

Monthly Magazine of All India Transporters Welfare Association

Parivahan Pragati

The True Mouthpiece Of India's Road Transport Industry



**Transport and Logistics Sector -
A Big Potential for
Job Creation**

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More The **Development** In **Logistics Sector**, Higher The **Job Creation**

Ramesh Kumar Gulati - National Secretary, AITWA

Being the fastest growing economy in the world, the demand of goods in India is on the rise. Also, the movement of cargo within the country and beyond is expected to increase further as the Modi-led government's 'Make in India' campaign will boost Indian exports in the near future. This will not only lead to the growth of shipping and logistics sector, but it will generate excellent career and job opportunities for the country's youth.

Though, the logistics industry is relatively new, it has a promising future. And in India, the logistics industry is still in the budding stage with lots of challenges and bottlenecks. An influx of good investments, better regulatory practices, mega infrastructure projects and several other government initiatives over the last few years, have played a crucial role for the increased focus on logistics as the sector.

With the inception of MNCs, traditional logistics in India has witnessed an inwards technology pattern. Further, it

was enriched by the arrival of e-commerce players in terms of technology, operations, processes and delivery. The success of any e-commerce player seems to depend on effective IT support, transportation and better logistics infrastructure. Also, the e-retail boom will lead to the development of relevant payment model and a new warehousing model.

On one hand where e-commerce has opened up new avenues, on the other it has posed newer challenges to the logistics sector. And with e-commerce giants playing its real-time delivery card, the logistics and supply chains

**the Modi-led government's
'Make in India' campaign
will boost Indian exports in
the near future**

service providers are expected to be precise and accurate in their operations, delivery and service quality.

Further, the government's Sagar Mala project aspires to connect all coastal cities in India through road, rail, ports and airports. Aimed at realizing the potential of trade, the project proposes to cover maritime transport entirely including ports, shipping and inland waterways. The focus on building infrastructure is not going to boost trade prospects alone, but it will lead to huge job prospects in the logistics sector.

Also, the growth of shipping and logistics sector will be accelerated by the development in the power, steel, petroleum, oil and gas, cement, refining, urban transport, and manufacturing industries. Further, mining, water management and renewable energy are expected to boost the development in the shipping and logistics sector. Notably, the Indian logistics market is expected to grow at a CAGR of 12.17 per cent by 2020 driven by the growth in the manufacturing, retail, FMCG and e-commerce sectors.

Moreover, the government is focussing on developing industrial regions exclusively for freight as India's freight transport is expected to triple in the coming five years. Looking at the push given to infrastructural projects by the government, the logistics market is expected to grow to around 12000 crores in the coming 3-4 years. Also, the Indian freight transport market is expected to grow at a CAGR of 13.35 per cent by 2020.

It cannot be ignored that as the Indian economy is maturing, the logistics sector is set to become more sophisticated. And to remain competent on the world map, it is important that logistics and supply chain service



“the logistics market is expected to grow to around 12000 crores in the coming 3-4 years”

providers bring in new industrial trends and hire professionals with new and advanced skills. Though in terms of IT, operations and infrastructure, the sector is standing at a more mature stage than a decade back, it still faces the demand-supply gap at the junior, middle and senior level. Moreover, the skill gap is high and for professionals, there are interesting challenges and growth opportunities.

Owing to the fast improving investment climate and MNCs bringing expertise in logistics area, the sector



hopes to improve on expertise, skills and new job generations. The new trends in supply chain optimization, transparency, safety, integrated logistics solutions, logistics clusters, and network optimization among others, have increased the demand for logistic professionals with new skills. Also as a general supply chain perspective, the number of jobs is going to increase manifold across all levels, including delivery boys at the front, supervisors, and general and product line managers.

Currently, the transport and logistics sector employs over 20 million persons in India and this number will only increase in the near future. Having said this, it's high time that students look beyond the traditional education courses and consider the new avenues opening up in the Indian economy.

Logistics and Transport Sector To Require **28.4 million** Skilled Workforce By 2022



Pradeep Singal
National President, AITWA

Recently, the National Skill Development Corporation (NSDC) stated that India by 2022 will require nearly 28.4 million strong workforce in the transportation, logistics, warehousing and packaging sector. Needless to mention, if we go by the report then it is high time to build up the resources as we are already sitting in 2017. And, who is better to strategize the enhancement of the resources to nullify the dearth than the Government of India.

The report also hinted that the transport and logistics sector would have one of the highest incremental human resource requirement of 11.7 million from 2013-2022. It stated that rising investment, rapidly evolving regulatory policies, mega infrastructure projects and several other developments would drive the Indian logistics market, simultaneously, also overcoming infrastructure-related constraints and logistics-centric inefficiency.

While naming the key growth drivers, the report revealed that the logistics activities which are currently outsourced are growing rapidly at a rate of 52 per cent. Also, it highlighted that as the marquee projects, including

dedicated freight corridors, DMIC, JNPT container terminal, and inland waterways, will get a boost, the transport and logistics sector will not be left behind. Further, a rapid growth in organised retail, e-commerce, quick service restaurants (QSR), containerisation, and 100 percent FDI through automatic route, among others, will prove beneficial for the transport and logistics sector.



Giving hopes, the report stated that the fast-moving consumer goods (FMCG) industry is expected to grow at over 12 per cent CAGR during 2010-2020. As the increasing income levels among consumers would make products affordable, more and more innovative packaging solutions would be hunted to attract the consumers. Moreover, the report addressed the food and beverage segment, which contributes 85 per cent of total packaging,

“the highest incremental human resource requirement of 11.7 million from 2013-2022”

“ As per the National Sample Survey (NSS) 68th round survey, the districts with maximum employment in the transportation and logistics sector are Mumbai, Kolkata, Hyderabad, Delhi and Ahmedabad ”

as one of the biggest driving forces.

As per the National Sample Survey (NSS) 68th round survey, the districts with maximum employment in the transportation and logistics sector are Mumbai, Kolkata, Hyderabad, Delhi and Ahmedabad. And, the high growth clusters as identified by NSDC incremental human resource requirement studies are Mumbai, Kolkata, Hyderabad, Ahmedabad and Bangalore, Surat and Indore.

With the emergence of e-commerce, organised retail and QSR, the industry is expected to give a push to Indian economy. Also with the arrival of global third-party logistics (3PL) players, the demand for trained employees with specific skill sets is expected to further increase. But, the biggest challenge for the sector is to attract talent. The Indian transport and logistics sector has less than average working conditions and low pay scales because of poor or non-existent manpower policies.

Besides, the lorry/truck drivers have also suffered from another crucial issue, that is, highway robberies. The goods are not safe on highways. And in some cases, robbers hijack the lorries/trucks and become non-traceable forever. Also, the lack of awareness among transporters and truckers is a big issue. Many transporters even don't know how to calculate operating cost. They are still following traditional theory of working at an operating cost a bit lower than their rival. This all leads to reduction in profits and poses a huge loss to the truckers as they do not acquire the freight rate equal to actual cost incurred.

Also, the ever increasing prices of diesel is a big problem for the transporters as well as truck owners in the country. The diesel prices witnessed a hike four times in the very first month of the New Year. The government needs to consider that the already burdened truck/lorry operators find it difficult to manage with the abnormal hike in the fuel prices.

Since a few years now, International Supply Chain

Education Alliance and SCNext USA and India have been tracking the skill gap in education and career prospects in supply chain and logistics. There is a need for a focussed plan for skill development in the wider Indian logistics landscape. The time urges to chalk out a plan by identifying the output and financial outlays for skill development projects, focussing on transportation, warehousing and cold chain sectors. Also, there is a need to establish universities dedicated to providing sector-specific knowledge and exposure to individuals.

Despite being employing a sizeable portion of the country's working population (roughly 10 per cent) directly or indirectly, the transport and logistics sector is the most unprofessional and unorganized business here in India. As the challenges of transporters never seem to end, the young generation does not want to join the transport and logistics industry. Even the existing truck drivers are also leaving this industry and slowly moving to bus driving or local driving owing to stable income, safety and comfort. This can prove fatal for not only the transport and logistics industry but the nation if immediate action is not taken by the Government of India to beat the status quo.



An employment driven formula 'Drivers in India' can be a very impactful campaign from JOBS CREATION perspective

While 1.3 crore people enter the job market every year in India, only a few manage to find jobs that they desired for. Prime Minister Narendra Modi may have become the cynosure of every house-hold with the promises that he makes but the truth is, there has been very limited job creation in the last two and a half years. And, the Labour Bureau data reveals exactly the same.

Today, 128 crore Indians look forward to the government not for good-sounding campaigns like 'Make in India' but for a formula that can drive India towards employment and growth.

Governments, since the independence, have been neglecting many a sector, which has the potential to create jobs for billions. Agriculture, Construction and Trucking sectors are the prominent. Each one faces an acute shortage of workers today because of their low status and lack of dignity. And, lack of dignity or quality jobs means

*1.3 crore people
enter the job market
every year in India,*

the country is facing quota agitations as well from once-dominant rural castes like Patels, Jats, Marathas and Ahoms. Rejected by quality employers, they refuse to do low-status jobs.

Another factor that contributes to this is the Mahatma Gandhi National Rural Employment Guarantee Act



Ashok Gupta
Hon. General Secretary, AITWA

(MNREGA). Over the years there have been many cases of injustice faced by the poor and marginalized, especially the tribal population. MNREGA was set up to improve the livelihood security of rural inhabitants by guaranteeing a hundred days in a year of paid employment for unskilled labour. But the reality is something else. People who should be benefited from the scheme are suffering from the endemic corruption rife in the system. Delayed payments, bank complications and improper distribution of funds have made the scheme ineffective.

To overcome these situations, the government can opt for a solution to upgrade the status and social attraction of what are considered low-quality jobs to attract more workers. Trucking is a classic example.

All of us know what truck drivers go through on duty. The reasons for not attracting people to this profession are:

Emotional aspects:

Days away from home - Drivers at times spend 25 days a month away from home, sleeping in their trucks and taking several days for each journey.

Constant humiliation - Drivers are constantly being humiliated, abused and exploited by the police and road transport officials, and have to pay bribes at several points every day to survive.

Lifestyle - Studies suggest that a quarter of truck drivers do not get married, since their lifestyle greatly reduces their attraction in the marriage market.

Physical aspects:

Health Hazards - A huge percentage of drivers suffer from HIV/AIDS, contracted from brothels along their driving routes. They have a high injury and death rate from road accidents, and respiratory diseases from air pollution.

Economical aspects:

The low salary package - Considering the efforts, drivers are not paid well, which ultimately results in stealing. Small truck companies give drivers 80 litres of diesel to thwart any stealing of fuel while moving cargo from Delhi to Mumbai. Drivers respond by driving at just 45km/hour to minimise fuel consumption, and sell any surplus diesel. Those who don't get a fast-delivery bonus take long breaks.

All these cumulatively leave a bad taste on drivers and compel them to switch to city driving jobs as fast as possible.

“*Driver training institutes are of strategic importance when it's about skill development and employment*”

From the truck companies' point of view, the shortage of drivers means the idling of many trucks, delays and cancellations, and poor truck availability in remote areas. And, intentional bad behaviour of drivers greatly increases delivery times and export competitiveness.

Then, how to attract people to this profession:

The government along with the transport and logistics sector will have to transform their lifestyle, social status and marriage eligibility.

The formula:

Skill development - Driver training institutes are of strategic importance when it's about skill development and employment. Automobile, logistics and goods carrier companies in partnership with state governments and the Ministry of Surface Transport should envisage setting up driver training institutes under the public-private partnership module. Big players like Tata Motors and Ashok Leyland have already taken up the initiative.

Improvement in Driving Conditions - air-conditioned cabins, hubs enroute for resting, food, etc.



Eliminate the undue harassment by the Police, RTOs and tax authorities for extracting money

Play Relay -The relay formula will not only double the speed of courier companies, but it will maximise truck utilisation. As each driver catches a truck in the return direction from the pit spot to get home by night, the driver suddenly becomes a normal worker with a full family and community life. Not just good wages by village standards, but a driver's comfort and social status can improve too. But this system has its flip side too, like availability of the return cargo vehicle on the same route at the same time, which might be a challenge in reality.

According to a report by National Skill Development Corporation (NSDC), India will need around 28.4 million strong workforce in India's booming the transportation, logistics, warehousing and packaging sector. It currently employs over 16.74 million people, and is slated to hire more than 28.4 million employees by 2022. Hence, this sector will have one of the highest incremental human resource requirement of 11.7 million from 2013-2022, across the 24 sectors that have been mapped for assessing incremental human resource requirement in the country. And, one of the prominent employments will be for truck drivers.

But going by today's context, truck driving is one occupation that everyone prefers to opt out, forget considering applying for a job. However, with the incorporation of above mentioned points and a few more changes, the lifestyle of a truck driver can be as normal as any professional working in an office. And, the percentage of skilled people entering the profession will also enhance. From the perspective of truck owners, there is empirical proof that proper training can result in 5 per cent or more fuel saving, translating into 3 per cent reduction in total operating cost. Therefore, the logistics and goods transport industry should seriously offer training to its drivers, who can bring a significant difference to their businesses. And, the Government of India should come out with some planning to engage people in jobs that offer not just bread and butter but also a normal life.

SWAMY ASSOCIATES NEWSLETTER



Greetings from Team SA!

- Union Cabinet has given its approval for India's accession to the Customs Convention on International Transport of Goods under cover of TIR Carnets (TIR Convention) and for completion of necessary procedures for ratification, for its entry into force.
- Government has said that no one will be deprived of the benefits for lack of Aadhaar.
- CBDT has taken a serious note of the lax approach towards filing of prosecution and clearing of pendency of compounding applications.
- WTO Members hailed the entry into force of the Trade Facilitation Agreement which seeks to expedite the movement, release and clearance of goods across borders and creates a significant boost for the multilateral trading system.
- The Appointment Committee of Cabinet has approved the appointment of B.P. Kanungo to the post of Deputy Governor, RBI.



- Foreign Exchange Management (Transfer or Issue of Security by a Person Resident outside India) (Second Amendment) Regulations, 2017.
- Amendment in the list of Military Stores requiring NOC for export purpose.
- The facility for export and re-import of cut and polished diamonds at zero duty for the purpose of certification / grading has been extended to the authorized offices / agencies in India of laboratories mentioned under paragraph 4.74 of HOP 2015-20.
- Paragraph 4.34(i) of FTP 2015-20 related to

Where The Jobs Are? Let's Find Out!



Indian economy may be growing at a fast pace, but the picture is not rosy when it comes to job creation and employment. According to the Organisation of Economic Cooperation and Development (OECD), India is expected to grow at the rate of 7 per cent in the current fiscal year. But the rate of employment has declined and job creation has not kept up with the growing working-age population. Majorly, it lags most other countries in creating quality jobs. Also, when it comes to the transport sector - one of the major contributors to the economy - the same story resonates.

Despite having the diverse nature, the employment potential of the transport sector is majorly concentrated in the land transport and roadways. As per the National Industries Classification, the overall workforce participation rate in the transport and storage sector was 506 per 10000 in 2011-12, which is 5.06 per cent of the total workforce. Also, this includes the major employment generator, land transport, standing at

3.69 per cent. Moreover, the share of air and water transport in job creation is nearly negligible.

Further, it has been noticed that the significant employment generators is the road transport and not the railways. Among road transport the two major generators of employment is the private modes of transport such as taxis, autos etc. and freight transport by road where the workforce participation rate was 1.62 percent and 1.35 percent, respectively, in 2011-12.

Also, it has been observed that the share of value addition by the road transport is

“ India is expected to grow at the rate of 7 per cent in the current fiscal year. ”

replenishment of Precious metals is amended.

• Corrigendum to Notification No. 40/2015-2020 dated 23.02.2017.

• Amendment in procedure for seeking modification in IEC is notified.

• Deletion of MEIS benefit on Flour, meal and powder of Gaur seeds under Exim Code 11061000.

• Harmonising MEIS Schedule in the Appendix - 3B with ITC (HS), 2017.

• Definitive anti-dumping duty imposed on Seamless tubes, pipes and hollow profiles of iron, alloy or non-alloy steel (other than cast iron and stainless steel), whether hot finished or cold drawn or cold rolled of an external diameter not exceeding 355.6 mm or 14" OD originating in, or exported from the People's Republic of China.

GST UPDATES

• IGST and CGST Model Laws approved by the GST Council.

• Centre may try to table the Model GST Bills in the House on March 27.

• GST Council is to meet again on 16th March, 2017.

• GST Council has decided to offer the Composition Scheme to restaurants up to a turnover of Rs 50 lakh but the tax rate would be 5%.

• Expansion of 24x7 Customs clearance and clarification of levy of MOT charges in CFSs attached to 24x7 ports.

• Exemption from drawal of samples for the purpose of grant of drawback to the AEO certificate holders.

• Acceptance of e-BRC of DGFT towards proof of realization of sale proceeds for exports with LEO date upto 31.03.2014 under drawback scheme.

• Guidelines for launching of prosecution in relation to offences punishable under Customs Act, 1962.

• Regarding classification of Selfie Sticks with or without Bluetooth.

• Classification of articles of paper and printing industry.

• Master Circular on Show Cause Notice, Adjudication and Recovery.

• Periodicity of CAS-4 certificates.

• Applicability of service tax on the services by way of transportation of goods by a vessel from a place outside India to the customs station in India w.r.t. goods intended for transshipment to any country outside India.

seen declining from 65.7 per cent in 2011-12 to 64.4 per cent in 2013-14. The share of the transport sector to the gross value added shows an increase from 4.8 per cent in 2011-12 to 5.0 per cent in 2013-14 of which the major contributor is road transport. Also, 47.9 per cent of the share of road transport to value addition is from the rural areas. Thus among all modes of transport, road transport has a major role both in terms of job creation and contribution to gross value added.

The roles played by the roads and highways, and railways have been highlighted under the Make in India initiative as well. Though Indian Railways is the largest carrier of passenger traffic and the fourth largest rail freight carrier in the world, it is the road transport that overtakes railways in the movement of freight within the country. This indicates the network of road transport in movement of freight across the length and breadth of the country. Despite this the road transport is

highly disintegrated and heterogeneous.

It is not hidden that under the Make in India programme the focus is on the construction of national highways and rural roads under the Prime Minister's Gram Sadak Yojana and Construction of Rural Road Project. Therefore, the employment potential is mainly for the construction workers engaged in the building of the roads and highways. But there is a need to look at the human manpower behind the wheels on the road as well.

Majority of the freight movement today is by road and carried by private drivers who drive trucks/lorries or vans/tempo. These drivers are largely unorganized; do not have any fixed working hours, benefit of minimum wages, defined rest period or social security coverage. Though, the Motor Vehicles Act, 1988, defines the hours of work for drivers but owing to the unorganized nature of the sector, drivers remain outside its purview. On the other hand these drivers



CIRCULARS & NOTIFICATIONS

Services by the operators of Common Effluent Treatment Plant by way of treatment of effluent from the 1st of July 2012 to 31st of March 2015.

Service Tax payable by way of admission to a museum.

Notification No. 25/2012 - Service Tax, dated 20.6.2012 amended.

Notification No. 09/2012-Cus reg. enabling authorised offices or agencies in India of the laboratories mentioned under para 4.74 of HBP 2015-20 amended.

Tariff value in respect of Fixation of tariff Value of Edible Oils, Brass Scrap, Poppy Seeds, Areca Nut, Gold and Silver notified.

Rate of exchange of conversion of the foreign currency with effect from 17th February, 2017.

Notification No. 62/1994-Customs (N.T.) amended.

Courier Imports and Exports (Clearance) Amendment Regulations, 2017.

Notification No. 31/97-Cus (N.T.) dated 07.07.1997 amended.

Amendment of Notification No. 384/86-Cus (N.T.) dated 23.07.1986.



Post-sale discounts through credit notes eligible for deduction - Intention of legislature not to restrict deduction to discount reflected in sale invoice - **Southern Motors V State of Karnataka & Ors - 2017 98 VST 207 (SC).**

Gas supplied from Bombay High through pipeline to unit in Gujarat - Dealer under bonafide belief collecting tax under Gujarat Act and depositing with Department, not a case of violation of provision of section 56 - **ONGC Ltd., & Anr V State of Gujarat & Ors - 2017 98 VST 241 (Guj).**

Gases coming in tankers and their repacking/relabeling did not amount to manufacture and mixing of gases and making them available to consumers in small cylinders, did not make gases marketable - **Commissioner of Central Excise, Vadodara V Vadilal Gases Ltd - 2017 346 E.L.T. 161 SC.**

Denial of request of cross examination of witnesses in a cursory manner without assigning any reason, not sustainable in view of guidelines of Apex Court in 2015(324) E.L.T. 641(S.C.) - **Hindustan Mint & Agro Products P. Ltd. V UOI - 2017 346 E.L.T. 206 ALL.**

Right for retesting of samples is

The Motor Vehicles Act, 1988, defines the hours of work for drivers.

are penalized under the Motor Vehicles Act, 1988, in the name of violating various provisions under it.

Moreover, the Delhi government is also planning to impose pollution tax on the truck drivers to contain the high level of air pollution in the capital. They pay the penalties or bribes to evade penalty in order to run their vehicles on the road, which is their livelihood. But it only eats into their margins and right to decent living. Being from the unorganized sector, majority of the drivers are low educated and learn the skill of driving while on the job. Though, the freight that is being transported is a public good, the truck and other freight carriers are being penalized as if they are carrying private goods in their personal interest.

When it comes to rural areas, road transport is one of the important

employment generating and concerted efforts need to be taken to promote employment in this sector. A policy stand needs to be taken to look at the users of the road, including drivers majorly. The government needs to come up with proper rules for their working, defined wages, and social security among others. This needs to be done just not to put the existing members at comfort but the upcoming too. Not to forget, the fight is to get back the lost sheen and attract more and more youth to the sector. Also, the government should focus at skill development of the drivers and teach them the best practices of safe driving, healthy and pollution free maintenance of vehicles.

Further, the Road Transport and Safety Bill 2015 is being debated, which is a much more comprehensive legislation than the Motor Vehicles Act. The new to-





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statutorily conferred by Excise Manual of Supplementary Instructions 2005, Chapter XI on Samples, Para 8.89. Denial of this statutory right violates principles of natural justice resulting into serious civil and criminal liability - **Katyal Industries V UOI - 2017 346 E.L.T. 218 All.**

• Endorsement of postal authorities that 'there is nobody in the factory' does not amount to refusal or be read as factory is closed. Fresh steps ought to be taken for service in manner prescribed under law - **Pioneer Glass Industries V Commissioner of Central Excise - 2017 48 S.T.R. 409 All.**

• Definition of goods includes currency and hence seized currency can be released on payment of redemption fine - **Commr of Customs V RajinderNirula - 2017 346 ELT 9 (Bom.)**

• Single application in respect of two show cause notice can be filed before Settlement commission when the notices are in pursuance of common cause of action - **Door Deco Industries V CESTAT - 2017 346 ELT 323 (Del.)**

• Finding of Fact by Settlement commission not open for examination either by Highcourt or Supreme Court - **Standard Shoe Sole and Mould (I) Ltd V CCE 2017 346 ELT 5 (Mad.)**

CASE LAWS



• Sale of coffee and tea through vending machines installed at customer's premises would not fall within ambit of Outdoor Catering Service - **Perfect Vending India Pvt Ltd V CESTAT - 2017 TIOL 442 HC MAD 5T.**

• CA certificate regarding unjust enrichment and other documents on oath should normally be believed unless there are grounds and reasons to disbelieve same - **Hero Motocorp Ltd V Commr of Customs 2017 48 STR 225 (Del.)**

• Refund due to assessee cannot be withheld merely because Department has filed SLP before Supremecourt against order in favour of assessee - **Shiva Shankar Minerals Pvt Ltd V GOI - 2017 48 STR 346 A.P.**

• Principle of unjust enrichment is not applicable when amount deposited during investigation is shown in balance sheet under 'other Current assets' - **CCE Vs. UT Ltd - 2017 48 STR 437 (All.)**

• Merely because site formation activity is undertaken on land recorded as agricultural land does not mean that service relating to agriculture has been performed - **NKG Infrastructure Limited V UOI - 2017 346 ELT 109 (All.)**

be legislation emphasizes on bringing in road safety practices through regulation, which involves extending its authority even to the design of motor vehicles, construction of roads, fuel quality and emission norms among others. Considered as a welcome move for upgrading the status of the driving profession, this bill lays down the competency standards that have to be cleared before issuing a driving license.

Also, this may bring to the sector qualified and skilled drivers, which in turn can reduce the incidence of over speeding, over-loading and better adherence to traffic rules. Respectability to the profession would

encourage more youth to choose driving as a profession which would further reduce the shortage of skilled drivers in the sector. The Road Transport and Safety Bill, 2015, is inclusive of the provisions of the Motor Vehicles Act,

1988, and is set to replace the MV Act after being cleared by the Parliament.

Nothing new in saying that the road transport sector is the nerve of the country, still it is far from getting its due. Things are not going to go any better with building highways and roads, transport sector in India also need to focus on the betterment of the drivers on these roads who are rendering a public service through their livelihood.

“The government should focus at skill development of the drivers and teach them the best practices of safe driving.”



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Will GST Legislation Get A breakthrough In Budget Session?

The going gets tougher when the target is nearest, this is what exactly happening as India is approaching the July 1 deadline of the Goods and Services Tax (GST), which promises of one tax and suspending the traditional cascading tax regime.

In the first phase of Budget session, Finance Minister Arun Jaitley could get the GST Council's final nod to a bill that will guarantee compensation to the states for five years in case of revenue losses arising from a transition to GST. However, the council did not give its final nod to the other three supporting legislations crucial for the implementation of this new indirect tax regime, including the central GST (C-GST), the state GST (S-GST) and the integrated GST (I-GST) bills.

The passage of the C-GST, I-GST and compensation bills by Parliament in the second half of the budget session will be crucial for the rollout of GST from July 1. The state legislative assemblies also have to pass the S-GST law. As the second leg of the Budget session resumed on March 9 after about a month-long recess, Prime Minister Narendra



Modi hoped there will be a breakthrough on the GST bill and that issues will be discussed in a democratic manner.

"We hope that there will be a breakthrough on the GST because all states have positively cooperated. All political parties have also extended cooperation in a positive way,"

the prime minister was quoted as saying by PTI. He added, "We are meeting after a break and the budget proposals will be discussed in details."

“We are moving ahead with the consent of all through a democratic process”

Hoping for a healthy debate in the House, the Prime Minister said, "I believe that the level of discussion will go to a higher level. Attention will be drawn towards the issues related to the poor people." Also, hoping that GST process gets completed before the session concludes next month, the minister said, "We are moving ahead with the consent of all through a democratic process."

GST, billed as the biggest-ever tax reform in the country, is expected to add at least one percentage points to its GDP growth. The Centre plans to introduce in

Services Tax (GST) against the backdrop of the crucial Uttar Pradesh Assembly elections, sources in the Finance Ministry said the bill will be presented before the Cabinet on March 22, reported ANI.

The government, which is leaving no stone unturned to lose its sight on the biggest tax reform, has said that the Central GST Law, Integrated GST Law, State GST Law and Union Territory GST and Compensation Law will be put together for the Cabinet's approval on March 22.

However, the Finance Ministry has said that it will table the CGST, IGST and Compensation Law before the Parliament on March 27. Also, it is likely that few more cesses will be added in the kitty to boost resources to compensate states. It will include Infra cess, Oil industry Development cess, and Swachh Bharat



Parliament the Central GST (CGST) Bill. After it is ratified, the states will introduce the State GST (SGST) Bill in their respective legislative Assemblies. The central and state officials will soon start the exercise to determine which goods and services should fall in which tax bracket and the same will be taken to the Council for approval soon. Together with this, they will also decide the goods and services that would attract a cess on top of the peak rate to create a corpus that can be used to compensate states for any loss of revenue from implementation of GST in the first five years.

Maintaining the tempo for the much-awaited Goods and

cess amongst others.

Earlier, the GST Council chaired by Finance Minister Arun Jaitley approved the draft CGST Bill and the draft IGST Bill as vetted by the Union Law Ministry. It cleared the deck for the Central Government to take these two Bills to the Parliament for their passage in the ongoing Budget Session.

It is also being said that in his hurry to get the Goods and Services Tax (GST) implemented as soon as possible, Finance Minister Arun Jaitley is running the risk of letting a lot of accumulated experience and know-how go to waste.



Starsky Robotics Might Have 'Last Mile' Solution For Driverless Trucks

Starsky Robotics said that it has a solution to on- and off-highway deliveries by self-driving trucks, including the 'last mile' issue for how a driverless vehicle will deliver cargo at its final destination, reported Reuters.

In a recent interview, the California-based company's founder and chief executive said that it plans to employ robotics, sensors and software to "make trucks completely driverless."

In order to address highway safety concerns and the growing shortage of skilled drivers, the trucking industry is keenly following efforts to automate various aspects of big trucks. As with self-driving cars, federal and state regulators have not finalized new rules covering self-driving trucks. Other startups, while developing similar self-driving systems, have said they plan to keep a "safety" driver in the vehicle, even when in autonomous driving mode.

The chief executive said, "Our remote drivers will pilot trucks from the door of the distribution center to the highway, then remotely engage the autonomous system," adding, "When the truck gets close to the off-ramp, another remote driver will take control of the vehicle" to its final destination.

*remove human drivers
from certain vehicles by
the end of the year*

He also said that Starsky already has begun testing its system and expects to "remove human drivers from certain vehicles by the end of the year."

Notably, Starsky and Embark Technologies are funded mainly by venture capital firms, many of them based in Silicon Valley. Also, Starsky and Embark follow Peloton Technology, another Silicon Valley startup focused on self-driving trucks. Founded in 2011 and based in Mountain View, Peloton is funded in part by Swedish heavy truck maker Volvo AB and logistics giant United Parcel Service.

SAP Unveils New Technology For Connected Vehicles



SAP, a software development company, demonstrated new technology to make life easier for drivers and rental car users through Internet of Things (IoT) collaboration with Concur Technologies, Hertz and Nokia.

The company informed that a part of the SAP Leonardo portfolio, the SAP Vehicles Network solution creates an intelligent, automated experience; from car rental to parking and fueling location and payment, to integrated navigation and expense management for business travelers, reported ETAuto.

SAP also announced that Mojio, the connected vehicle platform and app provider for Deutsche Telekom and T-Mobile USA, has joined SAP Vehicles Network and will provide parking and fueling through its app in the United States and Europe.

Nokia provided its Intelligent Management Platform for All Connected Things to securely control and manage devices and sensors in the vehicle, including the personalization of driver settings and entertainment systems, as well as the automatic configuration of in-vehicle communications.

"With leading partners like Hertz and Nokia and new customers like Mojio, SAP is delivering new levels of value for businesses and end consumers based on SAP Cloud Platform, SAP Leonardo and tight integration with Concur solutions," said the executive vice president, IoT and Digital Supply Chain, SAP, adding, "SAP Vehicles Network puts the end consumer in the driver's seat by transforming the vehicle into the ultimate digital wallet and making car rental into a seamless, intelligent experience."



Embark Showcases Its Self-driving Truck Technology

Embark, which gained approval by the State of Nevada earlier this year to begin testing its truck on public roads, has unveiled its self-driving truck technology that allows trucks to drive from exit to exit on the freeway without any human input. Embark's truck uses a combination of radars, cameras and depth sensors known as LiDARs to perceive the world around it.

ETAuto quoted the CEO and Co-founder of Embark as saying, "Analyzing terabyte upon terabyte of real-world data, Embark's DNNs have learned how to see through glare, fog and darkness on their own." He added, "We've programmed them with a set of rules to help safely navigate most situations, how to safely learn from the unexpected, and how to apply that experience to new situations going forward."

According to him, the idea for Embark came after blowing a tire on the interstate and waiting four hours for the tow truck to arrive.

"Every single 18-wheeler that drove past had a sign on the

back 'Drivers Wanted'. It was so clear there was a shortage of drivers," he said, adding, "The numbers back that up. The American Transportation Research Institute estimates there is currently a shortage of 100,000 truck drivers in the industry, which is poised to only get worse as baby boomer drivers - the bulk of the industry's workforce - retire over the next decade. Embark's goal is to increase productivity per driver and prevent the shortage from becoming a crisis."

The Embark team is backed by a multi-million dollar investment led by Maven Ventures. Embark plans to quadruple its engineering team within the next year and aggressively expand its testing fleet to show their technology is ready for the nation's highways.

"We are committed to proving beyond a shadow of a doubt that this technology is safe and reliable," said the CEO, adding, "That means performing extensive tests and working with our partners in the government to get it-and the market-ready."

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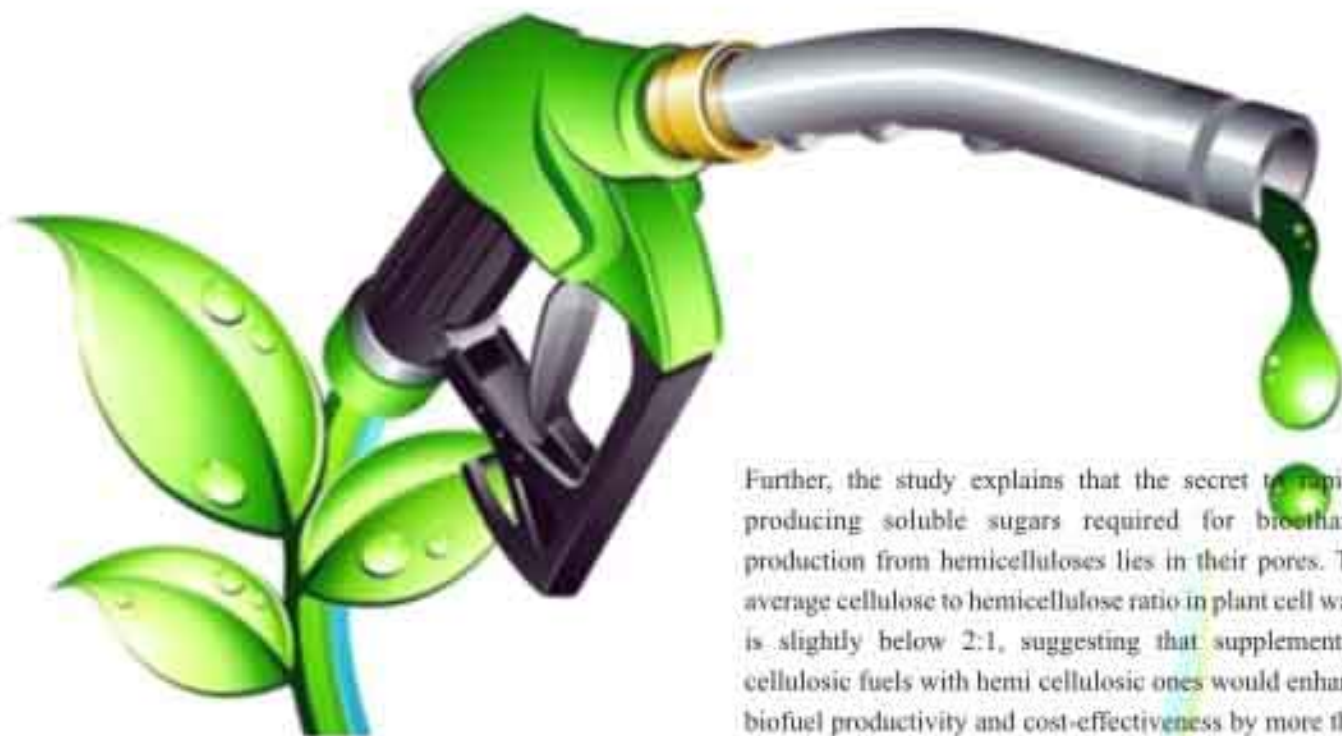


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IIT-Kharagpur Shows Way To Develop Fuel From Water Hyacinth



A recent IIT-Kharagpur research has shown that it is possible to extract a high percentage of fuel from zero-cost materials, like water hyacinth and grass, reported TNN.

The research, highlighted in a recent issue of the globally acclaimed journal 'Nature (Scientific Reports)', claims that a pore scale phenomena can be used that results in four-fold increase in the yield of fermentable sugars and bioethanol from hemicelluloses. Hyacinth contains up to 50 per cent hemicelluloses, which are natural polymers present along with the cellulose of plant cell walls.

Also, the research is based on the idea that in order to produce commercially viable, low-carbon-footprint biofuel, one has to supplement cellulosic ethanol with hemi cellulosic alcohols. While cellulose is used for cellulosic fuel production, hemicelluloses are often ignored as biofuel sources, primarily because surface reactions are capable of releasing only a quarter of the soluble sugars for bioethanol production.

Further, the study explains that the secret to rapidly producing soluble sugars required for bioethanol production from hemicelluloses lies in their pores. The average cellulose to hemicellulose ratio in plant cell walls is slightly below 2:1, suggesting that supplementing cellulosic fuels with hemi cellulosic ones would enhance biofuel productivity and cost-effectiveness by more than 50 per cent. This is perhaps the highest yield that any research has promised so far.

Moreover, simultaneous production of cellulosic and hemi cellulosic fuels from the same biomass source would considerably improve the combined Net Energy Value (energy content of ethanol minus energy output) for cellulosic ethanol (about 21.5 MJ/lit), the research paper explains.



Providers of Connected **Truck Telematics** Focusing on Partnerships



According to Frost & Sullivan's Global Connected Truck Telematics Outlook, 2017, the connected truck telematics market is going to focus on partnerships to keep pace with digital transformation, thus giving rise to truck-as-a-service (TaaS) business model.

It is expected that soon fleet management system providers will gradually evolve into one-stop solution providers of freight matching, video safety, tolling, fuel management, weigh-station bypass, and truck-stop solutions through alliances with digital solution vendors.

Further, the study added that by 2025, 63.5 million trucks will be connected across the world. Also, it stated that emerging markets such as China and India will record a high telematics growth rate in 2017, closely followed by

Southern Europe and North America.

At present, the market is inundated with innovations, and many start-ups are targeting their R&D efforts at resolving the issue of under-utilised truck capacity. Following the resolution of this challenge, telematics can efficiently connect shippers and carriers based on real-time location and load capacity status of trucks.

As per an analyst, "Applying open platform technology—an upshot of autonomous mobility trials—easier access to smartphones and cutting-edge technology will be the key drivers for the connected truck ecosystem in 2017," reported ETAuto, adding, "The growing importance of telematics and digital solutions will eventually change OEMs' focus from truck-as-a-product to TaaS."



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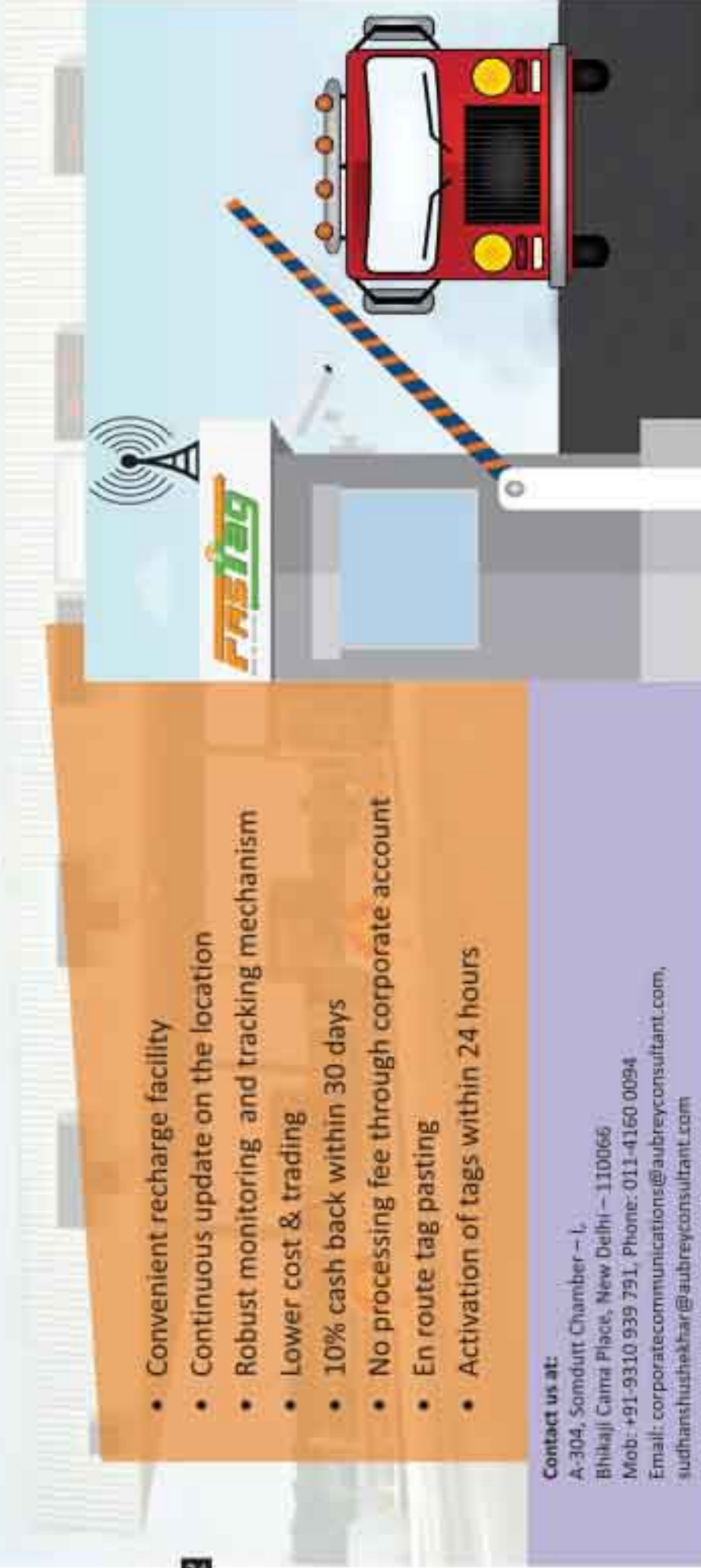
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E-toll Tags To Be Mandatory For Trucks On Government Duty

The government has decided to make electronic toll tags mandatory for all vehicles contracted by the government departments for hassle-free movement of cargo. The decision was taken in an inter-ministerial meeting, chaired by Road Transport and Highways Minister Nitin Gadkari, and it was also attended by Petroleum Minister Dharmendra Pradhan, and Food and Consumer Affairs Minister Ram Vilas Paswan, among others.

After the meeting, the minister announced that concerned ministries would take out administrative orders making it mandatory for all trucks contracted by the government departments like FCI, Petroleum, Mines and others to carry FASTags, which is based on radio-frequency identification technology (RFID) and is a simple-to-use, reloadable tag that enables automatic deduction of toll charges and lets one pass through the toll plaza without stopping for cash transaction.

Gadkari said that the petroleum ministry has already done this to some extent and their about 50,000 POL trucks carry FASTags and LPG trucks are in the process of acquiring the same.

"This will save a huge amount as according to a study, delays at toll plazas result in annual loss to the tune of Rs 70,000 crore," Gadkari was quoted as saying by PTL.

Government Completes 44 Per Cent Of Target For NH Construction Set For Fy-17



The Minister of State for Road Transport and Highways, P. N. Radhakrishnan, said that the target of construction of National Highways is 15,000 km, of which 6,604 km have been completed till February in the current financial year 2016-17, reported ETAuto.

The slow speed of construction of National Highways is mainly due to land acquisition, utility shifting, non-availability of soil/aggregates, poor performance of contractors, environment/forest/wildlife clearance, ROB & RUB issue with Railways, public agitation for additional facilities, arbitration / contractual disputes with contractors, etc.

Consultancy firms of international and national repute are hired for every project to ensure the quality construction and development of work of national highways. These supervise, monitor and conduct tests as per procedures laid down in various codes published by Indian Road Congress, manuals & MoRT&H specifications for road and bridge work, and National

Highway Authority India Quality Manuals among others.

Apart from this, field units and quality division of ministry, NHAI and state PWD also conduct inspection at various project sites regularly to monitor the quality of work. Quality Auditors are also engaged from time to time for conducting quality audits of the project work. On observation of any violation, action against the defaulter is taken as per provision in the agreement.



Indian Economy Calls For Expediting Land Acquisition, Environmental Clearance

Despite adequate support for developing infrastructure, challenges in acquiring land and securing environmental clearances delay airports, roads, or ports in India - the world's fastest-expanding major economy.

Minister for road transport, highways and shipping, Nitin Gadkari, along with industry leaders emphasized the need to speed up decisions at the Connecting India panel discussion at the Economic Times India Infra Summit 2017, reported ET. The minister said that concerns over scrutiny from the judiciary, media and investigating agencies slowed down decisions.

Gadkari said, "We need to assess what the the country is paying due to stay orders from the judiciary in infrastructure projects. What is the cost due to delay in land acquisition and environment approvals? I am sure the cost is Rs 1 lakh crore," adding, "We need to change the atmosphere and improve decision-making process."

Further, the road transport and highways minister stated that the government had resources to fund projects but was keen on private participation. He said Indian contractors and investors would get the highest priority as his government would seek to solve the industry's problems.



Orders Worth Rs. 5 Lakh Crore Signed To Build Road, Port Infrastructure

Road Transport, Highway and Shipping Minister Nitin Gadkari, in a recent interview to ASSOCHAM, said that with the National Highway Authority of India (NHAI) having received a mandate from the budget to raise Rs. 70,000 crore through infrastructure bonds and easy availability of low-cost overseas loans for the AAA rated NHAI, the government's road and highway building programme has enough cash to build the crucial infrastructure.

ANI quoted the minister as saying, "We have signed the contracts worth Rs 5 lakh crore for infrastructure, roads, ports. It is a very remarkable contribution from our investors, we do not have any problem, we are receiving public, private investment, we are receiving a good response for the public-private partnership, build-

operate-transfer and hybrid annuity (models)."

In addition, he said as many as 101 projects are ready for flight and funding the same would not be a problem. "For NHAI, triple AAA rating is there. We already have permission from the Finance Minister for raising Rs 70,000 crore infrastructure bonds. My toll income is Rs 10,000 crore per year. So, I can monetize for 15 years (and) I get Rs 2 lakh crore. There are 101 projects which are ready with where I am going to monetize and I will get Rs 1.25 lakh crore. So money is not the problem", the minister said.

While talking about the port sector, Gadkari said, "We are getting Rs 3000 crore in dollar loans with 2.25 per cent interest and we can raise Rs 50,000 crore without hedge with two per cent interest."

Ministers Mull Ring Road Issue With Road Transport Minister

Urban Development and Housing (UDH) Minister Shrichand Kriplani and Public Works Department (PWD) Minister Yunus Khan met Road Transport, Highways and Shipping Minister Nitin Gadkari to resolve the long-pending Ring Road issue, reported TNN.

In the meeting, termination of Jose-Supreme joint venture (JV) contract, and appointment of the National Highway Authority of India (NHAI) for construction of 47-km Ring Road project were discussed.

A JDA official reported that representatives of existing firm and bankers were too present in the meeting. Recently, JDA had sought legal opinion regarding terminating the firm. The advocate general (AG) had suggested termination of the contract after providing it the expenditure spent by the firms. The decision has to be taken regarding payment of expenditures. As no concrete decision to terminate the firm has been taken till date, the project is getting delayed continuously and is all set to miss the June 2018 deadline as well.

After getting assurance of Centre's support from the road transport and highways minister, the empowered committee recently decided to terminate the contract of San Jose-



Supreme. However, there are possibilities that these firms might approach court and this is the reason JDA consulting law department to avoid any future hassles.

"The Centre has directed the state government to forward the proposal after resolving the dispute between both the firms. After this, discussions on proposal to appoint the NHAI will be done by the Centre. We will also inform chief minister Vasundra Raje in this regard," added an official source.

Presently, work on 47km Ring Road, which will connect Ajmer Road to Agra Road, is stalled due to infighting of concessionaire. In June 2011, JDA had selected the joint venture of San Jose-Supreme as final bidder for Ring Road project. As per contract, the awarded firm had to complete work in 24 months. However, even after five and half years, the firms have spent only Rs. 78 crore against the sanctioned Rs. 890 crore.



Bharuch Bridge: Congress Leader Writes To Nitin Gadkari

After the inauguration of the new cable bridge over the Narmada river in Bharuch, senior Congress leader and Rajya Sabha MP Ahmed Patel shot a letter to Union Minister for Road Transport and Highways & Shipping Nitin Gadkari, urging the

minister to "set the record straight" in the matter, reported The Indian Express.

While referring to Gadkari's speech at the inauguration of the cable bridge, the Congress leader said, "The speech claimed that after your appointment as the Union Surface Transport Minister in May 2014, you terminated a previous contract to build this bridge due to non-performance and issued a fresh tender at a significantly lower price. I am sorry to state, this claim of yours is divorced from the truth."

He added, "I have always held you in high esteem and hence, I am disappointed by your altering of facts to suit a political agenda. The Prime Minister's rich track record of relying on half truths seems to have had a profound influence on you. We are guided by a sense of duty towards people, and this should not be distracted by any political agenda. I would be grateful if this record could be set straight."

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Delhi-Jaipur Expressway To Cost Rs. 18,000 Crore

Road Transport and Highways Minister Nitin Gadkari announced that the Delhi-Jaipur express highway would be built at a cost of Rs. 18,000 crore.

The advanced cement-concrete 225-km express highway will be the second in the country after Mumbai-Pune expressway. It will pave the way for reaching Delhi from Jaipur in just one-and-a-half hour at 125 km/hour speed, the minister said after laying the foundation of road construction works in Dausa district.

"Agra-Delhi is also considered express highway but it is not as per the standard. After Mumbai-Pune express highway, Delhi-Jaipur will be the second express highway in the country," the minister was quoted as saying PTL.

He further said that the Haryana government has given alignment permission and if Rajasthan helps in land acquisition and road alignment permission, the work can commence this year itself.

"We need industries to create employment for youths.



Industrialists demand water, power and road. Without roads we cannot expect development. Rajasthan is progressing fast. We want industrialists to come, give employment to youths and make Rajasthan and its people prosper," Gadkari said.

The Union minister announced various road construction works in the state.

Chief Minister Vasundhara Raje said, "We will take 36 castes of the state together for the development of state. With small efforts, we will make the state a better place to live. We hope that promises that Union minister has made will realise fast."



Phase 1 Of Chabahar Port Project To Complete By 2018

Union Minister Nitin Gadkari said that India is keen on expediting development of Chabahar Port in Iran and hopes to complete the first phase of the project next year. Located in the Sistan-Balochistan province on the energy-rich Persian Gulf nation's southern coast, the port is easily accessed from India's western coast, bypassing Pakistan.

"We can complete the work on the first phase of the project in 2018... The funds are likely to be released shortly," Shipping, Road Transport and Highways Minister

Gadkari told PTL.

"Tenders are out for the project," the minister said. Kandla Port has floated tenders inviting global bids for supply and commissioning of terminal tractor trailers, forklifts, reach stackers, empty container handlers and yard cranes among other equipment at Shahid Beheshti Port, Chabahar, Iran.

The Cabinet has already approved funds for development of the project. For greater trade and investment flow with Iran and neighbouring countries, the Cabinet last year had cleared proposals for development of Chabahar port including through a USD 150 million credit from Exim Bank. It also authorised the Shipping Ministry to form a company in Iran for implementing the Chabahar Port Development Project and related activities.

As per the MoU signed between the two nations in May last year, India is to equip and operate two berths in Chabahar Port Phase-I with capital investment of USD 85.21 million and annual revenue expenditure of USD 22.95 million on a ten year lease.

Ownership of equipment will be transferred to Iranian side on completion of 10-year period or for an extended period, based on mutual agreement. The Iranian side had requested for provision of a credit of USD 150 million in accordance with the MoU.



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Rs. 22,000 Crore Sanctioned For Road Development In Manipur

At a election rally in here, Road Transport, Highways and Shipping Minister Nitin Gadkari said that an amount of Rs. 22,000 crore have been sanctioned for the development of road



Infrastructure in Manipur.

The minister said, "The BJP-led government at the Centre, which gives the highest priority for the development of the North East states, created the National Highway Infrastructure Development Company Limited exclusively for northeastern states. Rs 60,000 crore have been sanctioned for road connectivity in North East, out of which Rs 22,000 crore have been sanctioned for the road infrastructure in Manipur," reported Firstpost.

Further, he quoted former US president John F Kennedy, "The American Roads are not good because American is rich but America is rich because American roads are good. The prosperity is coming from the road."

Government To Soon Prepare Policy On Alternative Fuels

While talking to media after an inter-ministerial meeting, Road Transport and Highways Minister Nitin Gadkari said that the government is set to make a policy framework on large scale production of ethanol from agricultural sources and methanol from coal that will help double farmers' income, cut down crude oil imports and encourage global automobile companies to launch their flexible fuel vehicles in India, reported Mint.

Further, the minister said that the move was part of Prime Minister Narendra Modi's plan to increase farm production by 2.5 times by 2022. It will facilitate setting up close to 1,500 industrial units for ethanol production in villages that will create job opportunities for 2.5 million people. This alternate fuel industry could be worth Rs. 1 trillion.

He added that in the meeting it was decided the oil ministry will prepare two policies, one on production of ethanol from various agriculture sources and one on production of methanol from coal. The oil ministry will



move Cabinet notes on these. Once implemented, the move could bring down crude oil import bill by Rs. 1 trillion, the minister said.

As India is the third largest energy consumer in the world after the U.S. and China, the government wants to have more of alternative fuels on the country's energy mix as it would bring some moderation in petroleum product consumption, which has been growing. While petrol consumption in the country has been growing in double digits, diesel consumption, which has a larger base, has been growing by about 6 per cent annually. Notably, Prime Minister Modi had in 2015 set a target of reducing import dependence on hydrocarbons by 10 percentage points to 67 per cent by 2022.

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CRISIL: Scrappage Scheme Can Boost Commercial Vehicle Sales By 65 Per Cent

A recent analysis by Crisil Research showed that the Voluntary-Vehicle Modernisation Programme (V-VMP) announced by the Ministry of Road Transport & Highways may boost commercial vehicle (CV) sales volume by a cumulative 65 per cent (over sales in fiscal 2016) between fiscals 2018 and 2020, reported ETAuto.

As 6.8 lakh commercial vehicles worth Rs. 66,500 crore were sold in fiscal 2016, the V-VMP scheme could lead to incremental sales of 4.4 lakh commercial vehicles (primarily MHCVs) worth Rs. 66,000 crore, the research stated. It further highlighted that 2 lakh commercial vehicles would get scrapped and replaced in the normal course through the three fiscals, given the current junking rate of 67,000 commercial vehicles annually. Hence, total

vehicles opting for the scheme would be 6.4 lakhs.

In addition, it said that over 85 per cent of the incremental sales would be of medium- and heavy-duty trucks because of their lifespan of 20 years. Sub-1 tonne CVs would benefit the least given that the segment was created only in 2005 and vehicles would have been purchased after the V-VMP cut-off date.

As per the senior director, Crisil Research, "Based on the equation of current resale value versus benefits offered under V-VMP, we expect trucks that are 13 years old or older opting for it. For trucks newer than 13 years, current resale value is more than the benefits offered under the scheme. In case additional dealer discounts are not offered, cut-off age of trucks opting for the scheme could go to 14 years."

Moreover, the director, Crisil Research, said, "Transporters scrapping old CVs, are not buyers of new CVs, since their business is viable using only an older truck. Considering this, the government needs to either provide a cash discount to those junking old vehicles or make the V-VMP incentive certificate issued to transporters tradable."

"The government could consider a cap on the engine cc differential between scrapped and new CVs bought under the scheme. Alternatively, the government could provide different incentives based on engine cc of new CVs bought versus that of old one scrapped - or offering lower benefit for higher differential in engine cc," Crisil added.





State-run Oil Firms Pulled Up By NGT On **Diesel Truck Data**

The National Green Tribunal (NGT) rapped public sector oil companies for not submitting



status report on their 10-year-old diesel trucks used for transporting petrol or petroleum products, reported PTI.

The bench directed Indian Oil Corporation, Bharat Petroleum Corporation and Hindustan Petroleum to file an affidavit stating whether their vehicles were BS-IV compliant.

Also, the NGT warned that if the oil companies now failed to submit status report it would impose heavy penalties on them.

Moreover, power distribution companies storing hazardous e-waste have come under the lens of NGT which has ordered inspection of their premises here after a plea alleged these were causing massive air pollution.



Tata Motors Organized T1 Truck Racing Championship On March 19

The fourth season of Tata T1 Prima Truck Racing Championship took place on March 19 at the Buddh International Circuit. Conducted under the aegis of world body FIA and India body FMSCI, the one-make championship featured modified Prima trucks.

"Truck racing is a fun sport that many did not realise could actually be done, but Tata Motors made it happen. What makes the T1 PRIMA championship all the more fulfilling is the sense of purpose it brings, not only to the motorsports scene, but how it ties into the Indian commercial vehicles industry and more importantly to the profession of truck driving," championship mentor Vicky Chandhok was quoted as saying by PTI.

Tata Motors formally kicked off preparations for the event, with the second edition of the T1 Racer Program (TRP 2.0) in 2016, which is a comprehensive motorsports driver training and selection program. The program

received 1000 applications from all over the country, of which Season 4 presented 10 new shortlisted Indian truck drivers with an opportunity to race at country's globally renowned F1 race track.

Besides inducting new Indian drivers to the sport, Season 4 also featured Indian drivers who took part last year. Like its previous editions, the championship continued to host experienced international drivers representing six teams.



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Car Carriers Protest Rajasthan Government's Move To Hike Penalty For Entering State

In protest against the Rajasthan government's decision to hike penalty from Rs. 1,500 to Rs. 5,000 for entering the state, big trailers transporting cars and two-wheelers from factories to showrooms parked their vehicles on the state borders, reported ETAuto.

Though Car Carriers Association says that this penalty is "illegal" as there is no provision to impose such a fine, the state transport department has maintained that such vehicles pose risk to other road users and there is a need to

“Increasing penalty is a deterrent. If such vehicles avoid roads in Rajasthan, there will be less accidents”

discourage their movement across Rajasthan. Notably, the state government has hiked the penalty despite the Centre's notification specifying the dimensions of such vehicles.

"We are soft targets for the transport department to earn more revenue. Non-plying of our vehicles will impact movement of cars from factories to showrooms not only in



Rajasthan, but also in other regions," said the president of Car Carriers Association.

Though, the road transport ministry has notified the length of car carrier trailers up to 18.75 metres, which comes into effect from April 1, truckers are made to suffer unnecessarily. "Many of the car carriers have reduced the length of trailers to meet this norm and this will be completed in March 2017. Still the state governments are harassing us by taking fines from such trailers," said the Association's president.

While justifying the government's move, a senior Rajasthan government official said, "Increasing penalty is a deterrent. If such vehicles avoid roads in Rajasthan, there will be less accidents."

Old Commercial Vehicles To Go Green In Kolkata

[Essar Oil and Gas said it can supply 30,000 standard cubic metre CBM a day]

According to a directive by the National Green Tribunal to the transport department of Kolkata, all old commercial vehicles will have to switch to CNG. Also, the department will have to notify it within two months, reported TNN.

In order to supply green fuel to the city, the eastern zone bench of NGT directed GAIL (India) Ltd. and Greater Calcutta Gas Supply Corp Ltd. (GCGSCL) to form and register a joint venture company in a month. While GAIL will hold 74 per cent stakes in the company, the rest will be with GCGSCL. The new entity will prepare to distribute coal bed methane (CBM) from Durgapur and Asansol as CNG.

In addition, the bench of Justice S.P. Wangdi and Prof P.C. Mishra said that the joint venture firm should seek permission from the Petroleum and Natural Gas Regulatory Board within two weeks after getting registered.



"Essar Oil and Gas said it can supply 30,000 standard cubic metre CBM a day. The question is about getting enough customers. The bench directed the transport department to ask all old, polluting commercial vehicles in Kolkata to switch to CNG through a notification within two months," said a green activist.



IRF Welcomed Parliamentary Panel's Road Safety Recommendations On Motor Vehicle Rules

While expressing serious concern at the growing number of road deaths in India, the International Road Federation (IRF), a Geneva based global body working for Safer roads and Smart Road Mobility world-wide, urged parliamentarians from various political parties to help enact the much awaited amended Motor Vehicle Act (MVA) in the coming session of the parliament.

ETA Auto quoted the chairman of IRF as saying, "India is a signatory to the UN's Decadal Action Plan of reducing road traffic fatalities by 50% by 2020. But India is facing severe problems in terms of deteriorating road safety. The number of fatalities has been increasing steadily and stands provisionally at 1,46,000 deaths in the year 2015. As a signatory to THE Decade of Action Plan, reiterated in Brasilia, India is committed to reduce the number of road accidents and fatalities by half by the year 2020."

He added, "Now that the Parliamentary Standing Committee on Transport headed by member of parliament, Shri Mukul Roy has submitted its recommendations and tabled them in the parliament, IRF urges the Union Government and the members of parliament from various political parties to adopt the recommendations and clear the much awaited Road safety bill in the coming session of parliament beginning March 9, this month."

Further, he said, "Clearing and implementation of the new

MVA, which has provisions for strict Enforcement with appropriate penalties, accompanied by public awareness of the laws will be a critical factor in reducing road traffic injuries and deaths. Once the proposed amendment is passed, traffic rule violators will have to cough up hefty penalties - almost 10 times more than what they pay now - for offences such as overloading."

The official added, "Several initiatives for improving road safety, such as the much awaited amendment in the Motor Vehicles Act (MVA), improvements in roads from the engineering perspective such as road safety audits at all stages of road construction, beginning right from the planning stage to besides identification and remedy of black spots in a sustained systematic manner, on war footing, can help drastically bring down fatal road accidents in the country."

He said, "The recommendations made by the Parliamentary panel for incorporation in the Central Motor Vehicle Act to impose strict penalties for offences like over-speeding, drunken driving, talking over phone while driving, jumping red lights and imprisonment for under-age driving are welcome as these recommendations will help in ironing out the contentious issues and to find solutions to the various problems plaguing the road transport sector in the country so as to improve road safety and facilitate ease of transport."



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Railways Starts RO-RO Service To Carry Trucks, Unclog Delhi Roads

Recently, Indian Railways launched Roll-on Roll-off (RO-RO) service from Gurugram to carry loaded trucks on wagons to decongest roads in the national capital region, reported PTL. About 30 loaded trucks were transported on the flat wagons from Garhi Harsaru station in Gurugram for Muradnagar in Uttar Pradesh.

After launching the service, Railway Minister Suresh Prabhu said, "The RO-RO is a boon for Delhi as it would have a direct impact on its air ambient quality and the capital would breathe clean air." The RO-RO service aims to reduce carbon emission and congestion on the roads of the national capital region (NCR) as about 66,000 diesel-guzzling trucks pass through Delhi and its adjoining areas in daily.

According to Indian Railways, there are about 20,000



"The RO-RO is a boon for Delhi as it would have a direct impact on its air ambient quality and the capital would breathe clean air"

trucks which are not meant for the NCR, but enter the region to travel further. There are eight entry/exit routes in the NCR which will be utilised for the RO-RO service to take trucks off the road.

As per the railway minister it is a win-win situation for truckers as well as for railways as goods will be transported in safe and faster way, saving cost on diesel and man-days besides reducing the pollution level.

Besides the Ro-RO service, the railways' business plan envisages commissioning 100 new freight terminals, introduction of double stack dwarf containers and firming up long term agreements with freight customers.





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9897709138
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Odisha Government To Set Up Modern Truck Terminal At Paradeep



The Odisha government has proposed to set up a modern truck terminal at Paradeep, reported PTI. The truck terminal will have the facilities like weigh bridge, fuel stations, cold storages, godowns, workshop, rest areas, police stations, RTO office, health care facilities, check posts, post offices, banks, administrative block, drinking water, electricity, toilets, shops and lodging facility.

"The cost of the project has preliminarily been estimated around Rs 55 crore. It has been proposed to develop the

project in collaboration with Paradeep Port Trust," said the chief secretary.

The project will also provide additional health and other utility services to the drivers and transporters. While chairing a high-level meeting, the chief secretary directed the transport department to prepare a detail project report along with the work plan for approval.

Sources said the proposed project would be developed over an area of 38 acres for which land has already been identified near Bhutmundei. The objectives of the proposal included curtailing of congestion on roads, smooth passage of the vehicles and load bearing trucks in and out of the port, and controlling of pollution level of the road sides and canals, an official release said.

Presently, around 1,200 trucks ply every day to Paradeep port. The terminal will have facility for around 1,500 trucks. Other companies operating in Paradeep can also use of this terminal facility for their trucks and transporters.



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Industrial Output For January Up 2.7 Per Cent

The Index of Industrial Production (IIP) for the month of January 2017 stands at 191.3, which is 2.7 percent higher as compared to the level in the month of January 2016, reported ETAuto. The cumulative growth for the period April-January 2016-17 over the corresponding period of the previous year stands at 0.6 per cent.

The Indices of Industrial Production for the Mining,

**the month of January 2017
stands at 191.3, which is
2.7 percent higher as compared
to the level in
the month of January 2016**

Manufacturing and Electricity sectors for the month of January 2017 stand at 146.1, 199.2 and 195.6, respectively, with the corresponding growth rates of 5.3 per cent, 2.3 per cent and 3.9 per cent as compared to January 2016.

The growth rates in January 2017 over January 2016 are 5.3 per cent in basic goods, 10.7 per cent in capital goods and minus 2.3 per cent in intermediate goods, as per use-based classification.

Also, three-wheelers, including passenger and goods carrier, have shown de-growth of 24.3 per cent.



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Can Daimler's New Sub-9 Tonne Vehicles Become Golden Trucks Of 2017?



When looking for the Golden Truck, many are hunting for a business solution than just a vehicle. And, dependability is high on their list because many are hauling perishable goods and they can't afford breakdowns. From annual mileage to the type of load and operating environment, truckers often consider how easy it is to drive and comfortable to operate. Also, buyers can choose from a wide range of bodies that can be mounted differently depending on the truck's wheelbase and local weight regulations.

Keeping in mind the needs of Indian truckers, Daimler India Commercial Vehicle (DICV), a subsidiary of Stuttgart-based Daimler, has planned the introduction of a new sub-9 tonne vehicles set to be rolled out during the first half of the current year.

"Our Indian operations at DICV are a cornerstone of our success at Daimler Trucks Asia. With the launch of a third product line for exports in 2017, at DICV we will enter the next stage in the strategic collaboration of DICV and MFTBC," PTI quoted the Mitsubishi Fuso Truck and Bus Corporation and Head of Daimler Trucks Asia.

DICV will start production of the "third truck product family" in 2017 at the Oragadam facility. The executive said, "The new sub-9tonne vehicles will initially be designated only for exports as FUSO brand and the first customer variants will be rolled out in first half of the year."

While referring 2016 as a mixed bag for domestic commercial vehicle industry by and large, the MD and CEO of Daimler India Commercial Vehicle said, "We

have kept our focus on profitable growth in 2016. Thanks to our successful exports, we have been able to more than compensate current challenges in domestic market," adding, "With new products in pipeline, we are geared up for further growth in 2017."

Notably, the company, in 2016, sold 13,081 BharatBenz trucks while it was 13,997 units in 2015 due to a challenging market, which turned negative in the second half of 2016. However, Daimler said it handed over its 40,000th BharatBenz truck from the facility. Also, the company expanded its sales and service outlet to 130 across the country.

On exports front, the company said that the sales of DICV vehicles shipped to nearly 30 overseas market 'doubled', while exports of parts from domestic market crossed at "35 million parts".

DICV which invested more than Rs. 5,000 crore at the Chennai facility spread across 400 acre of land at neighbouring Oragadam, also rolled out 50,000th vehicle in August 2016.

Further, the CEO said, "We are planning to advance with our BharatBenz brand based on strong products, technologies. A key growth driver for us will be the new generation of our BharatBenz heavy-duty trucks which we are going to launch in coming months," adding, "In 2017, BharatBenz is going to complete the upgrade of its entire truck portfolio with the launch of its new generation heavy duty trucks in the segment between 16 and 49 tonne GVW."

Carriage By Road Cost Index (CRI) - MARCH 2017

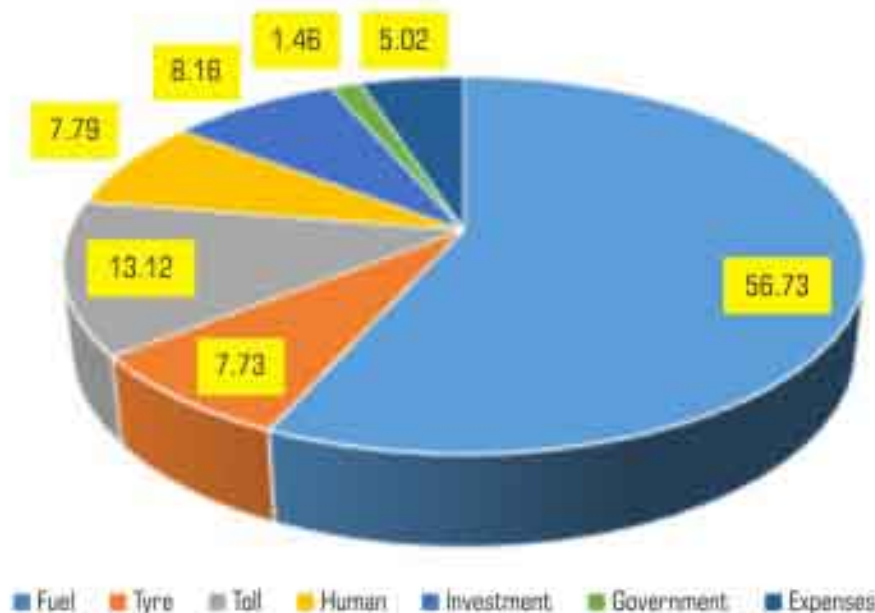
CRI-MARCH 2017 - 118.03

Data Updated upto FEB 28, 2017

Average Diesel Price as on FEB 28, 2017 - **Rs. 62.03** per litre.

Cost Distribution Pie February 2017

CRI PIE Chart FEB 2017 Percentage



■ Fuel ■ Tyre ■ Toll ■ Human ■ Investment ■ Government ■ Expenses

Changes: Matrix - February 2017

Diesel	0.07%
Change in Index	0.74

Note: Percentage in pie chart rounded off to nearest number. Warning: This index is a work of an individual research body IRTDA, agreeing with its finding is not mandatory for people. Research team is open to logical suggestions.

For any query in this regards contact- Mahendra Arya (9821021323) mahendrsarya@gmail.com

AITWA members met and discussed transporters issues with special focus on Uttar Pradesh



In Uttar Pradesh, throughout the state highways, trucks carrying goods are often been stopped in the name of checking and then detained by the Mobile squad. This has been the biggest of problems that trucks face while plying through the state. When transporters are exactly following what the procedures laid down in the VAT Act - downloading and carrying the TDF forms then why the trucks are unnecessarily checked and detained? Why the truck drivers or for that matter the truck owners go through harassment and mental torture? Corruption and anomalous payment in name of checking of goods seems the ploy. To discuss this crucial issue and frame the structure of the letter, AITWA members met in its Jhandedwala office.

The members came to a conclusion that this kind of illegal activities are happening very frequently which is denting the margins and adding cost to the transporters. Members also thought that this is not in good spirit for the inter-state trades. The members, in the letter, suggested that authorities should avoid any transit checks in transit and instead make provisions for such checks (if at all required) at the Entry and Exist points of the State. If the department

set's up Checking centers at the entry and exist centers of the State borders, then the unnecessary check in route can be avoided and the Government can ensure that the goods meant for Out to Out movement through the State can be done smoothly and no tax evasion on pretext of TDF is not done.

The letter also mentioned about Mohan Nagar, Vijay Nagar and Loni of Ghaziabad, Uttar Pradesh, which collectively are known as Transport Nagar or Transshipment area. It's penned that the area offers space for transport godowns, brokers and truck owners, Cyber Cafes & Agents who facilitate the preparation of transit forms/ TDF and truck parking, has been used as transshipment. However, the department's latest procedural changes are preventing the transporters in using this area as transshipment and this is adversely affecting the trade. The letter further highlighted the fact that transporters offer employment to the people of these localities and about 90% of the drivers employed in transport sector are from Uttar Pradesh only. If such transshipment area perishes due to such regime, then there would be lot of unrest in the area, as it would affect the daily livelihood of many.

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पैट्रोल-डीजल की कीमतों में राहत

लगातार तीन पखवाड़े पैट्रोल-डीजल की कीमतों की समीक्षा नहीं होने के बाद 15 मार्च को यह समीक्षा हुई। बता दें कि पांच राज्यों में विधानसभा चुनावों को समीक्षा न होनेकी एक वजह बताया जा रहा है। समीक्षा से पहले ऐसे अनुमान लगाए जा रहे थे कि इस बार आम लोगों को पेट्रोल और डीजल की बढ़ती कीमतों से राहत मिल सकती है। जानकारी के अनुसार 15 मार्च को कीमतों की समीक्षा होने के उपरांत, पैट्रोल-डीजल की कीमतों में

दो से ढाई रुपए प्रति लीटर तक की राहत मिल सकती है। बता दें कि पैट्रोल-डीजल के कीमतों की पिछली समीक्षा 15 जनवरी को की गई थी जिसमें तेल विपणन कंपनियों ने मूल्य वर्द्धित कर (वैट) छोड़कर 16 जनवरी से पैट्रोलकी कीमतें 42 पैसे तथा डीजल के दाम 1.03 रुपए बढ़ाए थे। वैट समेत राष्ट्रीय राजधानी दिल्ली में पैट्रोल की कीमत 54 पैसे तथा डीजल की 1.20 रुपए प्रति लीटर बढ़ी थी।

पैट्रोल तथा डीजल की कीमतों की समीक्षा हर पखवाड़े की जाती है और तेल विपणन कंपनियों ने पिछले साल जून, अक्टूबर और दिसंबर में पैट्रोल तथा डीजल की कीमतों में 5 पैसे, 6 पैसे, 12 पैसे और 13 पैसे जैसे मामूली बदलाव भी किए थे लेकिन 15 जनवरी के बाद अब तक कीमतों में कोई बदलाव नहीं किया गया है तथा विशेषज्ञों का कहना है कि ऐसा विधानसभा चुनावों के मद्देनजर किया गया। पिछली समीक्षा के समय अंतर्राष्ट्रीय बाजार में कच्चे तेल की कीमत 55 डॉलर प्रति बैरल से ज्यादा थी जो हाल ही में अंतर्राष्ट्रीय स्तर पर आई बड़ी गिरावट के बाद अब घटकर 52 डॉलर प्रति बैरल से कुछ ज्यादा रह गई है।



**भारत सरकार
सड़क परिवहन और राजमार्ग मंत्रालय
राज्य सभा**

अंतराक्षित प्रश्न सं. 2013

सोमवार, 20 मार्च, 2017/29 फाल्गुन, 1938 (शक)

खराब दृश्यता के कारण होने वाली दुर्घटनाएं

2013- श्री टी. एतिनावेल:

क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या यह सच है कि देश के कई भागों में खराब दृश्यता अधिकांश सड़क दुर्घटनाओं के लिए चिंता का मुख्य कारण है;
- (ख) यदि हां, तो कोहरे के मौसम के दौरान सड़क दुर्घटनाओं में कितने प्रतिशत वृद्धि हुई है।
- (ग) क्या सरकार खराब दृश्यता के कारण होने वाली दुर्घटनाओं को रोकने के लिए कोई उपाय करने पर विचार कर रही है। और
- (घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

उत्तर

**सड़क परिवहन और राजमार्ग मंत्रालय में राज्य मंत्री
(श्री मनसुख एल. मांडविया)**

(क) एवं (ख): जी, नहीं। सड़क दुर्घटनाएं अनेक समिश्रित जटिल कारणों की वजह से घटित होती हैं। इनमें ड्राइवर की चूक, वाहनों में यांत्रिकीय दोष, पैदल-यात्रियों की चूक, खराब सड़क, खराब मौसम, वाहनीय प्रदूषण में वृद्धि, आबादी में वृद्धि, विभिन्न श्रेणी का यातायात आदि शामिल हैं। सड़क दुर्घटनाओं के लिए किसी एक कारण का बता पाना संभव नहीं होगा।

(ग) एवं (घ): केंद्रीय मोटर यान नियम के नियम 105 में प्रावधान है कि प्रत्येक मोटर यान जब वह सार्वजनिक स्थान पर हो, जब वह सूर्यास्त से आधा घन्टा बाद और सूर्यास्त से आधा घन्टा पहले की समयावधि के दौरान और किसी भी समय जब इतना पर्याप्त प्रकाश न हो कि व्यक्तियों और सड़क पर यानों को एक सौ पचपन मीटर आगे से स्पष्ट पहचाना जा सके, तो उसमें दो या चार हेड लैम्प्स जलते हुए और अच्छी दशा में रखे जाएंगे। केंद्रीय मोटर यान नियम के प्रावधानों के प्रवर्तन का दायित्व राज्य सरकार का है। सरकार ने दिनांक 22 फरवरी, 2016 को सा.का.नि. सं. 188 (अ) भी जारी किया है जिसमें यह अनिवार्य बनाया गया है कि 1 अप्रैल, 2017 को और उसके बाद विनिर्मित किए जाने वाले प्रत्येक दो-पहिए वाहन के इंजन के चलने पर उसके हेड लैम्प्स स्वतः जल जाएंगे ताकि दो-पहिए वाहनों की सहजदृश्यता की स्थिति में सुधार लाया जा सके।



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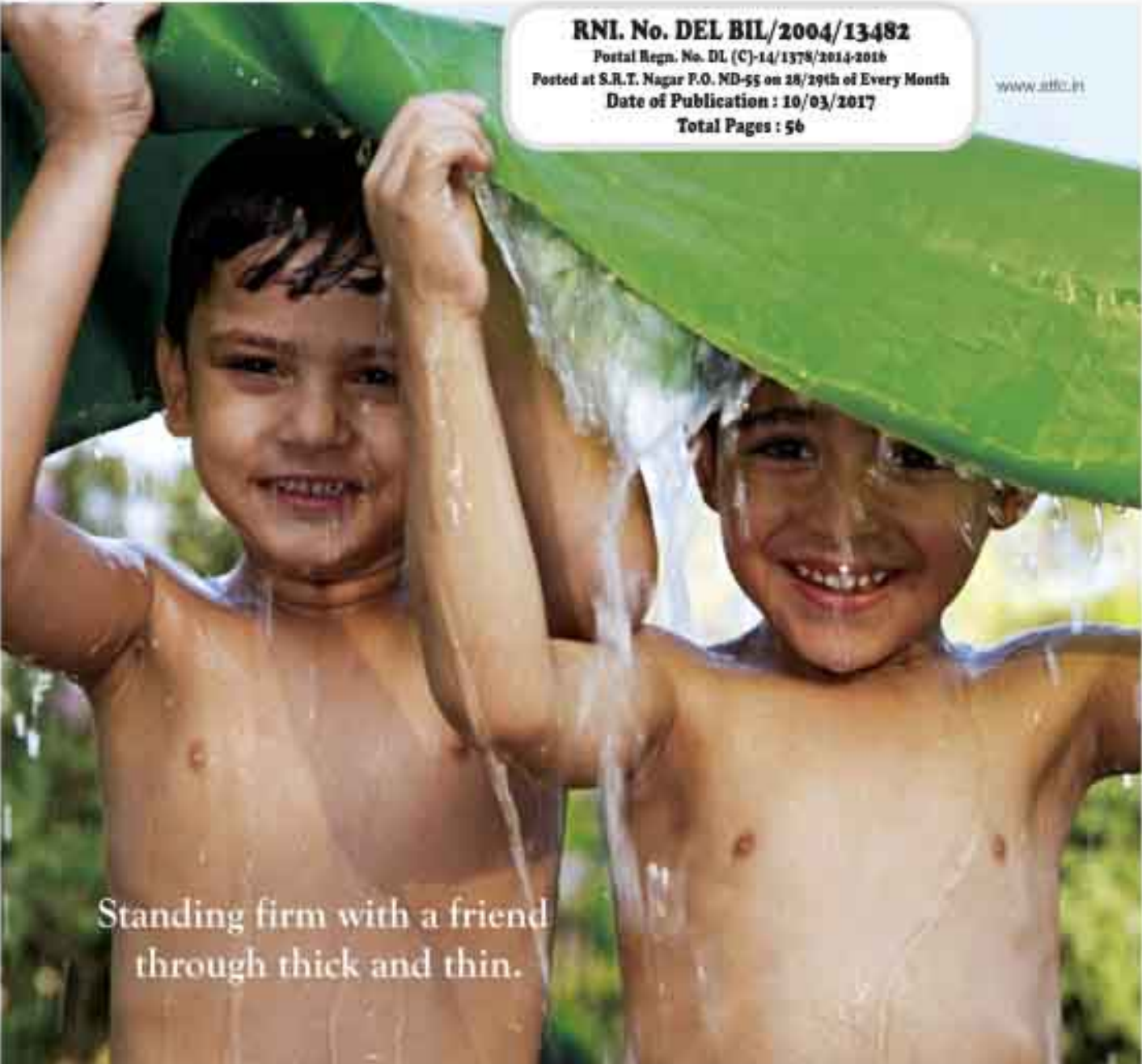
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