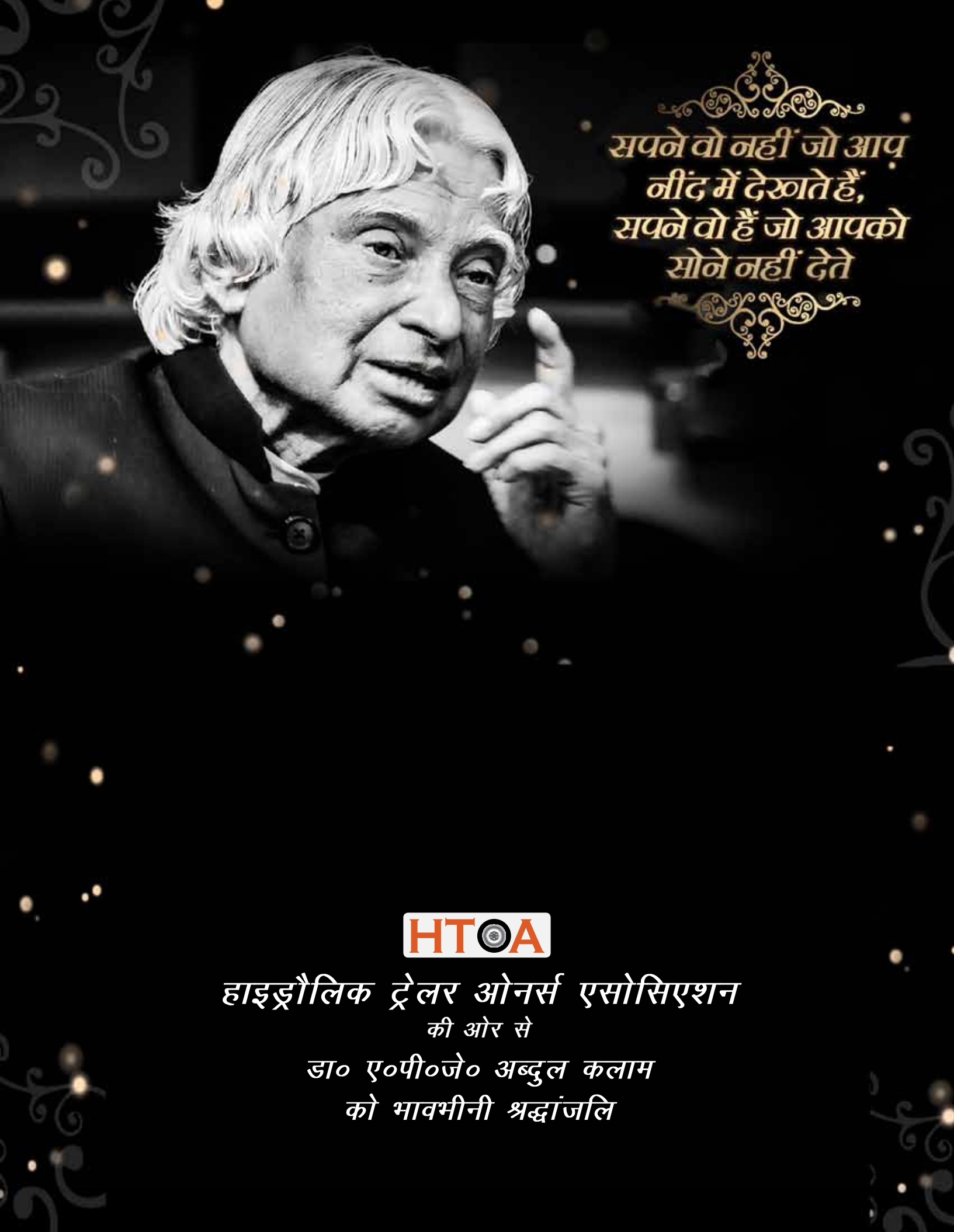
We at HTOA see this just as a beginning and much more is to be done for emerging needs with transparency through digitalization and changing economic scenario:

- a. Seamless integration of Central & State Governments for single window movement permission.
- b. Notification for RLW of Puller Tractor & modular hydraulic trailers.
- c. Digitalization of Fitness renewal process on National basis.
- d. Online National Permit.
- e. National Railway Power Block policy for time bound passage of ODC at level crossings.

- f. Major thrust on curbing overloading in OD/OWC transportation.
- g. Feasibility study on movement of different HT loading over identified large span structures with span arrangement > 50 meters.
- h. Induction of HT loading arrangements as a specific category for User fee (Toll Fee)
- i. Formation of 24x7 ODC cell for monitoring of movement data to analyse future development plan, registration & time-bound redressal of grievances, if any in movement of OD/OWC by modular hydraulic trailer.
- j. Inception of insurance policy for risks, if any emerging out of HT loading arrangements.
- k. Inclusion of necessary clear provisions which are practically enforceable for such OD/OWC movements in New Road Transport & Safety Bill, 2014.
- l. Mandatory implementation of new IRC codes for higher GVW under HT loading arrangements in design & construction of new bridges across India.
- m. Public display of complete bridge details as being asked in Ministry's Order dated 24th January 2013.
- n. Redressal of bottlenecks on frequently used corridors for OD/OWC movements by time bound up-gradation of infra structure to the desired level.
- o. Promotion & development of facilities on waterways for OD/OWC movements.

HTOA will continue to strive its efforts for the above.

JAI HIND



सपने वो नहीं जो आप
नींद में देखाते हैं,
सपने वो हैं जो आपको
सोने नहीं देते

HTOA

हाइड्रोलिक ट्रेलर ओनर्स एसोसिएशन
की ओर से

डा० ए०पी०जे० अब्दुल कलाम
को भावभीनी श्रद्धांजलि



Indian Manufacturing Supply Chain Networks: Enhancing the Technology Depth

N. Viswanadham

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In this paper, we focus on the technology disruptions happening in the manufacturing supply chains leading to highly efficient design to delivery supply chain processes. In the Indian context, the supply chains from suppliers to retailer lack technology depth, infrastructure, R &D as well as skill based training. Here, we focus on technology developments and the associated R &D needed in the Indian context. These areas need attention by the both Government and Industrial organizations for ensuring future growth of Indian manufacturing industry.

Introduction

Manufacturing is an important economic activity that creates jobs for the people and wealth for the country. Manufacturing supports agriculture and mining as well as several service industries such as logistics, ICT, software, retail, banking, construction, healthcare, accounting, advertising and consulting. Every job in manufacturing creates several jobs along the supply chain.

There are several important developments globally, that are making news in the manufacturing sector. More and more companies are exploring the option of shifting

manufacturing back to America due to reducing cost differential and rising overhead costs and supply chain risks due to outsourcing. Also the US federal government and many U.S. states are encouraging such moves offering the multinational several incentives. Germany, the leading country in manufacturing, has started the initiative industry 4.0 which involves use of recent technology developments such as Internet of things, cyber physical systems, smart factories, etc. to enhance the technology depth as well the manufacturing productivity. In the US, companies such as GE and several start ups are concentrating on

maintenance and repair automation of engines and rotary equipments used in aircrafts, trucks, gas turbines, power generators, dishwashers, refrigerators, etc. This is enabled by use of sensor networks and data based decision analysis using big data collected from sensor networks and unstructured data from operator text messages, audio and videos recordings, weather patterns and many more.

In India, there were several studies mostly by consulting companies such as BCG, McKinsey, KPMG and several others, in the context of the 12th planning commission, on current problems facing the manufacturing supply chain industry. Their analysis points to the well known factors such as inadequate Govt policies, inefficient resources such as labour and power, high interest rates, lack of infrastructure and low technology depth. Most of the action is in the hands of central and state governments and issues facing these Governments are complex and wicked requiring collaborative efforts from the Governments, Civil Society and the Industry. Our aim in this paper is to concentrate on the technology issues and strategies for improving the technology depth in Indian manufacturing.

The paper is organized as follows. In section 2, we review the developments and best practices in global high performance manufacturing supply chain networks. In section 3, we survey the disruptive changes in supply chains. We survey the Indian manufacturing scenario in sections 4-6. In section 7 strategies and recommendations to enhance the competitiveness of the Indian manufacturing.

High Performance Supply Chain Networks

Supply chain networks are inter-organizational networks consisting of a number of independent manufacturing and service organizations, each concentrating on its core businesses, forming an alliance towards a specific goal of designing, manufacturing and delivering products to the consumers. The products may visit several countries, ports, customs and the facilities of the stake holders. There are six different stake holders in a supply chain. They include suppliers of raw materials and components, contract manufacturers, assemblers, B2B and B2C logistics providers including warehousing, distributors and retailers. These actors in the supply chain network are globally

distributed and linked through a variety of relationships such as subcontracting, licensing, common technical standards and marketing contracts.

There were several best practices that were developed and followed over the years in traditional supply chains. They include Modularization (design of products as standard subassemblies produced using standardized processes), Supply hubs (facilities to store inventory for the suppliers nearer the manufacturer site), Cross docks (transshipment facilities where goods from manufacturers are sorted and loaded onto retailer trucks), Postponement (final assembly after receiving the customer order) Merge-in-transit (final assembly is done during the transit to the customer). The above best practices can be implemented in a supply chain network that integrates three different flows: the material flow, information flow and financial flow. The logistics network (enables streamlined material flow between all partners), communications network (links all the stakeholders) and financial network (connects financial institutions, insurance agencies with stake holders).

Single-mindedly pursuing reduction of costs, as in chasing low-cost labour anywhere in the world, without sufficient regard for the many risks it creates, made the supply chain more brittle. In the dynamic highly connected world, all industries in all countries are affected by incidents in all corners of the world. In this sense, some parts of all the supply chains are affected every day. The recent home loan crisis and the resulting financial failures are being felt all over the world. The resulting credit squeeze has led to the global trade collapse. Also more recent events



such as terrorist strikes on ships, political instability in several natural resource rich countries, oil price and currency fluctuations, protectionist policies of the governments during global financial crisis, labour unrest and shutdown of shipping docks, financial institution (bank) failures and natural disasters, etc have awakened managers to supply chain risks. Designers have to make the supply chains resilient to the risks that affect the partners of the networks, the industry and the environment

Disruptive changes in supply chains and Talent Shortage

There are several disruptive changes happening in the supply chain field. It is becoming highly technology intensive. There are four important business processes in a supply chain including procurement, manufacturing, distribution and retail and finally repair and maintenance. In some verticals such as apparel, food, etc all the first three processes are well integrated and orchestrated as farm to fork or farm to fashion chains. Factory gate pricing is common.

In some other verticals, such as auto and electronics, the B2B procurement process is undergoing disruptive changes. These include moving away from strong ties with trusted suppliers to order configured SCNs where the OEM selects all players in the chain called buying through multi-tier purchasing platform i.e. supplier factory gate pricing than payment on delivery. Also the procurement process focuses on the entire supplier ecosystem not just its product price and quality.

The manufacturing business processes are also changing its face from owning assets to orchestrating without owning any assets and concentrating on connections and governance. Also the factory floor

is getting automated with robots and Internet of things: talking parts and intelligent machines. Finally, the retail process is changing due to innovations in Internet search and advances in machine learning and data mining. Retailers gain an understanding of how shoppers move around their stores – where they go, in what order, how long they stay, when they come to the store, and how all of these questions map to actual sales. Retailers are developing predictive models for price discounting, advertising, and couponing.

The maintenance and repair service chain is using big data based analytics to predict the need for repair and additive manufacturing is being used to produce the spare parts. An intelligent aircraft will tell maintenance crews the status of the aircraft subsystems thus helping aircraft operators predict which parts need replacement and when. It is shift from current maintenance schedules based on the number of flights to those based on actual need.

Talent deficit in design automation, building smart factories, management and corresponding R & D is the need of the hour. Governance, coordination and control are of particular importance in the changing world and refer to how the lead firm or the orchestrator determine and coordinate the activities of the actors in the supply chain.

Indian manufacturing supply chain networks

India's manufacturing sector is 16% of the total GDP & 1.8% of global manufacturing. Some of the major categories Indian manufacturing industry includes are as follows:

– Public Sector Enterprises such as

BHEL, NTPC,

- Family Businesses such as Reliance, Tata's, Bajaj, Hero, TVS, etc
- Multinationals: GE, GM, Lenovo, Nokia, Flextronics
- SMEs (48 million) contribute 17% of GDP, 40% of Exports, Employ 82 Million people.

Small and Medium Enterprises (SMEs) significantly contribute to economy, poverty alleviation, employment, and availability of products and services at affordable costs. The SMEs in India employ 40% of the workforce and also contribute to export. However, due to their low scale and poor adoption of technology, they have very poor productivity. Various firms stay small and unregistered in the unorganized sector so that they can avoid taxes and regulations. The firms have little incentive to invest in upgrading skills of temporary workers or in capital equipment. Dominating SMEs are inefficient and are not globally connected.

India produces several assembled products such as tractors, cars, two wheelers, cars, cell phones etc. for consumption in the country. However, India imports large amounts of machines and tools from other countries, rather than producing them in the country. For example, 77% of telecom equipment, 78% of high-tech equipment and 35% earth moving and mining equipment is procured from other countries. The verticals include apparel, chemicals, coal and steel, auto, pharma, jewellery to name a few.

A bright spot in the economy is that the rural areas are urbanizing. Infrastructure such as roads, ports, communications, cell telephones and power and water networks is

driving unprecedented growth in rural India leading to urbanization of rural India. Goods in the 'new urban' consumption basket are two-wheelers, cell phones, building materials, tobacco, healthcare and several others.

Main Drivers of Manufacturing Competitiveness

The main drivers of manufacturing competitiveness include resources, government policies and delivery mechanisms such as logistics and IT. Resources include natural resources (water, mineral, land,) human resources (Managers, researchers, engineers and production workers), financial and industrial resources such as technology leadership, supplier clusters, etc. To sum it up, there are various factors vital for manufacturing competitiveness such as: Government policies on FDI, trade, tax, labour and environment, efficiency of the legal and regulatory system, investments in manufacturing in items such as competitive machine tool building capabilities, software for supply chain planning and execution, cloud storage, logistics, distribution centres, and lastly, innovation.

If one analyzes Indian manufacturing from the entire ecosystem perspective, it is easy to understand the road blocks facing its growth such as labour laws, government policies, infrastructure deficiency, low technology depth and talent shortage. Additionally, high interest rates, higher crude prices, rupee depreciation and rising power costs have impacted corporate performance. India imports increasing volumes of machines and tools from other countries, rather than producing more of its own. Competitive machine tool building capabilities are essential for



increasing technological depth and sustainable competitiveness of the manufacturing sector. Also the SMEs in India, employ 40% of the workforce most of it in the unorganized sector and due to their low scale and poor adoption of technology, have very poor productivity. Strong linkages and coordination amongst assemblers, component producers, and machine builders are necessary to increase value addition and technological strength of the country's manufacturing.

Current state of Indian Manufacturing

There are many reasons for lower manufacturing productivity. They

include low technological depth, low labor productivity, poor Infrastructure, low returns on capital Investment due to high interest rates among others. Economic growth is driven by technological change in process and product improvements in the factory, production planning, and supply chain management. The labor productivity of Indian Workers is lower compared to other nations. The existence of poor hard infrastructure and the lack of attention to soft infrastructure such as trade facilitation, warehouse and transport management software lead to high logistics costs. Additionally, there also exists poor implementation, too many

stakeholders, poor coordination and execution. The government had introduced the special economic zones and the cold chain initiatives; however they did not bring about a huge change in the efficiency of manufacturing.

We mention some of the reasons below

1. As mentioned above, supply chains driven by technological change in process and product improvements in the factory, production planning, and supply chain management. Indian manufacturers do not have the technological depth resulting in inefficient supply chains
2. Large numbers of SMEs suffer several disadvantages such as limited capital, finances, IT resources, technical manpower for R&D, and exposure to regulations, import-export policies and finally lack of strategic relationships with the global players.
3. The labor productivity of Indian workers is lower compared to Thailand or China.
4. The transaction costs are very high in India. Transaction costs include observable costs such as transport costs, labour costs, import duties and formal trade barriers such as customs tariffs, Soft costs which include making and monitoring contracts, information costs, costs due to cultural differences and miscommunication, unwritten laws, trust building, networking, risk costs, costs due to safety regulations and provisions, etc. The poor hard infrastructure and lack of attention to soft infrastructure such as trade facilitation, warehouse and transport management software leads to high logistics costs.
5. Most services supporting manufacturing such as power, water, and transportation suffer from shortages and low quality. Some of the utility networks were built several decades ago. The new designs such as smart building, smart grid, smart water networks using IT and sensor networks. R & D in this area would be highly remunerative.
6. The performance of the logistics sector depends on both hard and soft infrastructure, skilled manpower, Government policies, cluster locations and connectivity, service providers, insurance agents, research in educational institutions, and host of other things very remotely connected with actual goods transport and delivery. Government should give attention to trade facilitation and e-logistics.
7. Existing training institutes hardly cater to 2% of the requirement and employment exchanges in India are dysfunctional. There is a tremendous need for skill based training with high technology depth.
8. The supply chains are affected by the government policies and social pressures Tata's have to move from Singur with a huge loss due to pressure from the farmers. Several special economic zones and infrastructure projects in India are delayed or abandoned due to social pressures. Nowadays Government oversight and compliances of various regulations such as Green have become the norm.
9. Government has introduced the special economic zones and the cold chain initiatives and they did not prove very effective. Predictable, transparent tax environment is also essential.

Thus we see that making Indian manufacturing globally competitive needs bottoms up approach of developing research capabilities for design, smart manufacture, distribution and control. Several collaborative research initiatives between Industry, academia and R & D laboratories will be a needed first step.

Strategies for Indian Manufacturing to become globally Competitive

Indian manufacturing according to us is in stage which involves reverse engineering, low cost assemblage and local marketing. It has to climb up the ladder systematically in a planned manner. This can be done in 2 staged. For stage I, it is necessary to improve the productivity in energy, capital, labour, relevant infrastructure, distribution and warehousing. Also during this stage it is important to target skill training, improve technology intensive business by the usage of Mobile, Internet, Cloud, Sensor Enabled Smart Networks, Big Data & Predictive Analytics. Furthermore, it is necessary to improve the supply chain planning and execution for on-time deliveries. For Stage II the companies should concentrate on innovation, product discovery, machine and process innovations in manufacturing and distribution & service to create smart resource efficient products.

To sum it all, manufacturing is changing face and several disruptive changes are occurring in all phases of the supply chain. Competing globally in this scenario requires

government initiatives involving the academia and industry. This is an immediate necessity since products get outdated fast and dependence on old methods and technologies will be highly resource expensive. The Government initiatives are dependent on the political and social situation and would probably change course in the right direction. Here our proposal is to enable technology depth in Indian manufacturing through research and development with the cooperation of academics and Industry. This way Indian manufacturing can maintain its competitiveness among the peers.

Recommendations to enhance the competitiveness of the Indian Manufacturing

There are several disruptive changes happening in the supply chain field. It is becoming highly technology intensive. There are five important business processes in a supply chain including procurement, manufacturing, logistics, distribution and retail and finally repair and maintenance. The maintenance and repair service chain is using big data based analytics to predict the need for repair and additive manufacturing is being used to produce the spare parts. We are on the cusp of the real

use of learning systems. Rules-based ontologies, in-memory processing and map reduce technologies offer great promise for the supply chain. Also there are several companies undertaking industrial projects in this area.

India is planning, through **Make in India** campaign, to attract foreign direct investment (FDI) in manufacturing with the hope that it will create jobs and improves the exports. It is important however, to tread this track very carefully with sustainable procurement strategies, improved the labor productivity, automated state of the art equipment, with cap on carbon emissions and introduction of carbon tax. Otherwise, the resources will be wasted away through inefficiencies and the atmosphere will be polluted with GHG gases.

The academic institutions and R & D labs should work on these innovative technologies. Some suggestions for future work includes

New Technology Developments suitable for manufacturing automation such as Internet of Things, Big Data Generators, Cyber Physical Systems, Cloud Computing for manufacturing applications

Improving Technology Depth Manufacturing Supply Chain Processes such as Global Procurement; Smart factories using IOT based analytics; Additive manufacturing; Data based decision making in Logistics ;Recommender systems in Retail; Data based repair and maintenance

New Manufacturing Automation Practical applications such as Big data collection and application in logistics; Building a smart factory floor; Maintenance and repair of rotary machines; Recommender system for a big retailer; Governance of the dispersed supply chain and orchestrating risk mitigation

Green sustainable supply chain designs following cradle to cradle protocol India's CO2 emissions in 2012 are about 2.0 billion tons, making it the fourth largest CO2 emitting country. Logistics in India is dominated by a large number of small fleet operators and warehouses and therefore small capacities and poor technologies. Coal based power generation, truck based freight transport, low tech manufacturing should find more lucrative alternatives through research and development.

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The Attractiveness of Well managed Logistics companies to discerning investors



Amit Sinha, Managing Partner, Panamax Indigram Advisors

Panamax Indigram Advisors Private Limited is a corporate financial advisory firm with its head office at New Delhi, India. The firm is a partnership between Panamax Capital, LLC, a US-based, Delaware Limited Liability Company and Indigram Advisors Pvt. Ltd., Panamax Indigram offers wide range of services such as Private Placement of Equity, Venture Capital Funding, Cross border M&A, Business Strategy.

Third party logistics market is generally fragmented with a great number of companies in the growth stage of their life cycle. Additionally, since the purpose of third party logistics is procedural efficiency, such companies offer premiums on increased efficiency and economies of scale to equity investors relative to asset based businesses. Furthermore, unlike asset based businesses, the most important assets of third party logistics companies are relationships with their vendors and customers. These are businesses where the management capability is a very important ingredient to success.

As the economy expands rapidly and there is creation of infrastructure, there is a natural demand for logistics services. The Indian economy has been growing at a high pace for the last 10-12 years and now has a base

of over \$2 trillion. It will continue to expand at a pace of 6-9% pa in the foreseeable future. The demand for logistics in general will therefore be a no brainer.

An additional fact in the Indian context is that a large part of the logistics market is in the unorganized sector and as the size of the market is growing the movement from unorganized to organized is occurring very fast. Thus while the overall logistics services market is growing at about 12% pa, the organized part of the market is growing at 25-30% pa.

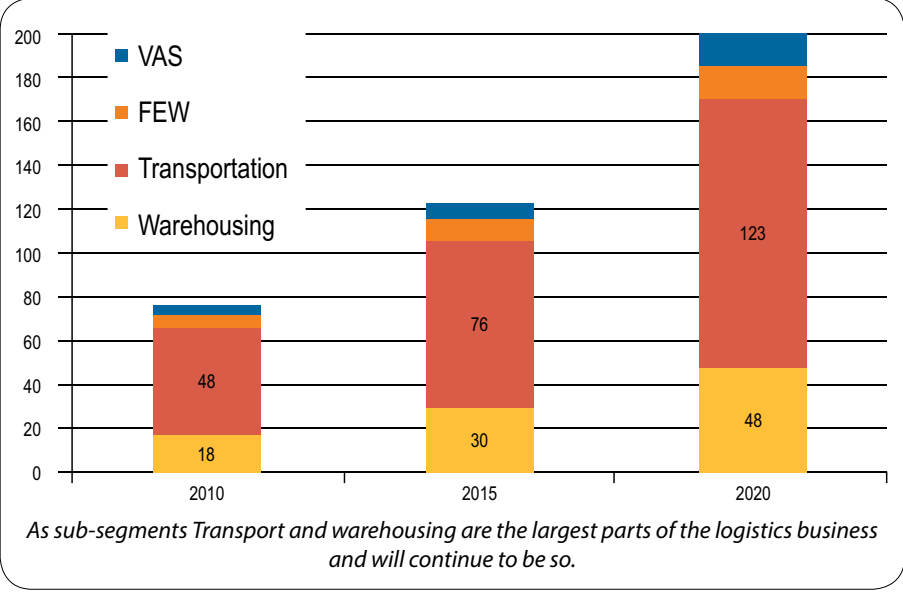
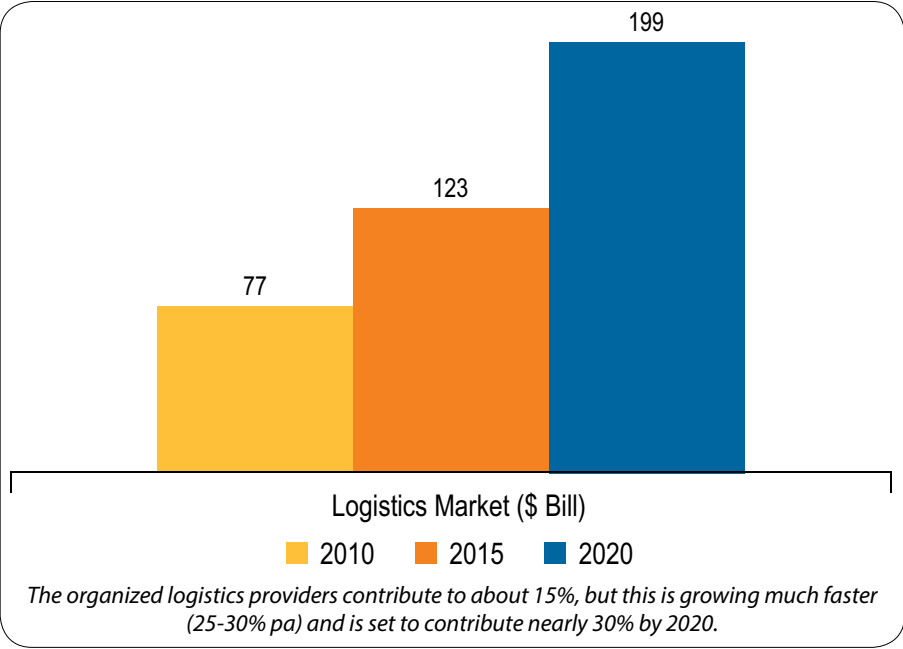
Private equity firms have been successful with transportation and logistics companies in various sub-segments. Areas of focus for private equity firms have included expedited transportation services, freight forwarding, intermodal transportation, warehousing, reverse logistics, and transportation

management. In terms of criteria, a capable management team is one of the most critical elements that private equity firms use to evaluate new opportunities. In certain instances, private equity firms partner with an industry executive that has a track record of value creation, particularly in a situation where an entrepreneur is looking to exit.

An established customer base with limited reliance on any one customer or group of customers is another key consideration for private equity logistics acquisitions. Logistics companies with a defensible market position and a differentiated service offering are also attractive.

The Market

The Indian Logistics market is growing at around 10-12% pa. It is estimated to have been worth around \$77 billion in 2010 and is expected to rise to nearly \$200



billion by 2020 (Source – KPMG data and Indigram projections)

As sub-segments Transport and warehousing are the largest parts of the logistics business and will continue to be so.

Project Logistics

Project logistics is a unique area of logistics services where expertise is at a premium and quality service providers are difficult to replace. Service providers are able to create an entry barrier for competitors and

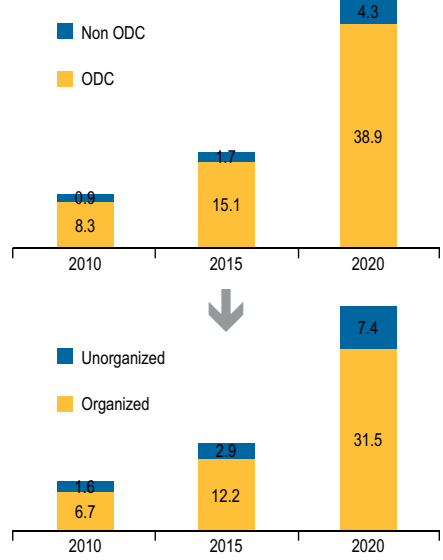
an exit barrier for customers. This is of interest to an investor because long term value creation is possible.

Project Logistics as a segment was worth \$9.24 billion 2010, expected to grow to \$43 billion by 2020 (source: Frost & Sullivan, Indigram projections). A large part of project logistics is the Out Dimension Cargo, which is why organized players have a much greater presence in this sub segment. ODC accounts for 90% of Project logistics and, within ODC the organized sector contributes

about 80% (In non – ODC it is the unorganized sector which controls 89% of the market)

Project Logistics Services include transportation, warehousing, freight forwarding, and VAS such as documentation, customs clearance, equipment rental, route and site surveys, feasibility studies.

“The project logistics services are provided for specialized cargo consignments that are overweight and/or over dimension and cannot be handled or moved using conventional assets and equipment. In most cases, these consignments have to be taken to remote locations with limited transportation infrastructure access using single or multimodal transportation services”



The very nature of ODC favours organized professional players as opposed to the unorganized sector.

Key Drivers for Project Logistics

- Economic Growth - Overall Production and Consumption growth
 - o Growing External trade (exports rising at 13% CAGR and imports rising at 14% CAGR)

- Increasing Outsourcing/ demand for modern assets
 - Demand for high end services and infrastructure is driven by greater presence of MNCs and increasing operational size and maturity of Indian companies (food, textile, pharmaceuticals, automotive, engineering goods)
 - Large scale investments in on-going and new projects
- Rising share of Organized retail, increasing size and maturity of key industries
 - Preference and practice of outsourcing logistics services by user industries
 - Increasing demand for specialist service provider
- Government Policies
 - Dedicated Freight Corridor of the railways and industrial corridors around it
 - GST implementation will create a common market and fuel reorganization and consolidation in the logistics industry
 - 100% FDI is permitted in most sub sectors
 - Free Trade Warehousing Zones

Strategic Foreign investors

The US, Japan and Europe are homes to some of the largest multinational logistics companies in the world. In general, as the size of the Indian Economy rises, there is a lot of interest in entering India. However, given the complexity of logistics in India, particularly in ODC movement, it is often not feasible for these companies to enter India, without a sound local partner. The sheer size of these companies is such that they look for companies of a significant size (often over 200-300 cr in revenue) for it to be attractive for them.

Some Examples of Private Equity and Strategic Investments in the logistics sector are given in Tables 1 and 2

Table 1

Private Equity Investments

| Company | PE Firm |
|-------------------------|---------------------------|
| Mahindra Logistics | Kedaara Capital |
| Transpole Logistics | Fidelity |
| | Everstone |
| Continental warehousing | Warburg Pincus |
| Fourcee Infrastructure | General Atlantic |
| | Mayfield + SIDBI |
| TVS Logistics | KKR + Goldman sachs |
| | Goldman Sachs |
| VRL Logistics | New Silk Route |
| Sattva Logistics | Erdene |
| Swastik/ Coldex | India Equity Partners |
| | Looking out |
| Siesta Logistics | Alchemy Ashmore |
| LCL Logistix | Tuscan ventures |
| JICS Logistics | IL & FS |
| Shubham logistics | Tano capital |
| 20 Cube | Zephyr Peacock + credence |
| Snowman Log (IPO done) | Norwest |

| Company | PE Firm |
|--------------------------|------------------------------|
| | IFC |
| AllCargo | Blackstone |
| Om Logistics | ML |
| Delhivery | Multiplies |
| | Nexus VP |
| Aegis Logistics | Infrastructure India Holding |
| First Flight Courier | Duneam |
| Spear Logitics | Ambit Pragma |
| Star Agri Warehousing | IDFC |
| Sohanlal Commodity | Everstone |
| Ennore Container Term | Erdene |
| Fourcee Infra equipments | India Equity Partners |
| JSW Infra | Eton park |
| Karaikal Port | IDFC |
| Ocean Sparkle | Erdene |
| Redington | StanChart |
| Palogix | Bessemer + IFCI |
| Reverse Logistics | Sherpalo + Reliance |
| Startrek Spoton | India Equity Partners |

Table 2**Strategic investments and M&A Examples**

| |
|--------------------------------------------------------------------------------------------------------------------------------------------|
| • Broekman Group - Courcan Cargo |
| • CH Robinson - Triune Freight |
| • Fedex - Prakash Air Freight |
| • TNT - Associated Road carriers |
| • Kerry Logistics - Reliable Freight Forwarders |
| • Phoenix International Freight Services - Eastern Logistics |
| • Sembcorp Marine - Gujarat Pipavav Port |
| • Tropical Dimensions - Kakinada Seaports |
| • DP World and PSA International - Chennai Container Terminal |
| • Oxbow Corporation - United Shippers |
| • Louis Dreyfus Armateurs - ABG LDA Bulk Handling |
| • Toll Group - BIC Logistics |
| • Hitachi Transport Systems - Flyjac |
| • NYK Line - Tata Martrade International Logistics |
| • NYK Logistics and Yusen Air have come in together as Yusen logistics India Private Limited |
| • ITOCHU LOGISTICS CORP and Parekh Integrated Services Pvt. Ltd. Formed a logistics company, I P Integrated Services Private Limited |
| • SBS Holdings took 80% stake in Atlas Logistics of Bangalore |
| • Nippon Express acquired 51% of J I Logistics Private Limited |
| • Mahindra Logistics acquires majority stake in LORDS Freight (India) Pvt. Ltd. |
| • SBS Group is reportedly acquiring a controlling stake in Transpole Logistics |
| • Transport Corporation of India acquired 51% equity stake in Infinite Logistics Solutions Pvt Ltd |
| • DACHSER and AFL Pvt. Have formed a JV |
| • F H Bertling Ltd has been on the look out |
| • Neptune Orient Lines Limited's wholly owned subsidiary, APL Logistics Ltd, has acquired India Infrastructure & Logistics Private Limited |
| • Kuehne + Nagel, a Switzerland-based logistics major acquired RR Enterprises |

Rare is an investment opportunity that presents itself in an established solid business where there is a virtual certainty of cash flow, that yields a very reliable return on investment, and operates in an industry poised for expansion in an environment called "The mother of all capacity shortage". The logistics industry in general and Project Logistics in particular, is in that position. Good companies are set for exponential growth

Services of specialized logistics players are needed to reduce the inefficiencies in the system, which offers opportunities in multiple segments across the value chain from 3PL, contract logistics, transporters and freight carriers to technology providers in the domain.

Strong growth enablers in the form of infrastructure investments, phased introduction of value-added-

tax (VAT), development of organized retail and agri-processing industries, and strong FDI inflows in automotive and capital goods add to the opportunity in the logistics domain.

Several well managed companies have reached a critical size in their respective spaces. We would expect a lot of action in logistics in general and project logistics in particular in the coming years

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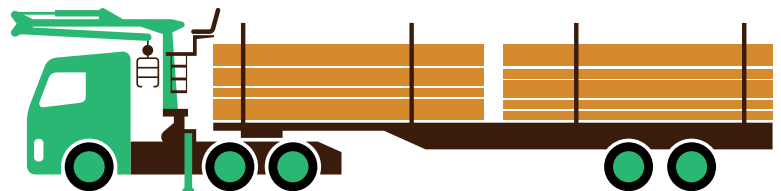
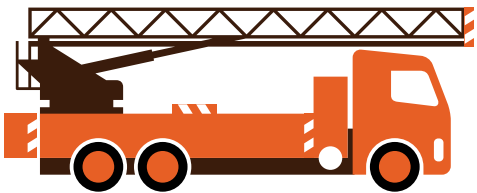
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Built for strength. The ability to support so many applications demands a certain amount of core strength. The new front axle of the Volvo FM is certified to handle up to 10 tonnes axle load, while the rear tandem axle and the bogie



suspension design has been reinforced to handle 33 tonnes axle load. With this is fitted a powerful 440 HP engine Euro 3 / 420 HP Euro 4 and matched transmission to deliver better efficiency.

Wired differently. The Volvo FM is designed to bring out the best in the driver. Along with a spacious cab, there is a completely new instrument panel for improved driver interface. The driver has to just glance at the dashboard to get all the vital information he needs. The Dynafleet Online 'Fuel & Environment' and 'Positioning' services provides information regarding vehicles performance and location, for better control on the fleet and take required action to improve their operational efficiency. The minutest of details have been considered from ergonomic seating for the driver with ample leg room and convenient storage space. Everything is to make the work ambience comfortable and attractive.

PRODUCT FEATURES

- More powerful engine 440 HP for Euro 3 (Tractor & Rigid), 420 HP for Euro 4 (Rigid)
- New puller variant is rated for 125 MT of technical GCW (+25%)
- New 10 tonnes front axle, New 33 tonnes rear tandem axle
- Unmatched driver comfort - New dashboard with enhanced ergonomics, new instrument cluster, Air suspended driver seat, sleeker steering column etc.
- Electric Parking Brake - The parking brake activation is through an easy-access switch on the dash. Also the parking brake activates automatically when the engine is turned off to ensure high degree of safety even if the driver misses it.
- I-Shift on 6x4 Euro 4 rigid variant for special applications
- Enhanced flexibility - New bodybuilder module with more options and features
- Dynafleet Online - "Fuel & Environment" and "Positioning" services. Provides information to the customer regarding vehicles performance and location, so that customer can have better control on his fleet and take required action to improve their operational efficiency.



STRONG PARTNERS FOR HEAVY CARGO

SAL HEAVY LIFT
AND SAI MARITIME –
30 YEARS OF
SHARED SUCCESS

**A total cargo volume of 27 555 cbm.
A total cargo weight of about 3569 t.
Ten Catofin Reactors, measuring each
21 x 10 x 13 m with a single weight of
324 t.**

These were the dimensions of the cargo to be loaded in Mumbai, designated to Houston.

“The challenging factor indeed was not the weight, but the bulky measures of the reactors. This allowed only a storage of most of them on deck, which in addition created a task for stability of the vessel. Carrying seven of them on deck and three of them in the hold, the tweendecks had to be filled with water and were placed on the tank top, beneath the reactors.” explained Karsten



MV Anne-Sofie, deck fully loaded with Catofin Reactors (seen from crane 3)



Behrens, General Manager Engineering at SAL Heavy Lift.

“Another objection was the rigging,” he went on, “the COG of the reactors was off-center in both directions. SAL had to create an asymmetric rigging in transverse and long direction. Finally all lifts went well with the assumed COG position. Approximately nine kilometers of lashing wire were used for a special sea fastening.”

It is jobs like this, which again outline the expertise of SAL Heavy Lift GmbH in safe and secure handling and shipping of heavy cargo. What’s more important to emphasize is, that especially for the changing scenarios in India SAL fully recognizes and is experienced with the specific operating and cultural environment with respect to ports.

Important basis for this understanding is the strong partnership with SAI Maritime & Management P. Ltd. A 30 years lasting alliance, that has stood the test of time and volatile markets to emerge as a dependable, reliable team and a force to reckon within the Indian heavy lift shipping market.

THE INDIA STORY

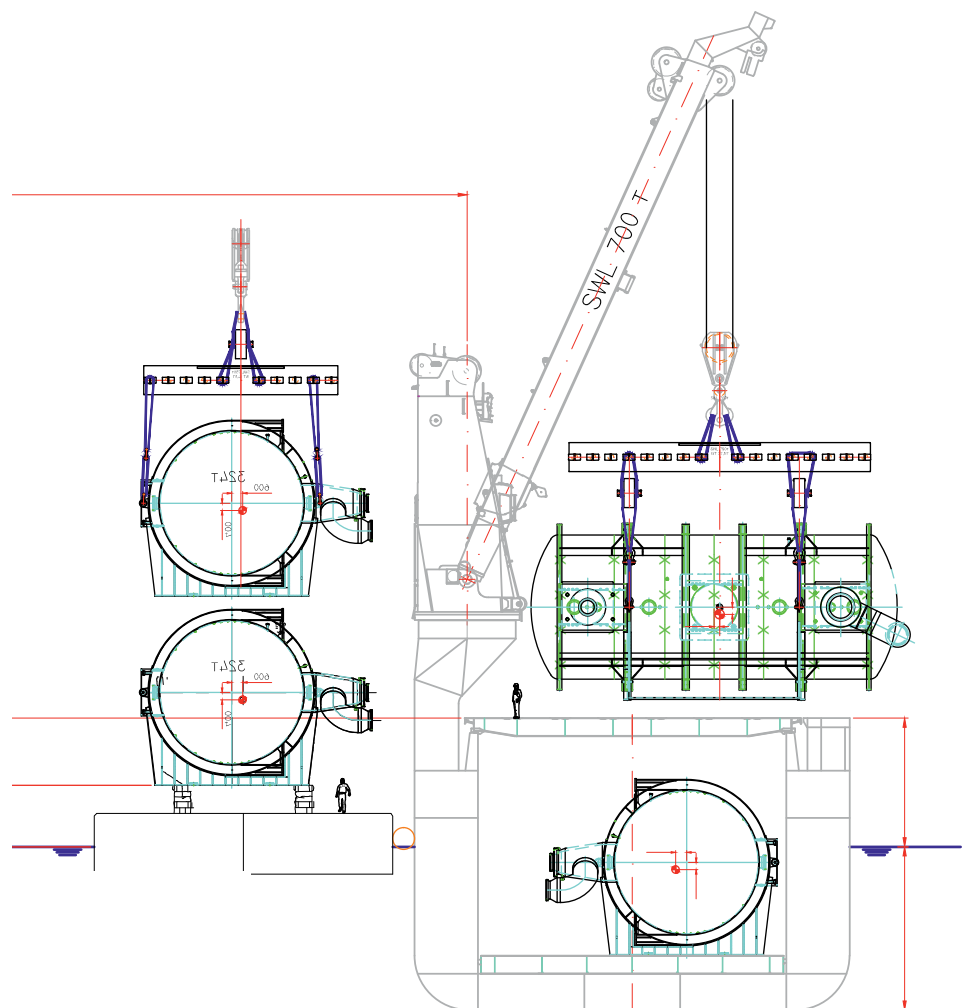
What began with a request for support in 1986 between Mr. Hans Heinrich

(Founder and CEO at the time of SAL) and Mr. Khalid Vohra (Founder and CEO of SAI) established not only SAL in India but as well forged a friendship of the Heinrich and the Vohra families. This closeness remains strong until today. The support of SAI Maritime’s innate

knowledge and experience ensures, that SAL vessels calling India have a fast turnaround, which is extremely important for project cargo vessels.

Besides handling agency in India for the SAL vessels, SAI Maritime became also the exclusive booking agent for SAL tonnage in India. The vessels are often employed for heavy lift movements along the Indian coast; for cargoes, which cannot be moved by road or barge, especially in the monsoon season. SAL has been the preferred carrier of choice for several defense shipments, requiring a high level of confidentiality and monitoring.

Most popular cargo carried by SAL’s vessels into India are **mobile harbour**



Lifting arrangement Catofin Reactors

cranes, being extremely vital for port infrastructure and development. Usually the vessels are the first to call at any new terminal or port in India - very often, even before the port has been inaugurated. To name only a few: Jaigarh, Dighi, Krishnapatnam, Gangavaram, Kattupali, Adani Dahej and Adani Hazira.

State-of-the-art engineering as well as committed transit times (due to the unrivalled vessels speed of 20 knots) help to recognize SAL as not only being the first choice for port construction equipment but for several other projects in India as well.

REFERENCE PROJECTS



Discharging operations at Sikka anchorage for Reliance Refinery

One of the main projects SAL performed in India was the **Reliance Jamnagar Refinery Expansion, Phase 1**. During the course of 18 months, up to twelve SAL vessels transported over 500 000 freight tons of refinery equipment. The units were weighing between 100 and 1 600 t. This project was a challenge in organization and coordination. SAL Heavy Lift and SAI Maritime did not only provide the shipments but as well cared for a perfect coordination between all involved parties like client, EPC, freight forwarders or local authorities. All cargo units arrived safely and on time.

The **MA D6 Oil Field** - located in the Krishna Godavari Basin at the east coast of India has been another key project. SAL was assigned to perform a sub-sea



MA D6 wet handshake with anchor handling tug

handshake with an anchor handling tug. For this special offshore operation, a linear winch was installed on MV Annette to enable the lowering and wet handshaking of a 300 tons manifold into the water. The manifold was lowered 87 m below sea level and was taken over by the anchor handling tug for installation onto the seabed. The project not only required technical expertise but also in-depth local knowledge and precise logistical coordination and documentation, provided by SAI Maritime.

In performing heavy lifts mainly the devil is in the details: **A boiler block to be shipped from Mundra to Jubail** once again proved this well-known experience. With dimensions of 15 x 12 x 13 m and a weight of 585 t, the lifting arrangement appeared to be straight forward on a first glance. But four lifting points at a very low level on the cargo and a COG far away from being in the center required a quite big and complex lifting arrangement. To connect four lifting points to two cranes it took not less than in total 25 components like lifting



Lifting arrangement Boiler Block

beam, spreader bars, grummets and shackles. But after all the lift came up totally straight. Loading and discharging went smooth and safe.

Another feather in the cap of SAL and SAI Maritime was awarding the shipment of **two reactors**, measuring 26 x 8 x 7 m / 895 t and 30 x 8 x 7 m / 1010 t **from Mumbai to Eleusius, Greece.**

SAL/SAI had supported the shipper with extremely competitive rates at the time of bidding and as soon as they awarded the job, the contract for shipping was signed even before the cargo was manufactured. The reactors were loaded ex barge in Mumbai port in total



1010 t reactor from Mumbai to Eleusis

six hours despite the monsoons. They broke the record for the heaviest piece to be loaded in Mumbai port in that year.

ABOUT SAI SHIPPING CO. PVT. LTD

SAI SHIPPING CO. PVT. LTD. incorporated in the year 1977, headquartered in Mumbai, was formed to focus primarily on ship agency business. Owned privately by the Vohra family and headed by Chairman Mr. Khalid Vohra it has been successful over the last three and



Manifold Overboarding – MA D6 Project

half decades as one of the leading and most consistent ship-broking and ship agencies.

The project division of the SAI Group – SAI MARITIME – was formed in 1984 to cater mainly to heavy lift and project cargo movements. It is one of the leading shipbrokers and agents in the industry, well known for efficient agency services and their expertise for the nuances of heavy lift shipping. Headed by Director Ms. Rukhsana Vohra Mithani, who has more than twenty years of experience in this field, this division has survived choppy and unstable shipping markets to emerge as a formidable name in the Indian heavy lift shipping scenario.

SAI today is one of the fastest growing privately-owned and funded logistics and project cargo organizations. With over 35 years of experience and track record in this industry, a professional staff of presently 60 colleagues serves customers in offices all over India (Kandla, Chennai, Nhava Sheva and New Delhi).

ABOUT SAL HEAVY LIFT

SAL Heavy Lift GmbH is a German heavy lift ocean freight carrier, owning and operating 14 heavy lift vessels

with a combinable lifting capacity of up to 2000 tons and an unrivalled speed of up to 20 knots. The company started in 1980 as “Schiffahrts-kontor Altes Land” and in 2011 became a 100% subsidiary of the Japanese “K” Line Group.

SAL started as a tramp service, but slowly developed an additional semi-liner service. It commences in North Europe and proceeds via Mediterranean Sea, Persian and Arabian Gulf, India onwards to Far East including Korea and Japan. Same vessel turns around and sails back to North Europe: in this case offering Indian clients on an average two to three sailings per month sailing east- or westbound.

SAL Heavy Lift upholds the highest QHSE standards and is certified as conforming to ISO 9001, ISO 14001 and OHSAS 18001. SAL owned vessels have environmental passports confirming this compliance.

WHAT'S LEFT TO MENTION?

SAL's continuing commitment to Indian customers is vital to their growth in this very important market and considers their clients as partners.

“SAI Shipping Group along with SAL Heavy Lift look forward to the new energy of India and to serve the project and heavy lift cargo requirements.” summarizes Khalid Vohra, Chairman of SAI Shipping. “With our joint professional teams we are always maintaining our leadership in the markets. We continue to work closely with major projects for the immediate future.”

As Toshi Yamazaki, CEO of SAL Heavy Lift GmbH, underlines: “SAL and SAI are proud of their successful teamwork and are looking forward to new and challenging projects in the future.”

Working together towards a common goal – to deliver heavy cargo safely and on time.





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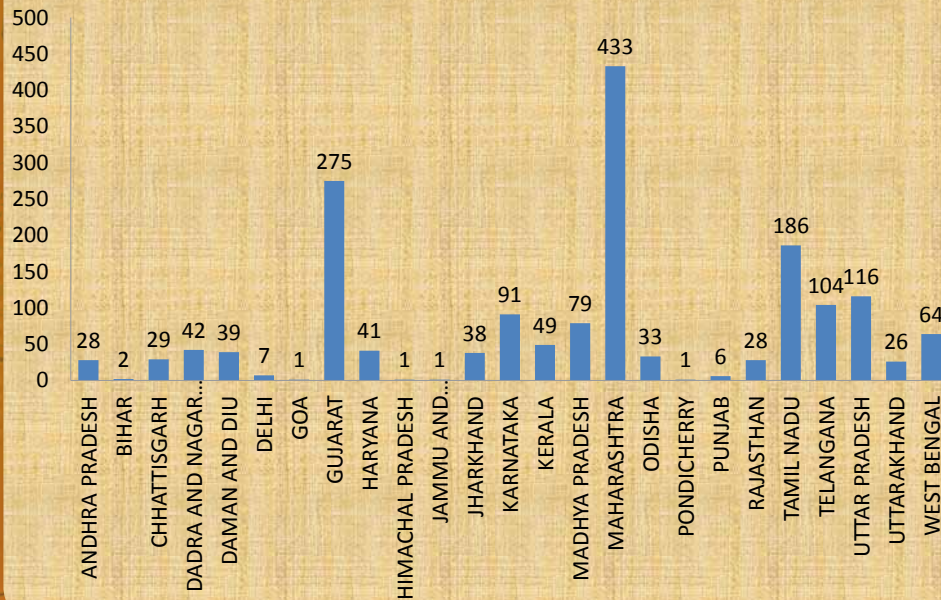
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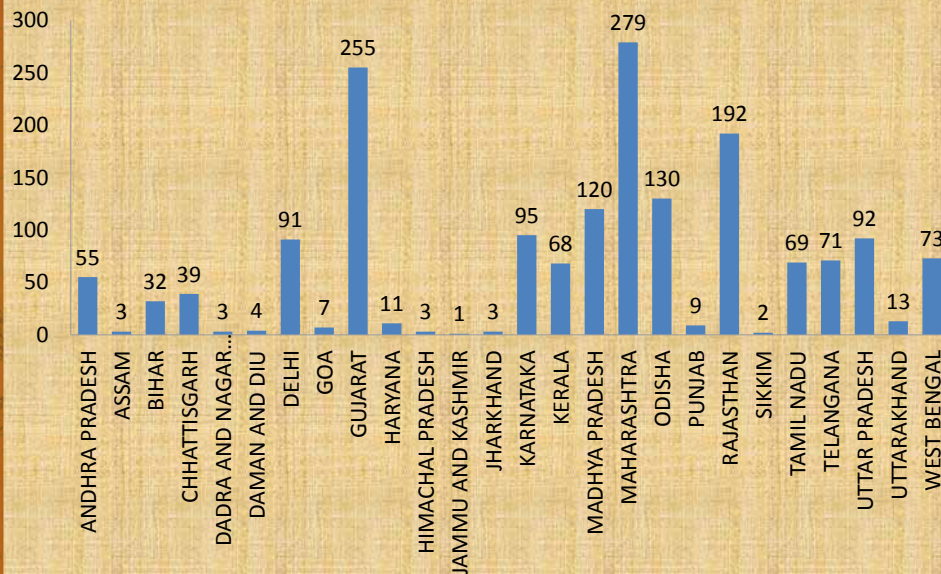
ANALYSIS ON MINISTRY'S ONLINE PERMISSION

January to June'2015

ORIGINATING STATE WISE PERMISSIONS



DESTINATION STATE WISE PERMISSIONS

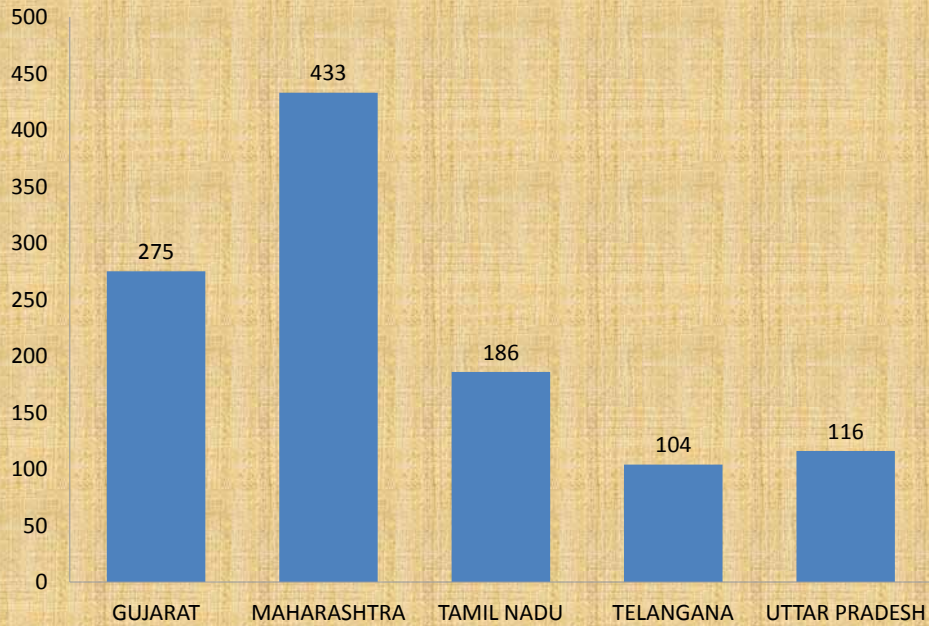


Source: National Informatics Centre - Ministry of Road Transport & Highway

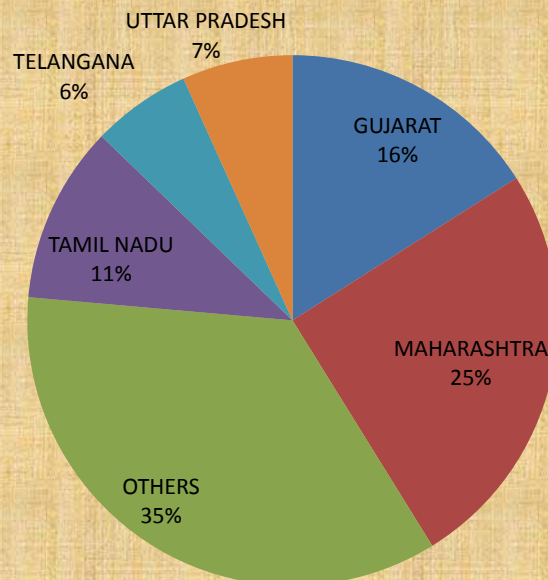
ANALYSIS ON MINISTRY'S ONLINE PERMISSION

January to June'2015

TOP 5 ORIGINATING STATE - QUANTITY



TOP 5 ORIGINATING STATE - PERCENTAGE

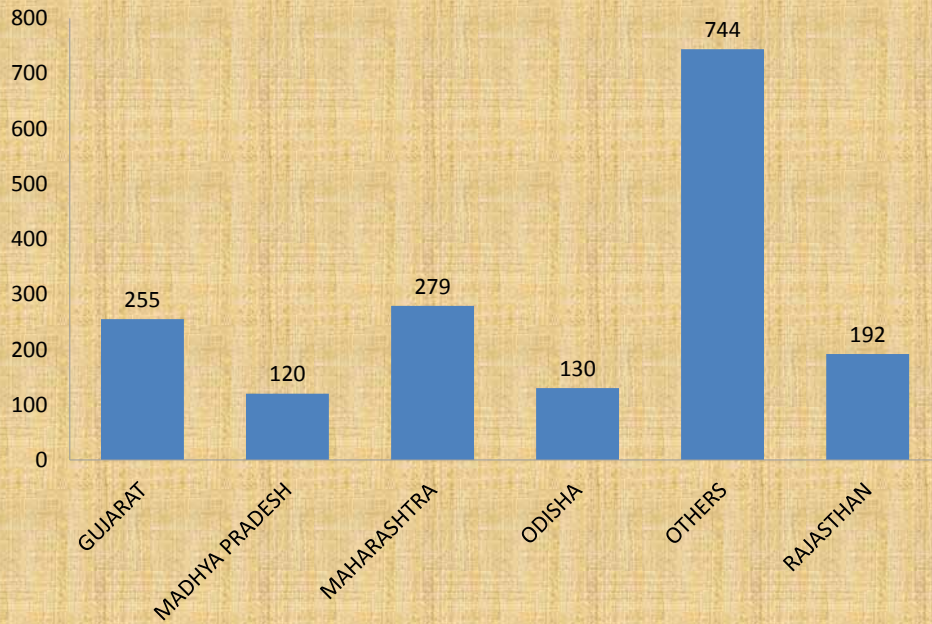


Source: National Informatics Centre - Ministry of Road Transport & Highway

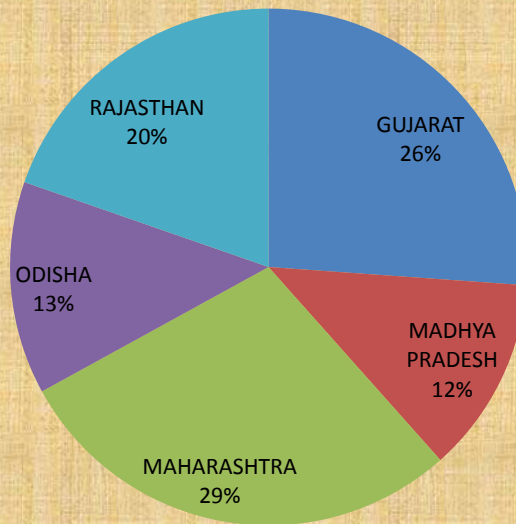
ANALYSIS ON MINISTRY'S ONLINE PERMISSION

January to June'2015

TOP 5 DESTINATION STATE - QUANTITY



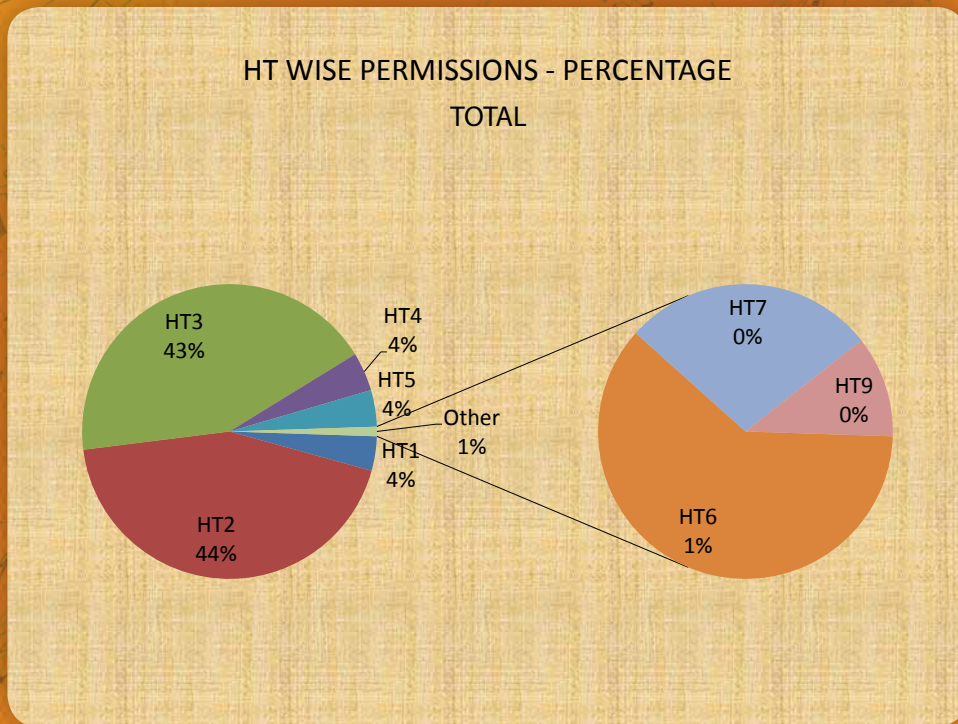
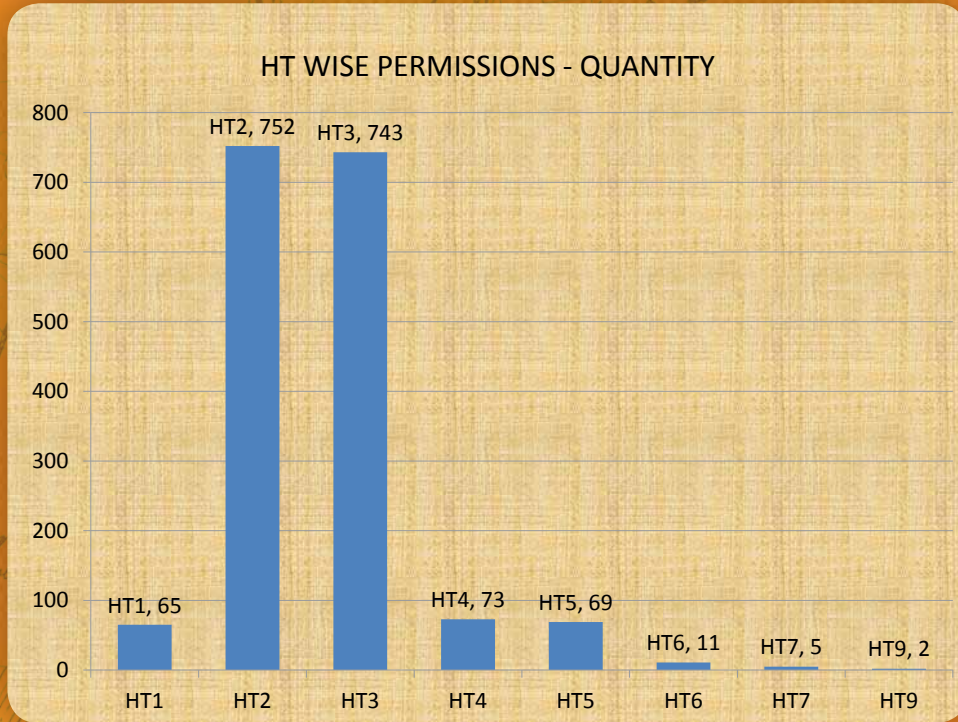
TOP 5 DESTINATION STATE - PERCENTAGE



Source: National Informatics Centre - Ministry of Road Transport & Highway

ANALYSIS ON MINISTRY'S ONLINE PERMISSION

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क्र. एमव्हीआर-०७१०/सीआर-२०८/का.२(१)/जा.क्र. १००५
 परिवहन आयुक्त यांचे कार्यालय,
 प्रशासकीय इमारत, ३रा व ४था मजला,
 सरकारी वसाहत, वांद्रे (पूर्व),
 मुंबई - ४०० ०५१.
 दिनांक :-

3 AUG 2015

प्रति,

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 सर्व उप प्रादेशिक परिवहन अधिकारी.

विषय - ओ. डी. सी. मालवाहतूक परवानगी कार्यपध्दती.

- संदर्भ -** १) या कार्यालयाचे परिपत्रक क्र. एमव्हीआर-०७१०/ सीआर-२०८/का.२(१)/
 जा.क्र.२४६३, दि.२४/०२/२०१०
 २) या कार्यालयाचे परिपत्रक क्र.एमव्हीआर-०७१०/सीआर-२०८/का.२(१)/जा.क्र.
 १७८४५, दि.६/१२/२०१०.
 ३) या कार्यालयाचे परिपत्रक क्र.एमव्हीआर-०७१०/सीआर-२०८/का.२(१)/जा.क्र.८१४१,
 दि.२२/०६/२०१२.
 ४) रस्ते वाहतूक व महामार्ग मंत्रालय, नवी दिल्ली यांचे पत्र दि.१८/०३/२०१५.
 ५) राज्य परिवहन प्राधिकरण यांचा ठराव क्र.८/२०१५.

उपरोक्त विषयाबाबत कळविण्यात येते की, संदर्भ क्र.१ ते ३ च्या परिपत्रकांन्वये ओडीसी माल वाहतूकीस परवानगी देण्याबाबत कार्यपध्दती विहित केली आहे. राज्य परिवहन प्राधिकरण यांनी ठराव क्र.८/२०१५ मधील बाब क्र.१० नुसार (प्रत संलग्न) ओ.डी.सी. माल वाहतूकीस विहित प्राधिकरणाची परवानगी न घेता ओ.डी.सी. माल वाहतूक करताना वाहन मिळून आल्यास मोटार वाहन कायदा, १९८८ च्या कलम ८६ नुसार परवाना निलंबन अथवा त्याऐवजी शुल्काची तरतूद केली आहे.

आपणास सूचित करण्यात येते की, ओ.डी.सी. माल वाहतूकीस विहित प्राधिकरणाची परवानगी न घेता माल वाहतूक करणाऱ्या वाहतूकदाराविरुद्ध मोटार वाहन कायद्याप्रमाणे करण्यात येणाऱ्या कारवाईबरोबरच राज्य परिवहन प्राधिकरणाच्या ठरावात नमूद केल्याप्रमाणे मोटार वाहन कायदा, १९८८ च्या कलम ८६ प्रमाणे विभागीय कार्यवाही करण्यात यावी. तसेच अशा वाहतूकदारांना ओ.डी.सी. वाहतूकीस परवानगी प्राप्त केल्याशिवाय पुढे मार्गक्रमण करण्यास परवानगी देण्यात येऊ नये.

२. सिमा तपासणी नाक्यावर राज्यात प्रवेश करणाऱ्या वाहनांविरुद्ध कारवाई अथवा दंड आकारणी न करता त्यांना परवानगी देण्याबाबत सक्ती करण्यात यावी. राज्याबाहेर जाणाऱ्या वाहनांकडून (outgoing) दंड आकारणी करून सदर वाहन राज्याबाहेर जात असल्याने परवानगीचा आग्रह न धरता जाऊ देण्यात यावी.

३. रस्ते वाहतूक व महामार्ग मंत्रालय, नवी दिल्ली यांनी संदर्भ क्र.४ च्या पत्रान्वये राष्ट्रीय महामार्गावर ओ.डी.सी. माल वाहतूकीस परवानगी देण्याबाबत ऑनलाईन कार्यपध्दती सुरु केली असल्याचे व राज्य मार्गावर परवानगी देण्याबाबत राज्य शासनाने सुलभ कार्यपध्दती सुरु करण्याबाबत कळविले आहे.

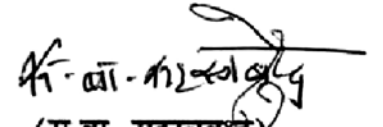
आपणास कळविण्यात येते की, रस्ते वाहतूक व महामार्ग मंत्रालय, नवी दिल्ली यांची ऑनलाईन परवानगी असणाऱ्या वाहनाविरुद्ध राष्ट्रीय महामार्गावर कोणतीही कारवाई करू नये. सदर परवानगीची खातरजमा https://morth-owc.nic.in/auth/users/pub_view.asp या संकेतस्थळावर जाऊन करता येईल. मात्र अशी वाहने केंद्र शासनाच्या परवानगीतील शर्तीचा भंग करून अथवा राज्य मार्गावर विनापरवानगी आढळल्यास उपरोक्तप्रमाणे कारवाई करण्यात यावी.

४. OWC/ODC माल वाहतूकीची परवानगी सुलभ करण्याच्या केंद्र शासनाच्या सूचनेनुसार परिवहन आयुक्त कार्यालयाच्या दि.२२/०६/२०१२ च्या परिपत्रकान्वये विहित केलेल्या कार्यपध्दतीत अंशतः खालीलप्रमाणे सुधारणा करण्यात येत आहे.

सर्व हायड्रॉलिक ट्रेलर व ३३ मीटर लांबी, ५ मीटर रुंदी व ६ मीटर उंचीपेक्षा जादा मोजमापे असणाऱ्या मेकॅनिकल ट्रेलरबाबत ओ.डी.सी. परवानगीसाठी प्रस्ताव वाहतूकदारामार्फत थेट परिवहन आयुक्त कार्यालयात सादर करण्यात यावेत. यासोबत मोटार वाहन निरीक्षकाचा तपासणी अहवाल सादर करणे आवश्यक आहे. परिवहन आयुक्त कार्यालयामार्फत आवश्यकतेप्रमाणे महामार्ग पोलीस, सार्वजनिक बांधकाम विभाग, वाहतूक पोलीस विभाग, महानगरपालिका/नगरपालिका, जिल्हा परिषद व भारतीय राष्ट्रीय महामार्ग प्राधिकरण यांची ना-हरकत प्राप्त करून अथवा विहित कालावधी पूर्ण झाल्यावर ओ.डी.सी. परवानगी देण्याची कार्यवाही करण्यात येईल. ३३ मीटर लांबी, ५ मीटर रुंदी व ६ मीटर उंचीपेक्षा कमी मोजमापे असणाऱ्या मेकॅनिकल ट्रेलरबाबत ओ.डी.सी. परवानगीसाठी पूर्वीची कार्यपध्दती सुरु ठेवण्यात यावी.

वरील आदेश त्वरित अंमलात येत आहेत.

(मा. परिवहन आयुक्त यांचे मान्यतेने)


(स.बा. सहस्रबुध्दे)
अपर परिवहन आयुक्त,
महाराष्ट्र राज्य, मुंबई.

प्रति,

सर्व प्रादेशिक परिवहन अधिकारी,
सर्व उप प्रादेशिक परिवहन अधिकारी,
सर्व नियंत्रक अधिकारी, सोमा तपासणी नाके.

प्रत,

१) अपर मुख्य सचिव, गृह (परिवहन) विभाग, मंत्रालय, मुंबई - ४०००३२ यांना माहितीकरीता सादर.
२) सर्व नियंत्रक अधिकारी, परिवहन आयुक्त कार्यालय, मुंबई.

राज्य परिवहन प्राधिकरण, महाराष्ट्र राज्य, मुंबई.

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मा. अपर मुख्य सचिव, गृह विभाग (परिवहन) तथा अध्यक्ष, राज्य परिवहन प्राधिकरण, महाराष्ट्र राज्य, ह्यांच्या अध्यक्षतेखाली समिती सभागृह, जागतिक व्यापार केंद्र, ३० वा मजला, कफपरेड, मुंबई येथे दिनांक १२-०२-२०१५ रोजी दुपारी ०४.०० वाजता घेण्यात आलेल्या राज्य परिवहन प्राधिकरण, महाराष्ट्र राज्य, ह्यांच्या २५३ व्या बैठकीचे इतिवृत्त पुढे नमूद केल्याप्रमाणे.

सदर बैठकीस रा.प.प्रा.चे पुढे नमूद केल्याप्रमाणे अध्यक्ष सदस्य व अधिकारी उपस्थित होते.

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| १. श्री. गौतम चॅटर्जी, भा.प्र.से. अपर मुख्य सचिव (परिवहन), ३० वा मजला, जागतिक व्यापार केंद्र सेंटर-१, कफ परेड, मुंबई ४००००५. | अध्यक्ष राज्य परिवहन प्राधिकरण |
| २. श्री. महेश झगडे, भा.प्र.से. परिवहन आयुक्त, महाराष्ट्र राज्य, मुंबई. | सदस्य राज्य परिवहन प्राधिकरण |
| ३. श्री. सुरेंद्र पांडये, भा.पो.से. अपर पोलिस महासंचालक (वाहतुक), महाराष्ट्र राज्य, मुंबई. | सदस्य राज्य परिवहन प्राधिकरण |
| ४. श्री. स. बा. सहस्रबुध्दे अपर परिवहन आयुक्त, महाराष्ट्र राज्य, मुंबई. | सचिव राज्य परिवहन प्राधिकरण |

बाब क्रमांक :- १

विषय:- दिनांक ०४.१२.२०१४ रोजी संपन्न झालेल्या राज्य परिवहन प्राधिकरण, महाराष्ट्र राज्य, मुंबई ह्यांच्या २५२ व्या बैठकीच्या इतिवृत्तास मान्यता देण्याबाबत.

दिनांक ०४.१२.२०१४ रोजी घेण्यात आलेल्या राज्य परिवहन प्राधिकरणाच्या २५२ व्या बैठकीचे इतिवृत्त प्राधिकरणाने कायम केले.

बाब क्रमांक :- २

विषय:- दिनांक ०४.१२.२०१४ रोजी घेण्यात आलेल्या राज्य परिवहन प्राधिकरण, महाराष्ट्र राज्य ह्यांच्या २५२ व्या बैठकीतील निर्णयांवर करण्यात आलेल्या कार्यवाहीच्या प्रगतीचा प्राधिकरणाने आढावा घेतला व पुढीलप्रमाणे निर्देश दिले.

अ.क्र. २ (१):- ऑटोरिक्षा परवाना धारकाने स्वतः किमान १ पाळी ऑटोरिक्षा चालविण्याबाबत इतर राज्यांना स्मरण पाठविण्याबाबत तसेच कामगार आयुक्त यांचेकडून माहिती मागविण्याबाबत पत्र व्यवहार झाला

असल्याची, तसेच या अटिची अंमलबजावणी करणे अतिशय अवघड असल्याच्या बाबींची प्राधिकरणाने नोंद घेतली व सदर बाबींविषयी पुढे कार्यवाही आवश्यक नसल्याबाबत प्राधिकरणाचे मत झाले.

अ.क्र. २ (२): परिवहन संवर्गातील अवजड वाहन अनुज्ञप्तीसाठी भोसरी, पुणे येथील महाराष्ट्र राज्य, मार्ग परिवहन महामंडळ यांच्या वाहन चालक चाचणीपथाचा उपलब्धतेप्रमाणे आठवड्यात एक दिवसाऐवजी दोन दिवस वापर करण्याबाबत सूचना देण्यात आल्याची प्राधिकरणाने नोंद घेतली व याविषयी पुढे कार्यवाही अपेक्षित नसल्याबाबत प्राधिकरणाचे मत झाले.

अ.क्र. २ (३): रेंट-ए-कॅब योजना, १९८९ अंतर्गत मुख्य/ शाखा लायसेन्स धारकांकडून वाहने चालविण्यास दिली जात असताना नेमकी कोणती कार्यपध्दती अवलंबविण्यात येते याची त्यासाठी घेण्यात येणाऱ्या अनामत रक्कमेसह, इतर Collateral security विषयीही माहिती प्राप्त करून घेण्याची आवश्यकता नसल्याचे प्राधिकरणाचे मत झाले. त्यामुळे पुढे कार्यवाही आवश्यक नाही.

अ.क्र. ३ : अखिल भारतीय व संपूर्ण महाराष्ट्र वातानुकुलीत कंत्राटी वाहनांमध्ये (आसन व्यवस्था/शयनिका व्यवस्था) वाहन परवान्याचा तपशिल प्रवाशांना सहज दिसेल अशा पध्दतीने प्रदर्शित करण्याबाबत प्राधिकरणाने घेतलेल्या निर्णयाप्रमाणे अंमलबजावणी झाल्याची प्राधिकरणाने नोंद घेतली.

अ.क्र. ४: महाराष्ट्र - मध्य प्रदेश व महाराष्ट्र - छत्तीसगड राज्यामध्ये मंजूर मार्गासाठी टप्पा परवाना वाटपासाठी केलेल्या कार्यवाहीस प्राधिकरणाने मान्यता दिली व उपरोक्त मार्गासाठी जारी करण्यात आलेल्या इरादापत्रांच्या मुदतवाढी बाबत प्राधिकरणाने घेतलेल्या निर्णयाप्रमाणे अंमलबजावणी झाल्याची नोंद घेतली.

अ.क्र. ५: महाराष्ट्र राज्य मार्ग परिवहन महामंडळाच्या वाहतूकीसाठी वापरण्यात येणाऱ्या बसेसची रंगसंगती मंजूर करण्याबाबत प्राधिकरणाने घेतलेल्या निर्णयाप्रमाणे अंमलबजावणी झाल्याची प्राधिकरणाने नोंद घेतली.

अ.क्र. ६: मुंबई महानगर क्षेत्रामध्ये फ्लीट टॅक्सी/ फोन फ्लीट टॅक्सी योजनेअंतर्गत वाहनांचे भाडेदर निश्चित करण्यासाठी तसेच भविष्यकालीन भाडेदर ठरविण्यासाठी सूत्र विहित करण्याबाबत प्राधिकरणाने घेतलेल्या निर्णयाप्रमाणे अंमलबजावणी झाल्याची प्राधिकरणाने नोंद घेतली.

अ.क्र. ७: श्री. आदित्य विरेंद्र पुगालिया यांचा दिनांक २१.०८.२०१३ यांनी मोटार वाहन अधिनियम, १९८८ च्या कलम ७५ व रेंट-ए-मोटर सायकल स्किम, १९९७ अंतर्गत मोटार सायकल भाड्याने देण्यासाठी लायसेन्स मिळणेकरीता केलेल्या अर्जाबाबत प्राधिकरणाने घेतलेल्या निर्णयाप्रमाणे अंमलबजावणी झाल्याची प्राधिकरणाने नोंद घेतली.

अ.क्र. ८: मोटार वाहन अधिनियम, १९८८ च्या कलम ७५ व रेंट-ए-कॅब स्किम १९८९ अंतर्गत मोटार कॅब्स भाड्याने देण्यासाठी मुख्य कार्यालयाचे नवीन लायसेन्स देणेबाबत मे. एस. ए. ट्रॅव्हर्स, मुंबई यांचे अर्ज संबंधाने प्राधिकरणाने घेतलेल्या निर्णयाप्रमाणे अंमलबजावणी झाल्याची प्राधिकरणाने नोंद घेतली.

अ.क्र. ९: महाराष्ट्र मोटार वाहन नियम, १९८९ च्या नियम १८३ अंतर्गत मे. Fiat India Automobiles Ltd, पुणे यांनी उत्पादित केलेल्या " Fiat Linea Classic (Diesel)तसेच Fiat Linea Classic (Petrol) " या बीएस ४ प्रदूषण मानक असलेल्या चार चाकी, ४+१ आसनी वाहनांना कंत्राटी परवान्यासाठी सार्वजनिक सेवा वाहन म्हणून महाराष्ट्र राज्यात मान्यता देण्याबाबत प्राधिकरणाने घेतलेल्या निर्णयाप्रमाणे अंमलबजावणी झाल्याची प्राधिकरणाने नोंद घेतली.

अ.क्र. १०: महाराष्ट्र मोटार वाहन नियम, १९८९ च्या नियम १८३ अंतर्गत मे. स्कूटर्स इंडिया लि., लखनऊयांनी उत्पादित केलेल्या ""Vikram ७५० D"याबीएस ३ प्रदूषण मानक असलेल्या तीनचाकी, ६+१ आसनी ४ स्ट्रोक इंजिन असलेल्या वाहनांना कंत्राटी परवान्यासाठी सार्वजनिक सेवा वाहन म्हणून महाराष्ट्र

राज्यात मान्यता देण्याबाबत प्राधिकरणाने घेतलेल्या निर्णयाप्रमाणे अंमलबजावणी झाल्याची प्राधिकरणाने नोंद घेतली.

अ.क्र.११: महाराष्ट्र मोटर वाहन नियम, १९८९ च्या नियम १८३ अंतर्गत मे. टाटा मोटर्स लि. यांनी मुंबई, पुणे, जमशेदपूर, लखनऊ व धारवाड येथे उत्पादित केलेल्या "Tata Sumo Gold CX(BS-III)" या बीएस ३ प्रदूषण मानक असलेल्या चार चाकी, ६+१ आसनी वाहनांना कंत्राटी परवान्यासाठी सार्वजनिक सेवा वाहन म्हणून महाराष्ट्र राज्यात मान्यता देण्याबाबत :- प्राधिकरणा नेघेतलेल्या निर्णयाप्रमाणे अंमलबजावणी झाल्याची प्राधिकरणाने नोंद घेतली.

अ.क्र.१२: महाराष्ट्र मोटर वाहन नियम, १९८९ च्या नियम १८३ अंतर्गत कंत्राटी वाहन परवान्यासाठी सार्वजनिक सेवा वाहन म्हणून महाराष्ट्र राज्यात मे. अतुल ऑटो लिमिटेड, राजकोट यांनी उत्पादित केलेल्या "जेमिनी डी. झेड" या तीन चाकी, तीन आसनी व प्रदूषण मानक बीएस ३ व ४ स्ट्रोक इंजिन असलेल्या ऑटोरिक्षांच्या वापरास मान्यता देण्याबाबत सदर वाहनाची इंजिन क्षमता तसेच उत्सर्जित होणाऱ्या आवाजाची पातळी या हरित लवादाने (पुणे) यांनी नमुद केलेल्या निर्देशानुसार परत तपासून पाहण्याबाबत निर्देश दिले.

अ.क्र.१३: महाराष्ट्र मोटर वाहन नियम, १९८९ च्या नियम १८३ अंतर्गत कंत्राटी वाहन परवान्यासाठी सार्वजनिक सेवा वाहन म्हणून महाराष्ट्र राज्यात मे. लोहिया ऑटो इंडस्ट्रिज, उत्तराखंड यांनी उत्पादित केलेल्या "हमसफर" या तीन चाकी, तीन आसनी व प्रदूषण मानक बीएस ३ व ४ स्ट्रोक इंजिन असलेल्या ऑटोरिक्षांच्या वापरास मान्यता देण्याबाबत सदर वाहनाची इंजिन क्षमता तसेच उत्सर्जित होणाऱ्या आवाजाची पातळी याबाबत हरित लवादाने (पुणे) यांनी नमुद केलेल्या निर्देशानुसार परत तपासून पाहण्याबाबत निर्देश दिले.

अ.क्र.१४: महाराष्ट्र मोटर वाहन नियम, १९८९ च्या नियम १८३ अंतर्गत मे. टाटा मोटर्स लिमिटेड, पुणे, जमशेदपूर, लखनऊ, छाडवाड, पंतनगर यांनी उत्पादित केलेल्या " Tata Magic IRIS CNG, ४ seater (Driver & Co Driver + २ rear passanger" या बीएस ४ प्रदूषण मानक असलेल्या चारचाकी, ३+१ आसनी ४ स्ट्रोक इंजिन असलेल्या वाहनांना कंत्राटी परवान्यासाठी सार्वजनिक सेवा वाहन म्हणून महाराष्ट्र राज्यात मान्यता देण्याबाबत प्राधिकरणाने घेतलेल्या निर्णयाप्रमाणे अंमलबजावणी झाल्याची प्राधिकरणाने नोंद घेतली.

अतिरिक्त बाबी :

अ.क्र.१ : मोटार वाहन अधिनियम, १९८८ च्या कलम ७५ व रेंट ए कॅब स्किम १९८९ अंतर्गत मोटार कॅब्स भाड्याने देण्यासाठी शाखा कार्यालयाच्या लायसेन्स मिळणेबाबत मे. झूम कार इंडिया प्रा.लि. यांचा अर्जाबाबत प्राधिकरणाने घेतलेल्या निर्णयाप्रमाणे अंमलबजावणी झाल्याची प्राधिकरणाने नोंद घेतली.

अ.क्र.२ : मोटार वाहन अधिनियम, १९८८ च्या कलम ७५ व रेंट ए कॅब स्किम १९८९ अंतर्गत मोटार कॅब्स भाड्याने देण्यासाठी मुख्य/शाखा कार्यालयाच्या लायसेन्सचे नुतनीकरण करणे बाबत मे. नितिन ट्रेव्हल्स यांचा अर्जाबाबत प्राधिकरणाने घेतलेल्या निर्णयाप्रमाणे अंमलबजावणी झाल्याची प्राधिकरणाने नोंद घेतली.

अ.क्र.३ : मोटार वाहन अधिनियम, १९८८ च्या कलम ७५ व रेंट ए कॅब स्किम १९८९ अंतर्गत मोटार कॅब्स भाड्याने देण्यासाठी शाखा कार्यालयाच्या लायसेन्सचे नुतनीकरण करणे, नावात बदल करणे व मुळ/शाखा कार्यालयाच्या पत्ता बदलाची नोंद घेण्याबाबत मे. विंगज ट्रेव्हल्स मॅनेजमेंट (इंडिया) प्रा. लि. यांच्या अर्जाबाबत प्राधिकरणाने घेतलेल्या निर्णयाप्रमाणे अंमलबजावणी झाल्याची प्राधिकरणाने नोंद घेतली.

अ.क्र.४: मोटार वाहन अधिनियम १९८८ चा कलम ८२ च्या तरतुदी अनुसार अखिल भारतीय कंत्राटी

परवाने हस्तांतरण करणेबाबत प्राधिकरणाने घेतलेल्या निर्णयाप्रमाणे अंमलबजावणी झाल्याची प्राधिकरणाने नोंद घेतली.

बाब क्रमांक :- ०३

विषय :- महाराष्ट्र मोटार वाहन नियम, १९८९ च्या नियम १८३ अंतर्गत सार्वजनिक सेवा वाहन म्हणून मे. ह्युंदाई मोटर्स इंडिया लिमिटेड यांनी उत्पादित केलेल्या I-१० BS४ व मे. मारुती सुझुकी इंडिया लिमिटेड यांनी उत्पादित केलेल्या रिट्झ BS४ या वाहनांना मीटर टॅक्सी व कुल कॅब म्हणून महाराष्ट्र राज्यात कंत्राटी परवान्यावर नोंद करण्यास मान्यता देण्याबाबत तसेच नव्याने उत्पादित होणा-या विविध उत्पादकांच्या हलके वाहन संवर्गातील वाहनांना मीटर टॅक्सी व कुलकॅब म्हणून मान्यता देणेबाबत धोरणात्मक निर्णय घेण्याबाबत.

शासन परिपत्रक क्रमांक एमव्हीआर-०४१० प्र.क्र. ३२३/परि-२ दि. १८.०६.२०१० अन्वये केंद्रीय मोटार वाहन नियम, १९८९ च्या कलम १२६ प्रमाणे विहित केलेल्या मान्यताप्राप्त संस्थेने प्रमाणपत्र दिलेल्या वाहनांना परिवहन आयुक्त कार्यालयाच्या मान्यतेची आवश्यकता नाही असे निर्देश दिले असल्याने मोटार कॅबच्या व्याख्येमध्ये अंतर्भाव होणा-या कोणत्याही वाहनास पर्यटक परवान्यावर नोंद करण्यास प्राधिकरणाने यापूर्वीच ठराव क्रमांक ०७/१९९७ अन्वये मान्यता दिली आहे.

राज्य शासनाने महाराष्ट्र मोटार वाहन नियम, १९८९ च्या नियम ११९ मध्ये सुधारणा करून टॅक्सी संवर्गातील नोंदणी करावयाच्या वाहनांची इंजिन क्षमता ९८० सी.सी.पेक्षा जास्त असण्याची तरतूद अधिसूचना दि. १३.०९.२०१० अन्वये केली आहे. त्याचबरोबर महाराष्ट्र मोटार वाहन नियम १९८९ च्या नियम ६६ अ) (२)(च) मध्ये राज्यातील मुंबई महानगर क्षेत्राव्यतिरिक्त इतर ठिकाणी वाहनाच्या इंजिन वापराची क्षमता १२०० सीसीपेक्षा कमी नसेल व मुंबई महानगर क्षेत्राकरीता वाहनांची इंजिन क्षमता १४०० सीसीपेक्षा कमी नसेल अशी तरतूद करण्यात आली आहे.

राज्य परिवहन प्राधिकरणाने विषयसूचीचे अवलोकन करून व उपरोक्त बाबींचा विचार करून वर नमुद अटी / शर्तीच्या व त्यात वेळोवेळी होणाऱ्या सुधारणांच्या अधिन राहून असा धोरणात्मक निर्णय घेतला की, यापुढे केंद्रीय मोटार वाहन नियम, १९८९ च्या कलम १२६ प्रमाणे विहित केलेल्या मान्यताप्राप्त संस्थेने प्रमाणपत्र दिलेल्या वाहनांना (ऑटो रिक्सासह) सार्वजनिक सेवा वाहन म्हणून नोंदणी करणेसाठी प्राधिकरणाची परत मान्यता घेण्याची आवश्यकता राहणार नाही. तसेच मुंबईमध्ये यापूर्वी उपरोक्त दोन मॉडेलच्या वाहनांची प्राधिकरणाच्या मान्यतेशिवाय सार्वजनिक सेवा वाहन म्हणून झालेली नोंदणी नियमित करण्याचाही प्राधिकरणाने निर्णय घेतला.

(रा.प.प्रा. म.रा. मुंबई, बैठक दिनांक १२-०२-२०१५, ठराव क्र. १/२०१५)

बाब क्रमांक :- ०४

विषय :- मोटार वाहन अधिनियम, १९८८ च्या कलम ७५ व रेंट ए कॅब स्किम १९८९ अंतर्गत मोटार कॅब्स भाड्याने देण्यासाठी मुख्य/शाखा कार्यालयाच्या लायसेन्सचे नुतनीकरण करणे बाबत- मे. रामनिरंजन केडीया रेंट-ए-कॅब प्रा.लि. यांचा अर्ज

राज्य परिवहन प्राधिकरणाने विषयसूचीचे, तसेच प्रादेशिक परिवहन अधिकारी पनवेल, मुंबई (मध्य), मुंबई (पश्चिम) व पुणे यांच्याकडून प्राप्त अहवालांनुसार अर्जदार रेंट-ए-कॅब योजना, १९८९ च्या परिच्छेद क्रमांक ५ मधील बाबींची पूर्तता करित असल्याची नोंद घेतली.

चर्चेअंती सदर योजनेअंतर्गत वापरण्यात येणाऱ्या वाहनांमध्ये GPS/GPRS/RFID ची सुविधा उपलब्ध करण्याची अट भविष्यामध्ये शासनाने/परिवहन आयुक्त/संबंधीत प्रादेशिक परिवहन प्राधिकरणाने विहित केल्यास सदर यंत्रणा स्वखर्चाने बसविणे बंधनकारक राहिल या अटीवर प्राधिकरणाने रेंट-ए-कॅब स्किम, १९८९ अंतर्गत मे. रामनिरंजन केडीया रेंट-ए-कॅब प्रा.लि. यांना देण्यात आलेल्या मुख्य लायसेन्स क्रमांक १०/Rent-A-Cab/STA/लायसेन्स /२००९ ची वैधता दि. ०४.०३.२०१४ पासून पुढील पाच वर्षांकरिता नूतनीकरण करून देण्यास मान्यता दिली.

(रा.प.प्रा. म.रा. मुंबई, बैठक दिनांक १२-०२-२०१५, ठराव क्र. २/२०१५)

बाब क्रमांक :-०५

विषय:- मोटार वाहन अधिनियम, १९८८ च्या कलम ७५ व रेंट ए कॅब स्किम १९८९ अंतर्गत मोटार कॅब्स भाड्याने देण्यासाठी शाखा कार्यालयाच्या लायसेन्सचे नूतनीकरण करणे, नावात बदल करणे व मुळ/शाखा कार्यालयाच्या पत्ता बदलाची नोंद घेण्याबाबत - मे.विंग्ज ट्रेडव्हल्स मॅनेजमेंट (इंडिया) प्रा. लि. यांचा अर्ज

अर्जदाराने यापुर्वी उपरोक्त बाबत अर्ज सादर केला होता. सदरहू अर्जावर निर्णय घेणेकरिता दिनांक ०४-१२-२०१४ रोजी झालेल्या रा.प. प्राधिकरणाच्या बैठकीत सदर अर्ज विचारार्थ ठेवण्यात आला होता. रेंट ए कॅब स्किम १९८९ च्या तरतुदीमध्ये नावात बदल करण्यासंदर्भात तरतुद नसल्याने तसेच सदर योजना अद्याप सुरु असल्याने व अर्जदारास नवीन लायसेन्ससाठी अर्ज करण्याची संधी उपलब्ध असल्याने, राज्य परिवहन प्राधिकरणाने अर्जदार मे. विंग्ज ट्रेडव्हल्स मॅनेजमेंट (इंडिया) प्रा. लि. यांच्या लायसेन्स मध्ये अर्जदाराचे नावात बदल करून देण्याची तसेच लायसेन्सचे नूतनीकरण करण्याची विनंती ठराव क्र.३४/२०१४ अमान्य केली.

तथापी, अर्जदार कंपनीने दि.२५.०१.२०१५ चे पत्रान्वये खुलासा केला आहे कि पुर्वीचा व्यवसाय विंग्ज ट्रेडव्हल्स या नावाने होता. सुरुवातीला कंपनीकडे ७५ टुरीस्ट टॅक्सी होत्या आता ४५० टुरीस्ट टॅक्सी आहेत. कंपनीचा वाढता व्यवसाय, कर्मचाऱ्यांची वाढती संख्या, आर्थिक उलाढालीत झालेली वाढ या सर्व बाबी विचारात घेऊन सदर कंपनीच्या मुळ नावात विंग्ज ट्रेडव्हल्स ऐवजी मे. विंग्ज ट्रेडव्हल्स मॅनेजमेंट इंडिया प्रा.लि. असे नावात बदल केल्याचे कळविले आहे. पुर्वीच्या नावाने असलेले कंपनीचे भागीदार/संचालक हेच नावात बदल केलेल्या कंपनीचे भागीदार/संचालक आहेत. त्यामुळे मालकी हक्कात कोणताही बदल झालेला नाही. तसेच, कंपनीची मालमत्ता, टुरीस्ट टॅक्सी, कंपनीची कार्यालये, गॅरेजेस तीच असून हस्तांतरीत करण्यात आलेली नाहीत. नवीन लायसेन्स प्राप्त झाल्यास कंपनीच्या मार्केटमधील विश्वासाहर्तेवर विपरीत परिणाम होईल असे कंपनीचे मत आहे.

अर्जदारास नवीन लायसेन्स देण्यापूर्वी / नूतनीकरण करण्यासाठी अर्जदार रेंट-ए-कॅब योजना, १९८९ मधील परिच्छेद ५ मधील तरतुदीची पूर्तता करित असल्याबाबतची तपासणी संबंधित कार्यालयातील सहाय्यक प्रादेशिक परिवहन अधिकारी यांच्यामार्फत करून प्रादेशिक परिवहन अधिकारी यांच्या शिफारशीसह प्राधिकरणाच्या बैठकित उक्त बाब विचारार्थ सादर केली जाते. त्याप्रमाणे सदर तपासणी करण्यात आली आहे. नवीन लायसेन्स किंवा नूतनीकरणकरिता शुल्क समान आहे, तेही अर्जदाराकडून अदा करण्यात आले आहे. तसेच सदर कंपनीचे जुन्या नावाप्रमाणे असणारे भागीदार हेच बदलेल्या कंपनीचे संचालक आहेत.

मे. विंग्ज ट्रेडव्हल्स मॅनेजमेंट (इंडिया) प्रा. लि. यांनी रेंट-ए-कॅब योजना, १९८९ अंतर्गतमोटार कॅब्स भाड्याने देण्यासाठी शाखा कार्यालयाच्या लायसेन्सचे नूतनीकरण करणे, नावात बदल करणे व मुळ/शाखा

कार्यालयाच्या पत्ता बदलाची नोंद घेण्याबाबत केलेल्या विनंतीच्या अनुषंगाने राज्य परिवहन प्राधिकरणाने विषयसूचीचे अवलोकन केले तसेच वर नमुद बाबी विचारात घेऊन चर्चेअंती सदर योजनेअंतर्गत वापरण्यात येणाऱ्या वाहनांमध्ये GPS/GPRS/Rfid ची सुविधा उपलब्ध करण्याची अट भविष्यामध्ये शासनाने/परिवहन आयुक्त/संबंधीत प्रादेशिक परिवहन प्राधिकरणाने विहित केल्यास स्वखर्चाने बसविणे बंधनकारक राहिल या अटीवर मुळ लायसन्स क्रमांक. ११/एस.टी.ए./लायसन्स/२००९ ची वैधता दि.१२.०८.२०१४ चे पुढील पाच वर्षाकरीता नुतनिकरण करणे, मे.विंगज ट्रॅव्हल्स मॅनेजमेंट (इंडिया) प्रा.लि.यांच्या नावाने बदल करणे तसेच कार्यालयाचा पत्ता बदलने याकरीता राज्य परिवहन प्राधिकरणाने मान्यता दिली

(रा.प.प्रा. म.रा. मुंबई, बैठक दिनांक १२-०२-२०१५, ठराव क्र. ३/२०१५)

बाब क्रमांक : ०६

विषय :- मोटार वाहन अधिनियम, १९८८ च्या कलम ७५ व रेंट ए कॅब स्किम १९८९ अंतर्गत मोटार कॅब्स भाड्याने देण्यासाठी शाखा कार्यालयाच्या लायसन्स मिळणेबाबत- मे. एकोज (इंडिया) मोबॅलीटी अँड हॉस्पिटीटी प्रा.लि.

राज्य परिवहन प्राधिकरणाने विषयसूचीचे अवलोकन केले. तसेच प्रादेशिक परिवहन कार्यालय, मुंबई (पश्चिम) यांच्याकडून प्राप्त दिनांक १६.१०.२०१४ रोजीच्या अहवालानुसार अर्जदार रेंट-ए-कॅब योजना, १९८९ मधील परिच्छेद ५ मधील तरतुदीची पूर्तता करित असल्याने सदर योजनेअंतर्गत वापरण्यात येणाऱ्या वाहनांमध्ये GPS/GPRS/Rfid ची सुविधा उपलब्ध करण्याची अट भविष्यामध्ये शासनाने/परिवहन आयुक्त/संबंधीत प्रादेशिक परिवहन प्राधिकरणाने विहित केल्यास स्वखर्चाने बसविणे बंधनकारक राहिल या अटीवर प्राधिकरणाने मे. एकोज (इंडिया) मोबॅलीटी अँड हॉस्पिटीटी प्रा.लि. यांना पुढील पाच वर्षा करिता शाखा कार्यालयाचे लायसन्स मंजूरीस मान्यता दिली.

(रा.प.प्रा. म.रा. मुंबई, बैठक दिनांक १२-०२-२०१५, ठराव क्र. ४/२०१५)

बाब क्रमांक :- ०७

विषय:- मोटार वाहन अधिनियम १९८८ चा कलम ८२ च्या तरतुदी अनुसार अखिल भारतीय कंत्राटी परवाने हस्तांतरण करणेबाबत.

मोटार वाहन अधिनियम १९८८ चे कलम ८२ (३) मधील तरतुदीनुसार परवाना धारक मरण पावल्याच्या दिनांकापासून वारसदाराने परवाना हस्तांतरणासाठी राज्य परिवहन प्राधिकरणाकडे तिन महिन्यांच्या आत अर्ज सादर करण्याची तरतुद आहे.

उपरोक्त बाबतीत राज्य परिवहन प्राधिकरणाने विषयसूचीचे अवलोकन केले व चर्चेअंती अशा प्रकरणांत मोटार वाहन अधिनियम १९८८ चे कलम ८२ (३) मधील तरतुदीनुसार परवाना धारक मरण पावल्याच्या दिनांकापासून तिन महिन्यांच्या आत परवाना हस्तांतरणासाठी वारसदाराने अर्ज केलेल्या प्रकरणांत परिवहन आयुक्त यांनी निर्णय घ्यावा व याबाबत प्राधिकरणास पुढील बैठकीत अहवाल सादर करावा. तसेच, सदर तिन महिन्यांच्या कालावधीनंतर दाखल होणारे अर्ज प्राधिकरणासमोर ठेवावेत असे निर्देश दिले.

काही प्रकरणांत एकापेक्षा जास्त अर्जदारांनी (वारसदारांनी) वारसाहक्क अंतर्गत परवाना त्यांचे नावे हस्तांतरीत करणेकरीता अर्ज केले असल्यास त्यांचेकडून संबंधित प्राधिकरणाने जारी केलेले वारसा हक्क

प्रमाणपत्र घेण्यात यावे व सदर प्रकरणांत मोटार वाहन अधिनियम १९८८ चे कलम ८२ (३) मधील तरतुदीनुसार परवाना धारक मरण पावल्याच्या दिनांकापासून तिन महिन्यांच्या आत राज्य परिवहन प्राधिकरणाकडे अर्ज सादर करण्याची तरतुद असली तरी वारसा हक्क प्रमाणपत्र प्राप्त करणेकरीता अर्जदारास लागलेला विलंब विचारात घेऊन सदर तिन महिन्यांचा कालावधी हा वारसाहक्क प्रमाणपत्र जारी केलेल्या दिनांकापासून ग्राह्य धरण्यात येऊन परिवहन आयुक्त यांनी त्यांचे स्तरावर प्रकरणे निकाली काढावी, त्यानंतर आलेली प्रकरणे मान्यतेकरीता राज्य परिवहन प्राधिकरणांसमोर सादर करावीत असा प्राधिकरणाने निर्णय घेतला.

(रा.प.प्रा. म.रा. मुंबई, बैठक दिनांक १२-०२-२०१५, ठराव क्र. ५/२०१५)

बाब क्र.: - ०८

विषय:- महाराष्ट्र मोटार वाहन नियम ६४ (ब)(अ/ब) च्या तरतुदी अंतर्गत आखिल भारतीय कंत्राटी व आंतरराज्यीय मार्गावर टप्पा परवान्यांच्या कामाकाजा संदर्भात सहायक परिवहन आयुक्त यांना अधिकार प्रत्यार्पित (Delegate) करण्याबाबत.

उपरोक्त बाबतीत राज्य परिवहन प्राधिकरणाने विषयसूचीचे अवलोकन केले. कामाच्या स्वरूपात व्यापक प्रमाणात वाढ झाली असल्याने तसेच कामाचा निपटारा त्वरीत व विहित मुदतीत करणे शक्य होण्याच्या दृष्टीकोनातून महाराष्ट्र मोटार वाहन नियम १९८९ च्या नियम ६४ (ब) (अ/ब) मध्ये नमुद असलेल्या कामकाजाबाबतचे अधिकार राज्य परिवहन प्राधिकरणाने सहायक परिवहन आयुक्त व त्यापेक्षा जास्त दर्जाच्या अधिकाऱ्यांना प्रत्यार्पित करण्यास मान्यता दिली.

(रा.प.प्रा. म.रा. मुंबई बैठक दिनांक १२-०२-२०१५, ठराव क्र. ६/२०१५)

बाब क्र.: - ०९

विषय :- मोटार वाहन अधिनियम, १९८८ च्या कलम ११३ चा भंग करून सकल भार क्षमतेपेक्षा (जी.व्ही.डब्ल्यु.) अतिरिक्त वजनाच्या मालाची वाहतुक करणा-या वाहनांच्या परवानाधारकाविरुद्ध मोटार वाहन अधिनियम, १९८८ च्या कलम ८६ अंतर्गत विभागीय कार्यवाही करणेबाबत.

सदर विषयसूचीचे अवलोकन करून प्राधिकरणाने प्रस्तावावर सविस्तर विश्लेषण करून प्रस्ताव सादर करण्याविषयी सुचित केले. सबब, सदर प्रस्ताव प्राधिकरणाच्या या बैठकीतुन मागे घेण्यात आला.

(रा.प.प्रा. म.रा. मुंबई बैठक दिनांक १२-०२-२०१५, ठराव क्र. ७/२०१५)

बाब क्र. १०

विषय :- केंद्रिय मोटार वाहन नियम १९८९ च्या नियम ९३ मध्ये विहित केलेल्या कमाल मोजमापापेक्षा वाहनाची मोजमापे व वाहनात भरलेल्या मालाची मोजमापे (प्रोजेक्शन) कमाल अनुज्ञेय मर्यादेपेक्षा जास्त असल्यास परवानाधारकाविरुद्ध मोटार वाहन अधिनियम, १९८८ च्या कलम ८६ च्या अंतर्गत विभागीय कारवाईची तरतुद आहे. सबब, राज्यातील प्रादेशिक परिवहन प्राधिकरणांच्या सदरील धोरणाबाबत समन्वय राखण्यासाठी परवाना निलंबन कालावधी वा त्याऐवजी सहमत शुल्क निर्धारित करण्याची बाब मान्यतेसाठी.

केंद्रिय मोटार वाहन नियम १९८९ च्या नियम ९३ मध्ये विहित केलेल्या कमाल मोजमापापेक्षा वाहनाची लांबी, रुंदी, उंची व ओव्हरहॅंग इत्यादी मापे जास्त असल्यास अशा वाहनाची नोंदणी/बांधणी करण्यापूर्वी अशा

प्रत्येक वाहनासाठी केंद्र शासनाच्या कलम ११० (३)(अ) अन्वये प्रसूत केलेल्या अधिसूचनेद्वारे अथवा कलम ११० (३)(ब) अन्वये राज्य शासन आदेशाद्वारे वाहनाच्या मोजमापातून सूट देण्याचे अधिकार केंद्र/ राज्य शासनाला प्राप्त आहेत. अन्यथा नोंदणी प्राधिकाऱ्याला अशा वाहनांची नोंदणी/चालविण्यास परवानगी देता येत नाही.

राज्य परिवहन प्राधिकरणाने विषयसूचीचे अवलोकन केले व चर्चेअंतीजे परवानाधारक सदर तरतूदीचे उल्लंघन करुन अथवा महाराष्ट्र मोटार वाहन नियम, १९८९ च्या नियम २२९(३) मध्ये नमूद विहित शुल्क भरुन परवानगी प्राप्त न करता ओव्हर डायमेशनल मालाची वाहतूक करताना आढळतील अशा परवानाधारकांचा परवाना, त्यांचेविरुद्ध करण्यात येणाऱ्या कारवाईत सर्व प्रादेशिक परिवहन प्राधिकरणात एकसूत्रता असण्याच्या दृष्टीने, पुढील तक्त्यात नमुद कालावधीसाठी निलंबित करणे अथवा त्या ऐवजी तेथे नमूद सहमतशुल्क (Agreed Sum) निश्चितकरणेबाबत / आकारण्याबाबतमान्यता दिली.

| अ.क्र. | वाहन प्रकार | गुन्हाचे स्वरुप | कोणत्या नियमाचा भंग | मो.वा.का. १९८८ च्या कलम ८६(१)(अ) प्रमाणेपरवाना निलंबन कालावधी | मो.वा.का. १९८८ च्या कलम ८६(५) प्रमाणेपरवाना निलंबना ऐवजी परवाना धारकास मान्य शुल्क (Agreed Sum) |
|--------|------------------------------------------------------------|-----------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|-------------------------------------------------------------------------------------------------|
| १. | हलके /मध्यम मालवाहू वाहन | विहित मर्यादेपेक्षा जास्त i) लांबी ii) रुंदी iii) उंची | मोटर वाहन कायदा १९८८ च्या कलम ११० नुसार वाहनाच्या अतिरिक्त मोजमापातून सूट घेतली नसल्यास अथवा महाराष्ट्र मोटार वाहन नियम २२९ (३) नुसार अतिरिक्त मालाची वाहतूक करण्यास परवानगी घेतली नसल्यास. | १५ दिवस १५ दिवस १५ दिवस | रु. ५,०००/- रु. ५,०००/- रु. ५,०००/- |
| २. | अवजड मालवाहू वाहन (४९,००० किलोग्रॅम पर्यंत स्थूल वाहन वजन) | विहित मर्यादेपेक्षा जास्त i) लांबी ii) रुंदी iii) उंची | मोटर वाहन कायदा १९८८ च्या कलम ११० नुसार वाहनाच्या अतिरिक्त मोजमापातून सूट घेतली नसल्यास अथवा महाराष्ट्र मोटार वाहन नियम | ३० दिवस ३० दिवस ३० दिवस | रु. १०,०००/- रु. १०,०००/- रु. १०,०००/- |

| अ.क्र. | वाहन प्रकार | गुन्हाचे स्वरुप | कोणत्या नियमाचा भंग | मो.वा.का. १९८८ च्या कलम ८६(१)(अ) प्रमाणेपरवाना निलंबन कालावधी | मो.वा.का. १९८८ च्या कलम ८६(५) प्रमाणेपरवाना निलंबना ऐवजी परवाना धारकास मान्य शुल्क (Agreed Sum) |
|--------|-----------------------------------------------------------|-----------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|-------------------------------------------------------------------------------------------------|
| | | | २२९ (३) नुसार अतिरिक्त मालाची वाहतुक करण्यास परवानगी घेतली नसल्यास. | | |
| ३. | अवजड मालवाहू वाहन (४९,००० किलोग्रॅम पेक्षास्थूल वाहन वजन) | विहित मर्यादेपेक्षा जास्त i) लांबी ii) रुंदी iii) उंची | मोटर वाहन कायदा १९८८ च्या कलम ११० नुसार वाहनाच्या अतिरिक्त मोजमापातून सुट घेतली नसल्यास अथवा महाराष्ट्र मोटर वाहन नियम २२९ (३) नुसार अतिरिक्त मालाची वाहतुक करण्यास परवानगी घेतली नसल्यास. | ४५ दिवस ४५ दिवस ४५ दिवस | रु. १५,०००/- रु. १५,०००/- रु. १५,०००/- |

(रा.प.प्रा. म.रा. मुंबई, बैठक दिनांक १२-०२-२०१५, ठराव क्र. ८/२०१५)

बाब क्रमांक :-११

विषय :- मुंबई महानगर क्षेत्रामध्ये फ्लीट टॅक्सी/ फोन फ्लीट टॅक्सी योजनेअंतर्गत वाहनांचे भाडेदर निश्चित करणे तसेच राज्य परिवहन प्राधिकरणाच्या २५२ बैठकीतील ठराव क्रमांक २६/२०१४ चे पुनर्विलोकन करणेबाबत.

प्राधिकरणाच्या दि. ०४.१२.२०१४ रोजी झालेल्या बैठकीमध्ये चर्चा होऊन या योजनेअंतर्गत टॅक्सीच्या पहिल्या टप्प्याकरिता रु. २/- ची वाढ निश्चित करण्यात आली. तसेच सदर वाढ मिटर कॅलिब्रेशन केल्यानंतरच लागू राहिल असेही ठरविण्यात आले.

तथापि, फ्लिट टॅक्सी कंपन्यांनी मिटरचे कॅलिब्रेशन अद्यापी केले नसल्याने व त्यांचेकडून या विषयी राज्य परिवहन प्राधिकरणाने पुर्वी स्थापन केलेल्या समितीने केलेल्या शिफारशीनुसार भाडेवाढ मिळण्याची परत विनंती केली. राज्य परिवहन प्राधिकरणाने त्याबाबतच्या विषयसुचीचे अवलोकन केले. वरीलप्रमाणे देण्यात आलेली भाडेवाढ मिटर्स कॅलिब्रेट न झाल्याने अद्यापी प्रत्यक्षात अंमलात आली नसल्याने मुंबई महानगर क्षेत्रामध्ये सद्या कार्यरत फ्लीट टॅक्सी/ फोन फ्लीट टॅक्सी योजनेअंतर्गत वाहनांचे भाडेदरता दिनांक ०४-१२-२०१४ रोजी केलेल्या वाढीमध्ये फेर सुधारणा करुन खालील प्रमाणे भाडे आकारण्यास मान्यता दिली.

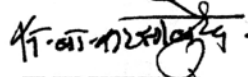
किंमतीनिहाय भाडेदर -

| अ.क्र | मोटार वाहनाची किंमत | मिटर कॅलिब्रेशन केल्यानंतर लागू होणारे दर | |
|-------|-----------------------|-------------------------------------------|------------------------------|
| | | पहिल्या कि.मी.साठी | नंतरच्या प्रत्येक कि.मी.साठी |
| १ | २ | ३ | ४ |
| १ | रु. ८,००,०००/- पर्यंत | रु. २७/- | रु. २०/- |
| २ | रु. ८,००,०००/- वरील | रु. ३२/- | रु. २५/- |

- मीटरमध्ये १ कि.मी.नंतर प्रत्येक १०० मीटरचे भाडे दर्शविण्यात यावे.
- वाहन प्रवास सुरु करण्याच्या ठिकाणी आल्यावर प्रवाशाला वाहनाच्या आगमनाची सूचना मिळते. तथापि, वाहन आगमनाची सूचना प्राप्त झाल्यानंतर प्रवाशी येण्यास उशीर करतात.सबब, वाहनाच्या आगमनाच्या वेळेपासून १० मिनिटांनंतर प्रतिक्षा दर लागू करण्यात यावा.
- वर नमूद १० मिनिटांच्या प्रतिक्षा कालावधीनंतर व प्रवासा दरम्यानच्या प्रतिक्षा कालावधीच्या प्रत्येक १ मिनिटासाठी १०० मीटरचे भाडे देय भाडे ठरविण्यात यावे.
- रात्री १२ ते पहाटे ५ पर्यंत २५ टक्के जादा भाडे आकारण्यास मान्यता देण्यात यावी.

सदर भाडेदर फ्लिट टॅक्सी कंपन्यांनी मिटर कॅलिब्रेशन केल्यानंतरच लागू होतील.

(रा.प.प्रा. म.रा. मुंबई, बैठक दिनांक १२-०२-२०१५, ठराव क्र. ९/२०१५)



स.बा.सहस्रबुध्द


सचिव,

राज्य परिवहन प्राधिकरण
तथा अपर परिवहन आयुक्त,
महाराष्ट्र राज्य, मुंबई.


महेश जंगडे, (भा.प्र.से)

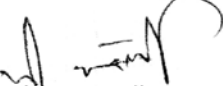
सदस्य,

राज्य परिवहन प्राधिकरण,
तथा परिवहन आयुक्त,
महाराष्ट्र राज्य, मुंबई.


सुरेंद्र पांडेय

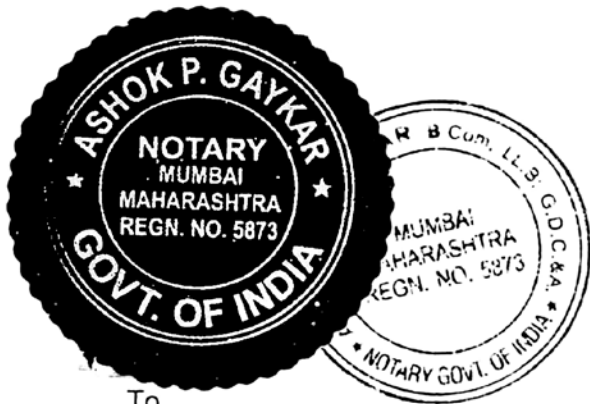
सदस्य,

राज्य परिवहन प्राधिकरण
तथा अपर पोलीस महासंचालक (वाहतूक),
महाराष्ट्र राज्य, मुंबई.


गौतम चॅटर्जी

अध्यक्ष,

राज्य परिवहन प्राधिकरण,
अध्यक्ष सचिव, गृह विभाग (परिवहन),
महाराष्ट्र राज्य, मुंबई.

TRANSLATED VERSION FROM MARATHI TO ENGLISH BY SAGAR P. KULKARNI

No.:MVR-0710/CR-208/CA.2 (1)/OWno.9005
Office of Transport Commissioner
Administrative Building, 3rd & 4th Floor,
Government Colony, Bandra (East),
Mumbai-400 051

Date: 03-AUG-2015

To,
All Regional Transport Officers,
All Deputy Regional Transport Officers.

Sub: Permission Procedure for O.D.C. Transportation

- Ref:** 1) GR of this no.MVR-0710/CR-208/CA 2(1)/OW no.2463 Dt.24/02/2010.
2) GR of this no.MVR-0710/CR-208/CA 2(1)/OW no.17845 Dt.06/12/2010.
3) GR of this no.MVR-0710/CR-208/CA 2(1)/OW no.8141 Dt.22/06/2012.
4) Letter from Ministry of Road Transport and Highways, New Delhi dated 18/03/2015.
5) Road Transport Authority resolution no.8/2015

=====

With reference to 1 to 3 of above on the captioned subject it is hereby informs that the procedure for ODC Transportation approvals laid down. In pursuant to point no.10 of Resolution no.8/2015 (copy enclosed) of meeting of Road Transport Authority, if transportation of ODC on vehicle without prior permission of prescribed authority is observed then in pursuant of the provisions of Section 86 of Motor Vehicle Act,1988, the suspension of license or instead fine is provided.

1. You are informed that, if any such transporter is observed for ODC transportation without obtaining prior permission of prescribed authority then as per the provisions of section 86 of Motor Vehicle Act,1988 as well as provisions stated in State Transport Authority's resolution, the departmental action shall be taken against such transporter. Further such transporter shall not be permitted for further movement unless he obtains the permission of for such ODC movement.
2. No action should be taken or penalized against incoming vehicles on state Boarder Check Posts but they shall be compelled to obtain the permission. No compulsion for permission to be made on outgoing vehicles but they shall be charged with penalty.
- 3 With reference no. 4 of above, the letter of Ministry of Road Transport and Highway it is informed that Online ODC permission procedure is already started and state government should laid down the hassle free procedure for permission on State Highways.

TRANSLATED VERSION FROM MARATHI TO ENGLISH BY SAGAR P. KULKARNI

You are hereby informed that no action shall be taken on National Highways against vehicles having online permission granted by Ministry of Road Transport and Highways Authorities, New Delhi. The said permission can be verified on web portal - https://morth-owc.nic.in/auth/users/pub_view.asp. However if such vehicles are observed for breach of any of the conditions of above permission or without permission on state highways, action shall be taken as laid down above.

4. On order of Central Government for making hassie free permission procedure for OWC/ODC transportation of goods, the procedures laid down in GR of Transport Commissioner office dated 22/06/2012, following partial amendments are made:

An application shall be made directly in Transport Commissioner Office by transporter, for all Hydraulic Trailers and Mechanical Trailers having measurements of more than Length of 33 Meters, Width of 5 Meters and Height of 6 Meters alongwith Inspection Report of Vehicle Inspector. Permission shall be granted by Transport Commissioner Office by obtaining No Objection Certificate (NoC) of Highway Police, Public Works Department, Traffic Police Department, Municipal Corporation / Municipality, Zilla Parishad and National Highway Authority of India if required so. Permission procedure for Mechanical Trailers having measurements less than, Length of 33 Meters, Width of 5 Meters and Height of 6 Meters will be continued as existing procedure.

Above order are in force with immediate effect.

(With the approval of Honble. Transport Commissioner)



(S.B.Sahastrabudhe)
Addl. Transport Commissioner
Maharashtra State, Mumbai

CC:

All Regional Transport Officers,
All Deputy Regional Transport Officers,
All Control Officers, Boarder Check Posts

Copy,

- 1) Additional Chief Secretary, Home (Transport) Department, Mantralay, Mumbai-400032
- 2) All Control Officers, Transport Commissioner Office, Mumbai



ATTESTED BY ME
17.8.2015
Adv. ASHOK P. GAYKAR
B.Com., LL.B., G.D.C. & A.
NOTARY GOVT. OF INDIA
Reg No. 5873.

क्र. एमव्हीआर-०७१०/सीआर-२०८/का.२(१)/जा.क्र. १००६
 परिवहन आयुक्त यांचे कार्यालय,
 प्रशासकीय इमारत, ३रा व ४था मजला,
 सरकारी वसाहत, वांद्रे (पूर्व),
 मुंबई - ४०० ०५१.
 दिनांक :-

प्रति,
 सर्व प्रादेशिक परिवहन अधिकारी,
 सर्व उप प्रादेशिक परिवहन अधिकारी.

3 AUG 2015

विषय - हायड्रॉलिक ट्रेलरच्या मोजमापाबाबत.

संदर्भ - केंद्र शासन अधिसूचना दि.२०/०३/२०१५. (प्रत संलग्न)

उपरोक्त विषयाबाबत केंद्र शासनाने दि.२०/०३/२०१५ च्या संदर्भिय अधिसूचनेद्वारे हायड्रॉलिक ट्रेलरच्या लांबी, रुंदी व उंचीच्या तरतूदीबाबत केंद्रिय मोटार वाहन नियम, १९८९ च्या नियम ९३ मध्ये सुधारणा केली आहे. त्यानुसार हायड्रॉलिक ट्रेलरची महत्तम रुंदी-३ मीटर, लांबी १९ मीटर व उंची ४.७५ मीटर अशी करण्यात आली आहे. तसेच पुलर ट्रॅक्टर व हायड्रॉलिक ट्रेलर मिळून एकत्रित महत्तम लांबी २९ मीटर करण्यात आली आहे.

आपणास कळविण्यात येते की, हायड्रॉलिक ट्रेलरच्या मोजमापाबाबत वरीलप्रमाणे कार्यवाही करावी.

(मा. परिवहन आयुक्त यांचे मान्यतेने)

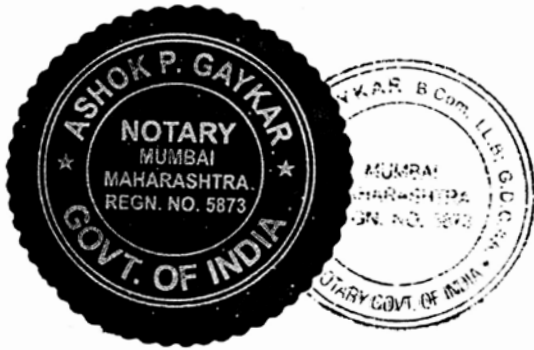
५१-२०१-११२
 (स.बा. सहस्रबुध्द)
 अपर परिवहन आयुक्त,
 महाराष्ट्र राज्य, मुंबई.

प्रति,
 सर्व प्रादेशिक परिवहन अधिकारी,
 सर्व उप प्रादेशिक परिवहन अधिकारी,
 सर्व नियंत्रक अधिकारी, सीमा तपासणी नाके.

प्रत,

- १) अपर मुख्य सचिव, गृह (परिवहन) विभाग, मंत्रालय, मुंबई - ४०००३२ यांना माहितीकरीता सादर.
- २) सर्व नियंत्रक अधिकारी, परिवहन आयुक्त कार्यालय, मुंबई.

TRANSLATED VERSION FROM MARATHI TO ENGLISH BY SAGAR P. KULKARNI



No.:MVR-0710/CR-208/CA.2 (1)/OWno.9006
Office of Transport Commissioner
Administrative Building, 3rd & 4th Floor,
Government Colony, Bandra (East),
Mumbai-400 051

Date: 03-AUG-2015

To,
All Regional Transport Officers,
All Deputy Regional Transport Officers.

Sub: Hydraulic Trailer Measurements.

Ref: Central Government Order dated 20/03/2015 (Copy enclosed)

=====

With reference to Order dated 20/03/2015 issued by Central Government on the captioned subject, the provisions regarding measurements of length, width and height stated in Rule 93, of Central Motor vehicle Rules, 1989 are amended. According to new amendments, Hydraulic Trailer's maximum width- 3 meter, length- 19 meter and height-4.75 meter is determined. Further maximum length of Puller Tractor and Hydraulic Trailer altogether is determined as 29 meter.

You are informed that action shall be taken for measurements of Hydraulic Trailer as prescribed above.

(With the approval of Honble. Transport Commissioner)

(S.B.Sahastrabudhe)
Addl. Transport Commissioner
Maharashtra State, Mumbai



CC:
All Regional Transport Officers,
All Deputy Regional Transport Officers,
All Control Officers, Boarder Check Posts

Copy,

- 1) Additional Chief Secretary, Home (Transport) Department, Mantralay, Mumbai-400032
- 2) All Control Officers, Transport Commissioner Office, Mumbai



ATTESTED BY ME
17-8-2015
Adv. ASHOK P. GAYKAR
B.Com., LL.B., G.D.C. & A.
NOTARY GOVT. OF INDIA
Reg No. 5873.



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Richard L Krabbendam



Since my retirement from Jumbo Shipping,

I have dedicated my time in transferring my "Know How" and "Experience" to whomever is interested to

participate in my Seminars "Heavy Transport, Lifting & Shipping". Since 2008, being a pioneer in presenting "Heavy Lift" Seminars/Masterclasses, I have presented it 84 times in 23 countries all around the world to more than 2100 participants and hopefully they have learned the "Basics of How to Handle Heavy Loads Safely". Although an engineering background would be advantageous when attending my Seminars, it is not a necessity, as the basic principles are well explained by means of simple scale models during the course. In most of the Seminars, only approx. 30% or less have an engineering background. As described in my previous article, it all boils down to the understanding of the Three Laws of Newton and "Know How" of controlling the forces, which are developed when moving and lifting loads.



Incidents still happen

Unfortunately, despite my efforts in trying to improve the Safety in the Heavy Transport, Lifting & Shipping Industry, incidents still happen. Why do I use the word Incidents, instead of Accidents? Accidents happen unforeseeable, like lightning and Incidents are events that occur, but could have been prevented, provided one had taken the proper steps in Preparation and Planning of the Project. Most Incidents happen due to lack of preparation, engineering and planning of the Project and human error. I am in many cases quite surprised to meet persons, who are responsible for Planning the shipment, transport and or lifting of a Heavy Load and know all about commercial terms and conditions, but have no idea how the project should be executed in a Safe way and according to a well engineered and detailed Method Statement. Why do cranes still tip over? Because those involved in the preparation and execution of Projects have no idea in how to prepare and plan a job and do not make a proper Lift plan, do not do a Risk Assessment, have a Poor Outrigger Set-up or use No Mats or Not Big Enough, No Ballast or Not Enough, plus Excessively High Loadings on Outriggers

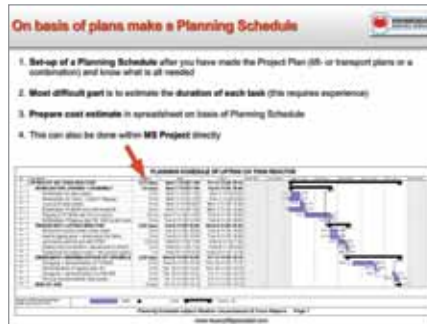


and Misuse of the Override Key to overload the LMI (Load Moment Indicator) for that boom length or radius. In the first quarter of 2015 Plus Ten (10) Dropped Loads, killed eight (8) operators and two civilians on the streets below, with another 17 men & women injured, many of which involved life-changing Injuries.

How should a Project be Prepared

Before concluding a deal, one should make a proper cost estimate, which is based on basic transport-, stow- and lift plans, knowing roughly how one intends to execute that particular project and allocating the right equipment and manpower and the time period allocated for that particular project. This requires engineering and preparation of basic Transport-, Stow- and Lift plans as well as a Planning Schedule. On basis of the allocated resources (transport and lifting equipment as well as manpower) and Planning Schedule one can calculate a Cost price. Depending on the Market conditions and the local competition, one then establishes a Sales Price (based on the Cost price), which should be as close a possible to the Market Price (=Budget of the client). But no deal should be concluded in case one does not have a proper plan in mind. After the deal is concluded, one starts with:

- detailed Engineering of the Project (preparation of Transport plans, Stow plans, Stability



Calculations, Lift plans and a Planning Schedule)

- prepare the equipment
- mobilization of the equipment and manpower
- execution of the Project
- demobilization of equipment and manpower

and while doing that, constantly watch the allocated Budget (cost price) and try to improve in planning, equipment and method of execution, hereby saving money and increasing the possible profit. When these basic principles are followed, I am sure, we will improve the Safety in our Industry significantly. It all starts, with appointing qualified, experienced and well trained and educated staff for the preparation of the project. Not only engineering and sales staff should be experienced and well trained, but of course this applies to operators and supervisors in the field as well.

Improve your Sales/Engineering Team

A client, who intends to subcontract a transport-, lifting- or shipping-project is looking for a contractor, which clearly demonstrates his ability in executing the clients Project Safely. When the sales engineer is qualified and knows, what he is talking about, the sales effort goes a lot smoother. The client is looking for someone to whom he can entrust his complicated project, so that he can go home after a days work and is rest assured that

his project is in good hands with his appointed contractor. In case the sales men is not demonstrating that he knows what he is talking about, the client immediately notices this and will most likely appoint another contractor at which he does feel comfortable. I have experienced this many times. Engineering and Preparation of an offer is well spend time and money and will enable you to conclude the deal a lot faster then without such a detailed



plan. Of course there is always the risk, that your plans (and price) are being shown (misused) to the competition and that you are just used to negotiate a better deal with the competition. But if the client is fair and gives every contractor equal chances, the best should win.

Not always Price that counts.

Procurement managers, usually look at the contract price first, but there are other factors that are important in a contract award as well, such as but not limited to:

- Safety
- Quality
- Service
- Reliability
- Relation

These Drivers can vary in importance, but one should always remember to be Customer Focused, as he is the one who pays your bill!

MORE COMPLEX THE PROJECT MORE SIMPLE THE ANSWER



END SHIELD movement from L&T Hazira to RAPP, Rawatbhata using specially designed Rotatiting fixture to overcome en route bottlenecks
Size: 9.5 m x 9.4 m x 1.70 m • **Weight:** 120 MT + 65 MT(Fixture)



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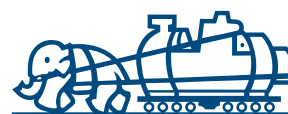
At Nabros, we know the Indian transport landscape like the back of our hand. Proven delivery and a single window turn-key approach have made us the preferred logistic partners in India for progressive multinational organisations across the world.



OUR SERVICES INCLUDE

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- Windmill Logistic Solutions

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Ph: +91-79-2909 7977 / 7988
Email: jignesh@nabrotransport.com,
 tapan@nabrotransport.com



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IMPORTANCE OF INLAND WATERWAY IN INTEGRATED TRANSPORTATION MIX FOR ODC/OW PROJECT CARGO

Manish Kataria

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Kanpur - 2080 23
www.katariacarriers.com

Nilesh Kumar Sinha

Procam Group, Director
1303, JMD Regent Square
MG Road, Gurgaon, Haryana, INDIA-122002
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Freight transportation is an important economic activity which provides for carriage of goods (could be raw materials, semi-finished or finished goods) from one place to another. It is one of the key elements of the supply chain and links buyers and sellers. In a macro economic sense, transport system contributes to the nation's economic product and thus plays a crucial role in strengthening the economy. An efficient transportation system will make greater contribution to the nation's economy. At the same time, there are environmental concerns as this sector is a major consumer of fossil fuels and accounts for a substantial proportion of air pollution and greenhouse gases emissions. India's freight transportation system comprises various modes such as road, rail, inland waterways, coastal shipping, pipelines etc and its strength is dependent on

the synergies that result from the integration of the various modes and from the collaborative efforts of the stakeholders. Different modes have different characteristics in terms of capacity, energy efficiency, time and cost. In addition, new technology and innovations in vehicles, freight handling etc can alter these characteristics. For instance, while rail and road may have the comparative advantage on cost and time front, the waterborne transport modes have comparative advantages on energy efficiency and pollution fronts. The nation should look at synergy among various modes in operational terms so that the output of the transportation system in terms of its efficiency is more than the sum of its components (modes). This would happen if the various modes complement one another rather than compete with each another. Unfortunately, the transport development policy paradigm

pursued in India so far has facilitated development of individual modes in an isolated manner.

The result is:

- a. The transport market has developed on uni-modal lines disregarding environmental concerns and possible intermodal linkages;
- b. While certain modes are getting congested, waterborne modes particularly IWT and Coastal Shipping are underdeveloped. There is also under-investment in IWT and Coastal Shipping sectors vis-à-vis levels reached in road and rail modes. As a result, there is under utilization of waterborne modes;
- c. The growth is most prominent in the road transport sector which is incidentally the most polluting mode.

The responsibility of development of Inland Water Transport (IWT) mode is vested in Inland Waterways Authority of India (IWAI), a statutory body under Ministry of Shipping, Road Transport and Highways.

The subject matter relating to Inland Water Transport falls in all the three lists of the Seventh schedule of the Constitution of India.

The exclusive jurisdiction of the Central Government is only in regard to shipping and navigation on inland waterways declared by an Act of Parliament to be national waterways.

Shipping and navigation on other waterways with respect to mechanically propelled vessels falls in Concurrent list whereas navigation by vehicles other than mechanically propelled vessels is exclusive jurisdiction of State Government.

India has got about 14,500 km of navigable waterways which comprise of rivers, canals, backwaters, creeks, etc.

The concept of National Waterways was introduced in 1982 to give a boost to the development of inland water transport in the country.

The key benefits of Inland waterway transportation mode is as under :

A. Cost savings:

- a. 1HP moves 150kg on road, 500kg on rail & 4000 kg on water
- b. 1 litre of fuel moves 24th km on road, 85 on rail & 105 on IWT
- c. Cost of developing waterways much lower than rail & road
- d. Reduces transportation losses



B. Environment friendly:

- a. Least fuel consumption per tonne-km
- b. CO2 emission is 50% of trucks
- c. Negligible land requirement
- d. Safe mode for hazardous and over dimensional cargo

- b. Reduces congestion and accidents on road

Most waterways, however, suffer from navigational inadequacies such as shallow waters, narrow width, siltation and bank erosion. Moreover, vertical and horizontal clearances at overhead structures are not adequate for navigation throughout the year.

C. Supplementary mode:

- a. Reduces pressure on road and rail

Consequently, at present about 5200 km of major rivers and 485 km of canals are suitable for



mechanized craft operation. Even these navigable waterways lack the needed infrastructure such as fairway, navigational aids, terminals and communication facilities.

The mechanized vessel operations are confined to only few locations. Cargo transportation in an organized manner is confined only to Goa, West Bengal, Assam and Kerala.

Inland Waterways Authority of India (IWAI) was constituted in October 1986, for the development and regulation of inland waterways for shipping and navigation.

The Authority inter-alia undertakes various infrastructure developments and maintenance works on national waterways.

It also carries out techno-economic studies on potential waterways, provides subsidy for construction of inland vessels and assists States for development of waterways through

| | | Government Agencies | Public Sector Enterprises | Private Sector Enterprises |
|----------------------------|----------------------------|----------------------------|----------------------------------------------|-----------------------------------|
| | Regulator | IWAI | - | - |
| WATERWAY | Construction of Waterway | IWAI* | CIWTC in Sunderbans | - |
| | Maintenance of Waterways | IWAI* | Subcontracted Dredging | Subcontracted Dredging |
| | Navigational Support | IWAI* | Ports, near port areas (KPT, Port of Panaji) | GPS Suppliers |
| Carriers (vessels) | Vessel Manufacturing | - | CIWTC, Hooghly docks, GRSE | Several |
| | Vessel Ownership | IWAI* | CIWTC/ KSINCL and others | Several, including mine owners |
| | Vessel Maintenance/ Repair | - | CIWTC/ KSINCL and others | Several |
| | Vessel Operation | - | CIWTC/ KSINCL | Several |
| Terminals (Jetties) | Terminal Construction | IWAI*, State Governments | Mormugao Port Trust, CIWTC | Several |
| | Terminal Operation | - | Mormugao Port Trust, CIWTC | Several |

Centrally Sponsored Scheme for IWT development.

Few States have setup separate Directorate for IWT viz Assam, West Bengal, Orissa, Goa and Karnataka. Certain States have setup Maritime Board which is looking after the IWT activities in the creeks viz Maharashtra, Gujarat and Tamil Nadu.

Still IWT activities in the riverine and coastal States remain undeveloped.

India's freight transport system carries approximately 1000 billion ton-kilometers(BTKM); the modal shares being, road 55%, rail 34%, coastal shipping 6.8%, pipeline 4% and IWT 0.28 %.

In absolute terms, mode carries 45 million tonnes annually. The Thrust area, however, envisages enhancing the modal share to 2% by 2025.

The various facets of inland waterway activities and participation and representative existing mix of actors in this sector is summarized as under.

The role of regulation and waterway provisioning is currently only with IWAI and limited to the National Waterways.

Some hard facts in the context of underutilization of IWT mode in India vis-à-vis its potential are given below:-

- (i) There is not a single full fledged river port in the country as on date (Patna terminal is not yet operational)
- (ii) The infrastructure facilities (fairway with assured LAD, terminals, cargo handling equipments, night navigation facility, inter-modal linkages etc) on national waterways are grossly inadequate. As a result, the national waterways are yet to become fully functional and become an alternate and viable mode of transport.
- (iii) The IWT fleet strength is about 400 nos. only, of which more than 50% is obsolete and non-operational
- (iv) Low value, high volume cargo like coal and fly ash, fertilizer, raw materials, building materials, food grains etc are being carried long distances by road and rail, despite O-D points lying on national waterways, IWT Protocol routes(in case of north-east) and other developed inland waterways.





(v) Although considerable emphasis has been laid on development of rail and road infrastructure in the successive Plans, the IWT sector has been neglected. Consequently, investments in IWT mode

has been far below the levels attained in rail and road modes. (vi) The IWAI established in 1986, is the nodal agency for the development and regulation of IWT infrastructure. The role envisaged for IWAI is to act

as a provider, facilitator and regulator of the development of IWT mode. The Authority can levy user charges for the infrastructure created and service provided by it, however, to date IWAI has not levied



any such charges or rather, Authority is in no position to demand user charges, given the state of IWT infrastructure in the country and almost negligible share of this mode in cargo market.

In spite of various constrains the below progress gives reason to be optimistic in the waterways movement . The progress so far made in recent years in waterway movement is as under :

1. 30 lakh tonnes per annum of coal being transported by NTPC from Sandheads to Farakka TPS (640 KM)
2. Transportation of another 30 lakh tonnes per annum for Barh TPS (1040 km) being finalised before 8th March 2014
3. Fly Ash transportation on Indo-Bangladesh Protocol Routes
4. Pilot movement of fertilisers on NW-1 by IFFCO & TATA Chemicals
5. Pilot Project for movement of foodgrains to North East via Protocol route finalised by FCI
6. Frequent ODC Movement on NW-1 and NW-2
7. Liquefied Ammonia transportation by FACT on NW-3
8. Substantial container movement on Ro-Ro Jetties at Kochi
9. Project to develop South Buckingham Canal on NW-4 approved and work to start in March 2014
10. Kaladan Multimodal Transit Transport Project being implemented in Myanmar

India need to do a lot is comparison of Global progress made so far in Waterway transportation. In continental Europe, out of 26,000 km of navigable waterways, 17,000 km length is having depth more than 2.75 m. The European Union (EU) has launched a specific modal shift programme called "Marco Polo" in 2003. In China, out of 119,000 km of navigable waterways, 5000

km length is having depth more than 2.75 m. Besides, 2000 inland ports exist in China. In USA, out of 41,000 km of navigable waterways, 24,000 km length is having depth more than 2.75 m. The IWT modal share in Netherlands is 42%, France 15%, Hungary 15%, Germany 14%, Belgium 13% and in US 15%. India has 14,500 km of navigable waterways, of which about 5700 km is navigable by mechanized vessels, however the modal share of IWT in India is 0.28% only.

Therefore In India , An integrated transport approach is required for inter modal movement which can enhance the performance and service levels offered by the transportation system on both economic and environment fronts on the one hand and facilitate balanced growth of various modes and give competitive edge to the country's supply chain on the other. Accordingly, thrust should be on developing requisite infrastructure and inter-modal linkages with Inland waterway.

Reference :

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2. Working Group Report on Shipping & Inland Waterway for 11th Five year plan.
3. report on Viability of Inland Water Transport (IWT) in India By Narayan Rangaraj – IIT Bombay & G. Raghuram – IIM, Ahmedabad



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Understanding of Application of various laws in Physics for Movement of Heavy Equipments

Marco J. van Daal



Marco J. van Daal has been in the heavy lift & transport industry since 1993 starting with Mammoet Transport from the Netherlands and later with Fagioli PSC from Italy, both esteemed companies and leading authorities in the industry. His 20 year plus experience extends to 5 continents and over 55 countries and has resulted in a best selling book "The Art of Heavy Transport" which is available at www.the-works-int.com. Marco has a real passion for sharing knowledge and experience, the prime reason for his frequently held seminars all over the world. He currently resides in Aruba, Dutch Caribbean, with his wife and two daughters.

This is the first of a series of articles in which a number of specific topics related to the Heavy Lift & Transport industry are highlighted explained and demystified. The main reason behind these articles is that I believe that a good explanation of a theory or topic or just a situation that one ran into is more valuable than somebody showing you how to do something without telling you why it is done that way.

Although our industry has moved, shipped, lifted and transported some of the most amazing cargo of

unimaginable sizes and unthinkable weights, there are a few very basic laws of nature that these moves abide by. A thorough understanding of these laws of nature will aid in proper equipment selection, recognition of the forces and a timely identification of unwanted situations. Believe it or not, there are still too many accidents that result in equipment damage and unfortunately loss of life. This first article will therefore not talk about heavy transport and/or lifting but goes back in history and touches base on these laws of nature and who discovered them. I realize that not everybody is a vivid reader of historical articles but I assure you

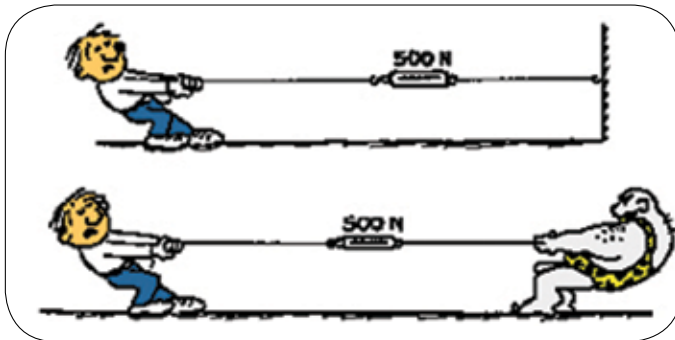
that it will help you understand the rest of the articles much better with this theory "in your pocket".



Isaac Newton.

Isaac Newton (25 December 1642 – 20 March 1727), an English physicist and mathematician, is by many regarded

as the greatest genius who ever lived. He contributed to science in different fields such as the laws of planetary motion, speed of sound, light spectrum and the binomial theorem (for the mathematically



gifted amongst us). He is however known most for the contents of his book "Principia Mathematica" (1687) in which he explains three physical laws that form the basis for classical mechanics. These laws are now known as Newton's laws of motion.

Newton's first law

If there is no resulting force on an object, then its velocity is constant. The object is either at rest (velocity of zero), or it moves with a constant speed in a straight direction.

This first law basically states that an object is in rest (zero velocity) if there

is no external force applied to it, this is the easy part. This law also states that if no resulting force is applied to an object it could as well be moving at a constant speed in a straight direction, this is a bit harder to fathom. Imagine a hockey puck that is struck and slides down an asphalt surface. Due to the friction, a resulting force, between the puck and the asphalt the puck eventually stops sliding. Now lets assume that this same puck is struck and it slides down an ice track. The distance the puck travels is a lot further than on asphalt because the friction, a resulting force,

between the puck and ice is much less. If the ice could be so smooth that the friction would be zero, then this puck would keep traveling in a straight line with a constant velocity and never stop.

How is this applicable in our industry; A frequently used method of moving loads is skidding. In its simplest form, skidding is the overcoming of friction by applying a resulting force, often in the shape of a hydraulic pushing ram, on a friction reducing material such as teflon on stainless steel. The lower the friction between these

two materials, the lower the effort can be to move the object. Once the hydraulic ram stops pushing (at the end of the stroke), once again the friction force is the resulting force and will return the object to a state of "at rest". If there would be no friction between the teflon and stainless steel, the object would keep moving at a constant speed at the end of the stroke. Obviously an unwanted situation. Even tough we want the friction to be as low as possible, we still rely on it being present at the end of the stroke.

Newton's second law

If there is a resulting force on an object it will accelerate. The acceleration is in the direction of the resulting force and is directly proportional to it, and it is inversely proportional to the mass of the object.

This law is an extension of the first law. It basically states that if the resulting force on an object doubles, then the acceleration also doubles, this is directly proportional. If the mass of an object doubles while applying the same resulting force, then the acceleration halves, this is inversely proportional. The relation between the resulting force, the acceleration and the object's mass can be expressed in a formula: $F = m * g$ where F is the force expressed in Newton, m is the mass expressed in kg and g is the acceleration expressed in m/s^2 .

How is this applicable in our industry; We know from Newton's first law that without a resulting force the object would keep sliding on the Teflon/ stainless steel.

Newton's second law states however, that when a resulting force is applied, the friction force, an acceleration takes place. Since the object slows down, the acceleration has a negative value and is also called a deceleration.



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Another application of Newton's second law is when a driver decides to apply his brakes, which is considered another resulting force, he would come to a standstill. If he pushed the brakes twice as hard, the acceleration will double, due to $F = m * g$ and he will stop twice as fast.

Newton's third law.

When an object exerts a force F_1 on a second object, the second object simultaneously exerts a force $F_2 = -F_1$ on the first body. The forces F_1 and F_2 are equal in magnitude and opposite in direction.

This law is also known as "action = - reaction" and has often been a law of controversy. Imagine that you are pulling on a rope that is attached to a wall, you pull with 110 LBS (50 kg). Actually you pull with a force of approximately 500 Newton (N).

Now replace the wall by a person who pulls on the other end of the rope. The controversy has been in the believe that if each person pulls

with 250 N there will be a tension of 500 N in the rope. Newton has put an end to this believe with his third "action = - reaction" law. To create a tension of 500 N in the rope, both persons have to pull with a force of 500 N in opposite directions. How is this applicable in our industry; When a load is suspended from a crane hook, this load exerts a force onto the boom tip of that crane. At the same time the boom tip (via hydraulic cylinders and/or pendant ropes) exerts the same force onto the load that prevents it from falling down. Assuming that the load measures 500 N, than this is the force exerted onto the boom as well as onto the load.

Archimedes of Syracuse (known as just Archimedes)

Archimedes (287 BC – 212 BC) was a Greek mathematician, physicist, engineer, inventor and astronomer. He left us with the principle of the lever, a crane in its most simplistic way. He is also credited with the

foundations of hydrostatics, in particular buoyancy is important in our industry for ships and barges. For every voyage, lift-on, lift-off, roll-on and roll-off the buoyancy is monitored as it keeps the ship/barge afloat. Buoyancy is defined as the upward force exerted on a submerged object, by the liquid it is submerged in, equal to the weight of the liquid that the object displaced.

According to Newton's third law, there should be another (downward) force at play as "action = - reaction". This is indeed the case, the other force is the gravitational force, the buoyancy and gravitational forces are equal in magnitude and opposite in direction.

With these three laws of Newton and the hydrostatic and buoyancy laws of Archimedes under your belt, you are able to understand the forces that play on an object being transported, by land and/or sea, or lifted or both.

Future articles will refer back to these laws when and where applicable

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| 4 | Andhra Pradesh | Nellore | The Project Director, National Highway Authority of India, | Bypass Road Junction with old GNTRoad, Vedayapalem, Nellore-524004, Andhra Pradesh | 0861-2307733 |
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| 26 | Gujarat | Rajkot | The Project Director, National Highway Authority of India, | 301-303, Krishna-Con-Arch-I,Plot No.9, Nr.Kotecha Chowk, University Road, Rajkot-360007 | 0281-2585193 |

| S.N. | State | Location | Authority | Address | Phone |
|------|-------------------|--------------------|------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
| 27 | Gujarat | Surat | The Project Director, National Highway Authority of India, | Laxmi Bunglow No.4, B/H. Big Bazar, Nr. S.D. Jain School, Vesu - Piplod Road, Surat-395007 | 0261-2221223 |
| 28 | Haryana | Rohtak | The Project Director, National Highway Authority of India, | Project Director National Highways Authority of India 305 Vidyaniketan Road 1st Floor Model Town Rohtak-124001 | 01262-212010 |
| 29 | Haryana | Ambala | The Project Director, National Highway Authority of India, | Project Director – CMU National Highways Authority of India 17L Model Town Ambala City – 134003 | 0171-2521361, 2520280 |
| 30 | Haryana | Gurgaon | The Project Director, National Highway Authority of India, | Project Director Project Implementation Unit National Highways Authority of India, Dundahera, Delhi-Gurgaon Border Km.24 Mile Stone,NH-8,Gurgaon-122001 | 0124-2438056 |
| 31 | Haryana | Faridabad | The Project Director, National Highway Authority of India, | 6P, Sector-16A, Faridabad-121001 | Telefax: 0129-2400900 |
| 32 | Himanchal Pradesh | Shimla | The Project Director, National Highway Authority of India, | Kamna View Bhawan, Phase-III, Shimla-171009 | 0177-2673819 |
| 33 | Jammu Kashmir | Srinagar | The Project Director, National Highway Authority of India, | Bashir Ahmad Parray, Opposite Jee Enn Sons, Airport Road, Parray Pora, Srinagar-190005 | 0194-2430728 |
| 34 | Jammu Kashmir | Jammu | The Project Director, National Highway Authority of India, | Amar Villa House No.315;Sector No.1(1st floor) Channi, Himat Jammu-180015 | 0191-2473363 |
| 35 | Jharkhand | Ranchi | The Project Director, National Highway Authority of India, | B-402, Road No. 4-C,Ashok Nagar, Ranchi-834002 | 0651-2245293 |
| 36 | Karnataka | Dharwad | The Project Director, National Highway Authority of India, | 2nd Cross, Sattur Colony Vidyagiri, Dharwad –580004 | 0836-2461244 |
| 37 | Karnataka | Bangalore | The Project Director, National Highway Authority of India, | Survey No.13. Nagasandra Village, 14th Km. Bangalore-Tumkur Road, Hesaragatta, Bangalore – 73 | 080-28394383 |
| 38 | Karnataka | Mangalore | The Project Director, National Highway Authority of India, | House No.7-35/10(4),Near Pumpwell,Mahaligeswara Temple Road,Kankanady,Mangalore-575002 | 0824-4254499 |
| 39 | Karnataka | Chitradurga | The Project Director, National Highway Authority of India, | Project Director National Highways Authority of India Near J.M.I.T. Campus, NH-4 (Km 201) Chitradurga-577502 | 08194-223344 |
| 40 | Karnataka | Hospet | The Project Director, National Highway Authority of India, | C-10,"Shree Nilayam" 1st Main,2nd Cross, Vivekanand Nagar, Nr.RTO office, Hospet-583203 | 08394-231565 |
| 41 | Karnataka | Gulbarga | The Project Director, National Highway Authority of India, | Plot No. 65, Kothari Layout, Venkatesh Nagar, Gulbarga - 585103 | 08472 - 253756 |
| 42 | Kerala | Palakkad | The Project Director, National Highway Authority of India, | No. 8/1187, Arumughan Colony,Chandranagar, Palakkad-678007 | 0491-2573790 |
| 43 | Kerala | Kozhikode | The Project Director, National Highway Authority of India, | No. 2/2175-B, Krishna Kripa,Aishwarya Road, Civil Station(Post), Kozikhode-673020 | 0495-2376818 |
| 44 | Kerala | Cochin | The Project Director, National Highway Authority of India, | Tharakans", 1st Floor, Near ICCI Bank Kalamasserri Ernakulam, Pin No. 682 104 | 0484-2559416 |
| 45 | Kerala | Thiruvananthapuram | The Project Director, National Highway Authority of India, | TC .29/1539/1 Rajasree, Perumthanni, Vallakadavu (Post), Thiruvananthapuram-695 008, | 0471-2460924 |
| 46 | Madhya Pradesh | Guna | The Project Director, National Highway Authority of India, | Plot No.1, Phulwari Colony, Near Millennium School, Guna (M.P)-473001 | 07542-268051 |
| 47 | Madhya Pradesh | Gwalior | The Project Director, National Highway Authority of India, | House No. 13, Vivekanand Colony Saraswati Nagar University Road, Gwalior-474011 (MP) | 0751-2233116 |
| 48 | Madhya Pradesh | Indore | The Project Director, National Highway Authority of India, | 15, Sampat Hills,Opp. Sahara City, Indore- Dewas Bypass Bicholi Mardana Indore(M.P)-452 016 | 0731-2901666 |
| 49 | Madhya Pradesh | Sagar | The Project Director, National Highway Authority of India, | 67, Shivaji Ward, Poddar Colony Sagar Madhya Pradesh-470002 | 07582-236412 |
| 50 | Madhya Pradesh | Narsinghpur | The Project Director, National Highway Authority of India, | 1st floor, Near Paras Industries Tilak Ward, BargiColony Road Narsinghpur(Madhya Pradesh) -487001 | 07792-230330 |
| 51 | Madhya Pradesh | Shivpuri | The Project Director, National Highway Authority of India, | Narendra Nagar, Chhatri Road (Near Jain Atta Chakki), Shivpuri-473551 | 07492-223902 |
| 52 | Madhya Pradesh | Bhopal | The Project Director, National Highway Authority of India, | Plot No. A # 43, Sakshi Bunglow, Trilanga,Shahpura, Bhopal-462039 | 0755-2902448 |
| 53 | Madhya Pradesh | Jabalpur | The Project Director, National Highway Authority of India, | Near jain Multispecialty Dental Clinic,Plot no. 13BB, Ahimsa Chowk, Vilaynagar, Jabalpur-482002 | 0761-4047042 |

| S.N. | State | Location | Authority | Address | Phone |
|------|---------------------------------------|-------------|------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| 54 | Madhya Pradesh[405] / Maharashtra[13] | Chindwara | The Project Director, National Highway Authority of India, | House No-84, Beside Polythene Factory, Swarna Jayanti Nagar, Near Friends Colony, Khajri Road, Chhindwara- 480001 | 07162-238120 |
| 55 | Maharashtra | Nashik | The Project Director, National Highway Authority of India, | "Subodh House", S. No. 911/2, Plot No. 4, Behind Toyota Showroom, Off. Mumbai Agra Highway, Nashik 422 009 (Maharashtra). | 0253-2372800 |
| 56 | Maharashtra | Nagpur | The Project Director, National Highway Authority of India, | Bungalow No.2, Shubankar Apartments Plot No.159, Ambazari Hill Top Area, Ram Nagar Nagpur – 440 010 | 0712-2249316 |
| 57 | Maharashtra | Pune | The Project Director, National Highway Authority of India, | S. No. 134/1, BAIF Bhavan Campus Dr. Manibhai Desai Nagar Above Bank of India (Warje Br.) NH-4, Wajre, Pune 411052 | 020-25231745 |
| 58 | Maharashtra | Solapur | The Project Director, National Highway Authority of India, | Plot No. 80, Old Santosh Nagar, In front of Devika Gas Agency. Jule Sholapur, -413003 (MH) | 0217-2303379 |
| 59 | Maharashtra | Dhule | The Project Director, National Highway Authority of India, | S. No. 10/2, Plot No.11, Mansaram Nagar, Near Circuit House, Sakri Road, Dhule-424002 | 02562-276276 |
| 60 | Maharashtra | Amravati | The Project Director, National Highway Authority of India, | "Matruchhaya" Plot No.33, Raguvir Co-op Housing Society, Opp Bank of Maharashtra, Badnera Road, Sai Nagar, Amravati – 444 607 Tele./Fax. 0721 – 2510035 | 0721-2510035 |
| 61 | Maharashtra | Panvel | The Project Director, National Highway Authority of India, | SURVEY NO. 63, 'D' POINT ON NH-4B, CHINCHPADA KALAMBOLI BYPASS ROAD, PANVEL - 410 206 | 022-65140560 |
| 62 | Maharashtra | Aurangabad | The Project Director, National Highway Authority of India, | B-23, Near Kamgar Chowk, N-3, CIDCO, Aurangabad-431003 | 0240-2481592 |
| 63 | Meghalaya | Shilong | The Project Director, National Highway Authority of India, | PWD, Easter Circle Building Top Floor, Lower Lachumiere Shillong – 793003, (Meghalaya) | 0364-2505177 |
| 64 | Odisha | Keonjhar | The Project Director, National Highway Authority of India, | Plot No. 19/419, Badedera, Mandua, Keonjhar – 758001. Odisha | 06766-253295 |
| 65 | Odisha | Bhubaneswar | The Project Director, National Highway Authority of India, | 1st Floor, Setu Bhawan, Nayapalli Unit-VIII, Bhubaneswar-751012 | 0674-2392720 |
| 66 | Odisha | Berhampur | The Project Director, National Highway Authority of India, | Surya Nivas, Sales Tax Square, Engineering School Road, Berhampur-760010-Odisha | 0680-2291796 |
| 67 | Odisha | Sambalpur | The Project Director, National Highway Authority of India, | Bhatra, Opp. Poddar Petrol Pump, Dhanupalli, Sambalpur, Odisha 768005 | 0663-2546066 |
| 68 | Punjab | Chandigarh | The Project Director, National Highway Authority of India, | Bay No 35-38, Ground Floor, Sector -4, Panchkula | 0172-2587446 |
| 69 | Punjab | Jalandhar | The Project Director, National Highway Authority of India, | 135, Guru Amardas Nagar, Near Verka Milk Plant, Jalandhar Bypass Jalandhar | 0181-2603642 |
| 70 | Rajasthan | Kota | The Project Director, National Highway Authority of India, | A 575, Talwandi KOTA (Rajasthan)-324005 | 0744-2433396 |
| 71 | Rajasthan | Udaipur | The Project Director, National Highway Authority of India, | 10-A, New Panchwati Udaipur- 313001 | 0294-2428094 |
| 72 | Rajasthan | Bhilwara | The Project Director, National Highway Authority of India, | Project Director, PIU, Bhilwara,6-A-1, R.C. Vyas Colony, Bhilwara-311001(Raj.) | 01482-230611 |
| 73 | Rajasthan | Dausa | The Project Director, National Highway Authority of India, | 87,Ganga Vihar Colony,Behind Rawat Palace Hotel Dausa-303303, Rajasthan | 1427224918 |
| 74 | Rajasthan | Chittorgarh | The Project Director, National Highway Authority of India, | 59-B, Babu Nagar, West Road No. 5, Senthii Chittorgarh, Raj-312001 | 01472-246474 |
| 75 | Rajasthan | Jaipur | The Project Director, National Highway Authority of India, | 156, Girnar Colony, Near Laxmi Marriage Garden, Vaisali Nagar, Jaipur | 0141-4026465 |
| 76 | Rajasthan | Reengus | The Project Director, National Highway Authority of India, | Sangeeta Travels, Ward No. 20, Near Toll Booth, NH-11, Reengus -332404,Rajasthan | 01575-224090 |
| 77 | Haryana | Hisar | The Project Director, National Highway Authority of India, | H.No. S-17, Near Mezbaan Hotel, Model Town, Hisar Haryana Pin 125005 | 01662-248273 |
| 78 | Rajasthan | Pali | The Project Director, National Highway Authority of India, | 27, Tagore Nagar, Near Circuit House, Pali (Raj.) | 02932-263556 |
| 79 | Rajasthan | Jodhpur | The Project Director, National Highway Authority of India, | 148 UMAID HERITAGE Ratanada, Jodhpur-342006 (Rajasthan) | |
| 80 | Rajasthan | Ajmer | The Project Director, National Highway Authority of India, | Plot No. 111, Grah Nirman Sahakari Samiti Ltd., Adarsh Nagar, Ajmer, Rajasthan 305001 | 0145-2680571 |
| 81 | Tamil Nadu | Krishangiri | The Project Director, National Highway Authority of India, | Door No.259/1, Salem Main Road,Near KAKC Petrol Bunk, Krishnagiri – 635 001, | 04343-234250 |

| S.N. | State | Location | Authority | Address | Phone |
|------|---------------|-------------|------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|--------------|
| 82 | Tamil Nadu | Karaikudi | The Project Director, National Highway Authority of India, | No.1, Second Floor, Subramaniapuram,3rd Street, Karaikudi-630002 | 04565-230707 |
| 83 | Tamil Nadu | Tirunelveli | The Project Director, National Highway Authority of India, | Plot No.A-21,Thomas Nilayam, St. Thomas Road,Thendral Nagar, Maharaja Nagar,P.O. - Tirunelveli- 627 011, | 0462-2522591 |
| 84 | Tamil Nadu | Karur | The Project Director, National Highway Authority of India, | No.7 Kamadhenu Nagar, Karur-639001 | 04324-223670 |
| 85 | Tamil Nadu | Thanjavur | The Project Director, National Highway Authority of India, | No. 54,First Floor,Natarajapuram Colony,Medical College Road, Thanjavur-613004 | 04362-246473 |
| 86 | Tamil Nadu | Salem | The Project Director, National Highway Authority of India, | 19/2B, Junction Road , Salem-636004 | 0427-2444275 |
| 87 | Tamil Nadu | Chennai | The Project Director, National Highway Authority of India, | No. 1/54 - 28, Butt Road, St.Thomas Mount,Near Kathipara Junction, chennai-600016 | 044-22331795 |
| 88 | Tamil Nadu | Coimbatore | The Project Director, National Highway Authority of India, | Door No.9/9A, 4th Cross Street, Kothari Layout, B.R. Nagar, (Opp. Coimbatore Stock Exchange) ,Trichy Road, Coimbatore-641005 | 0422-2324734 |
| 89 | Tamil Nadu | | The Project Director, National Highway Authority of India, | Door No. 13, Travellers Bungalow Road, Kamaraj Nagar, 1st Street, Valliyoor - 627 117, Tirunelveli District, Tamil Nadu. | 04637-222985 |
| 90 | Tamil Nadu | Villupuram | The Project Director, National Highway Authority of India, | 10, Govindasamy Nagar,Behind Collectorate, Villupuram-605602 | 04146-251247 |
| 91 | Tamil Nadu | Madurai | The Project Director, National Highway Authority of India, | No.83/1, SBI First Colony extension,Near Hotel Gowri Krishna,,Byepass Road,Madurai - 625016 | 0452-2387750 |
| 92 | Tamil Nadu | Trichy | The Project Director, National Highway Authority of India, | New No.6, Old No. 44, 1st Floor, 3rd Main Raod, Ponnagar, Tiruchirappalli-620001, Tamil Nadu | 0431-2482959 |
| 93 | Uttar Pradesh | Moradabad | The Project Director, National Highway Authority of India, | 3-C/446, Budhi Vihar , Behind Springfield College, Delhi Road, Moradabad-244001 | 0591-2480070 |
| 94 | Uttar Pradesh | Agra | The Project Director, National Highway Authority of India, | A-208, Kamla Nagar Agra-282005 | 0562-2580274 |
| 95 | Uttar Pradesh | Varanasi | The Project Director, National Highway Authority of India, | S-8/108 DIG Colony, Maqbool Alam Road, Varanasi -220 001 | 0542-2501003 |
| 96 | Uttar Pradesh | Aligarh | The Project Director, National Highway Authority of India, | C 47 and 48, Dream City, Bal Jiwan Ghutti, GT Road, Salsor, Aligarh-202001 | 0571-2900697 |
| 97 | Uttar Pradesh | Raibareilly | The Project Director, National Highway Authority of India, | House no. 784, Vishnu Nagar, Opp Satyam Hospital, Raebareilly (UP)-229001. | 0535-2702526 |
| 98 | Uttar Pradesh | Allahabad | The Project Director, National Highway Authority of India, | 18-C/28A, Sarojini Naidu Marg, Civil Lines, Allahabad-211001 | 0532-2422035 |
| 99 | Uttar Pradesh | Kanpur | The Project Director, National Highway Authority of India, | 53, Basant Vihar, Naubasta, Kanpur-208021 | 0512-2630154 |
| 100 | Uttar Pradesh | Lucknow | The Project Director, National Highway Authority of India, | 1/73G, Vineet Khand, Gomti Nagar Lucknow - 226 010 (UP) | 0522-2726167 |
| 101 | Uttar Pradesh | Gorakhpur | The Project Director, National Highway Authority of India, | No-3/40 Bahar, Cluster-3, Sahara State, Gorakhpur-273010 (U.P.) | 0551-2231040 |
| 102 | Uttar Pradesh | Bareilly | The Project Director, National Highway Authority of India, | 26, Green Park, Beesalpur Road, Bareilly-243006(UP) | 0581-2523752 |
| 103 | Uttar Pradesh | Meerut | The Project Director, National Highway Authority of India, | B-88, European Estate Colony, Near Best Price, Kankarkheda, | 0121-2959090 |
| 104 | Uttar Pradesh | Ghaziabad | The Project Director, National Highway Authority of India, | R-7/6 Raj Nagar Ghaziabad,Distt- Ghaziabad(UP)-201002 | 0120-2822406 |
| 105 | Uttar Pradesh | Jhansi | The Project Director, National Highway Authority of India, | Jhansi House No. 214/1, K. K. Puri, Near Shiv Temple,Jhansi 248003 | 0510-2450967 |
| 106 | Uttarakhand | Dehradun | The Project Director, National Highway Authority of India, | House No-5, Lane-4, Sector-4, Teg Bahadur Road, Dehradun | 0135-2669562 |
| 107 | Uttarakhand | Rudrapur | The Project Director, National Highway Authority of India, | A-35, Green Park, Kashipur Road | - |
| 108 | West Bengal | Kolkata | The Project Director, National Highway Authority of India, | "White House", 119, Park Street, Block -A, 2nd floor, Kolkata-700017 | 033-22268131 |
| 109 | West Bengal | Siliguri | The Project Director, National Highway Authority of India, | Sevoke Road, 2½ Mile, Jyotinagar Near Don Bosco School Siliguri 734001 (WB) | 0353-2540564 |
| 110 | West Bengal | Krishnagar | The Project Director, National Highway Authority of India, | Vill.+P.O. - Bhatjangla, Krishnagar, Dist. - Nadia, PIN-741101 (WB) | 03472-271713 |
| 111 | West Bengal | Durgapur | The Project Director, National Highway Authority of India, | NHAI Complex, Sector 2(A) Bidhan Nagar, Durgapur-713212 | 0343-2535766 |
| 112 | West Bengal | Kharagpur | The Project Director, National Highway Authority of India, | NHAI Complex, Near Chaurangi, P.O. Inda, Kharagpur - 721305 | 03222-227682 |
| 113 | West Bengal | Malda | The Project Director, National Highway Authority of India, | UCO Bank Building 2nd Floor Mangalbari (NH-34) Mangalbari Pin-732142 Malda | 03512-260630 |

Contact Details of State Transport Commissioners

| S.N. | Authority | Address | City | STD Code | Phone | |
|------|-------------------|--------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|--------------------|-------|------------------------------|
| 1 | Andhra Pradesh | The Transport Commissioner | Dr.B.R.Ambedkar Transport Bhawan,RTA Campus, Somajiguda, | Hyderabad-500082 | 40 | 23321283 |
| 2 | Arunchal Pradesh | Secretary of Transport | "Transport Secretariat Govt. of Arunchal Pradesh" | Itanagar | 360 | 2212457 |
| 3 | Assam | "Transport Commissioner" | "Paribahan Bhawan, Jawahar Nagar, Khanapara" | Guwahati-22 | 361 | 2304110;2308525 |
| 4 | Bihar | "Transport Commissioner" | "Vishwesaraiya Bhawan, Bailey Bhawan" | Patna | 612 | 2546449 |
| 5 | Chattisgarh | The Transport Commissioner | New Bus Terminal Complex, Pandari | Raipur | 771 | 2582799/ 2582788/ 2221338 |
| 6 | Goa | Secretary of Transport | "1st floor, Junta House, 18th June Road, Panaji" | GOA | 832 | "2225606, 2225724" |
| 7 | Gujrat | The Transport Commissioner | Block No.6, 2nd floor, Dr.Jivraj Mehta Bhawan, Old Sachivalaya | Gandhinagar | 79 | 23251367 |
| 8 | Haryana | The Transport Commissioner | 30, Bays Building, Sector-17 | Chandigarh | 172 | 2784359 |
| 9 | Himanchal Pradesh | The Transport Commissioner | "Directorate of Transport, Parivahan Bhawan, " | Shimla-171004 | 177 | 2803136;2808642 |
| 10 | Jharkhand | The Transport Commissioner | Transport Bhawan | Ranchi | 651 | "2401706 9934345820" |
| 11 | Karnataka | The Transport Commissioner | "1st Floor, 'A' Block, TTMC Building, Shantinagar, Bangalore-560027" | Bangalore-560027 | 80 | 22214900 |
| 12 | Kerala | The Transport Commissioner | "Motor Vehicles Department Trans Towers, Vazhuthacad, | Thiruvananthapuram | 471 | 2333314; 8547639000 |
| 13 | Madhya Pradesh | The Transport Commissioner | E7/446, Arera Colony | Bhopal | 755 | 2424500 |
| 14 | Maharashtra | The Transport Commissioner | 3rd Floor, New Administrative Building, Near Dr.Ambedkar Garden, Government Colony, Bandra-East | Mumbai-400051 | 22 | 26516336 |
| 15 | Meghalaya | Secretary of Transport | "Madanrting, Sawlad, Shillong - 793021" | Shillong-793021 | 364 | 2534617 |
| 16 | Mizoram | Secretary of Transport | "State Trpt. Authority Mizoram Directorate Of Transport Bldg, Chaltlang Mst Transport Bldg Top Floor, Tuikual Aizawl, Aizawl H O" | Aizawl-796001 | 389 | 2318613 |
| 17 | Nagaland | Secretary of Transport | "GOVERNMENT OF NAGALAND, Motor Vehicles Department, Transport Commissioner, Nagaland, Kohima-797 001" | Kohima-797001 | 370 | 2290409 |
| 18 | Odisha | The Transport Commissioner | 6th Floor, Rajaswa Bhawan | Cuttack-753002 | | |
| 19 | Rajasthan | The Transport Commissioner | "Transport Deporment Parivahan Bhawan, Sahkar Marg, Jaipur-302 005 (Rajasthan)" | Jaipur-302005 | 141 | 2740021; 5194600 |
| 20 | Tamil Nadu | The Transport Commissioner | Ezhilagam, Chepauk, | Chennai | 44 | 28588989 |
| 21 | Telangana | The Transport Commissioner | Dr.B.R.Ambedkar Transport Bhawan, RTA Campus, Somajiguda, | Hyderabad-500082 | 40 | 23321282 |
| 22 | Uttar Pradesh | The Transport Commissioner | Tehri Kothi, M.G.Marg | Lucknow-226001 | 522 | 2613978 |
| 23 | Uttarakhand | The Transport Commissioner | Kulhan, Sahasthradhara Road | Haridwar-248001 | 135 | 2711227 |
| 24 | West Bengal | The Addl. Chief Secretary- Transport | Writer's Building | Kolkatta-700001 | 33 | 22625411 |



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