

Monthly Magazine of All India Transporters Welfare Association

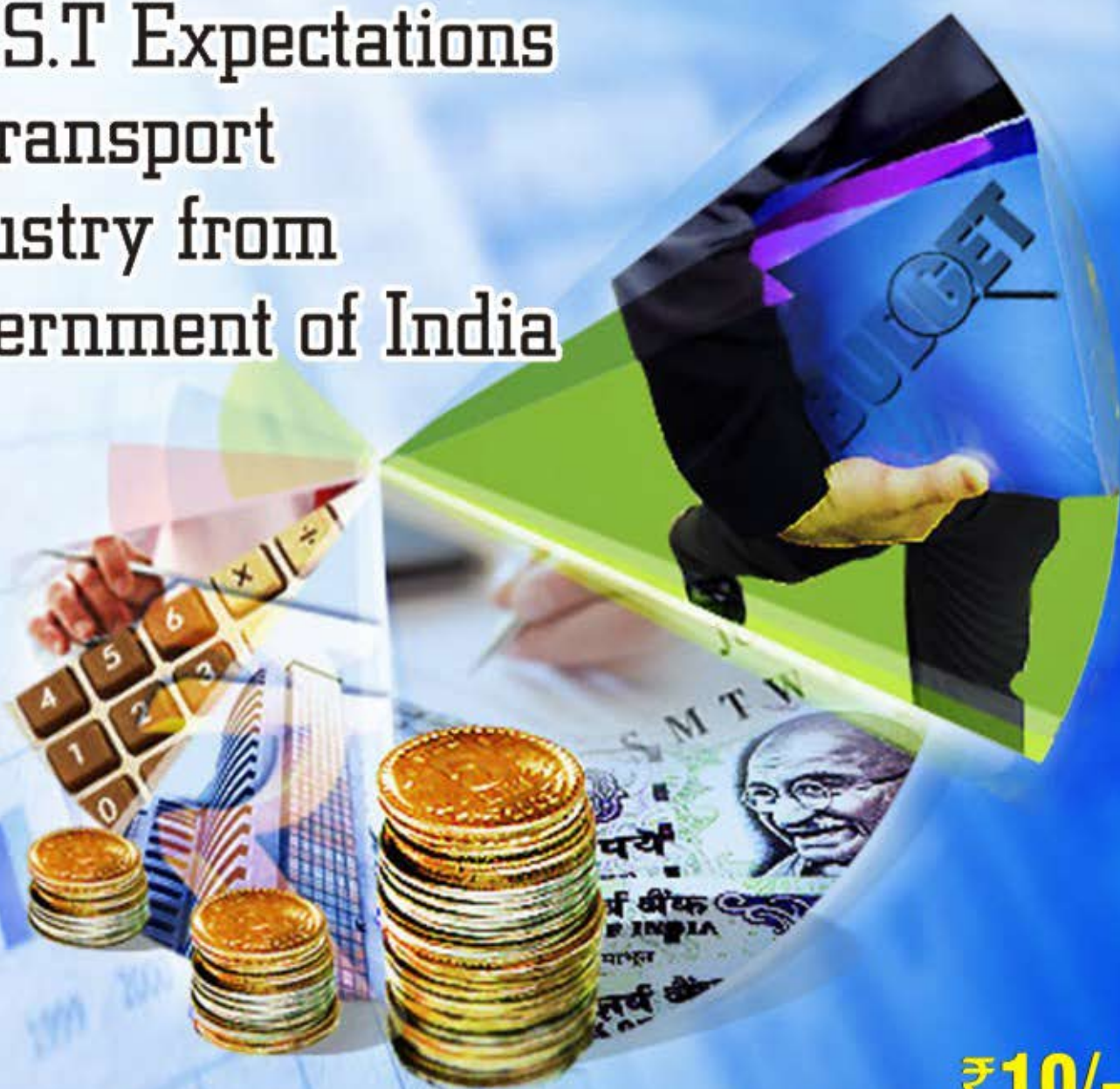
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contents

06

Editorial

- Budget 2016 Called For 'Cashless Economy'; What Will Drive Economy in 2017?

08

Opinion

- What Will Budget 2017-18 Have in Store Under Uncertain GST Environment?
- How Early Budget Can Affect GST Implementation And UP Elections?

12

Cover Story

- Let's Check Out What India Inc. Expects From Budget 2017-18 When GST Gets A Final Release

18

New Avenues

- Global Transport Sector Sets Eyes On India

20

Technology

22

Issues

24

Safer Roads

30

Ministry

38

Industry

- Thane Traffic Police Stick Over 1,000 Reflectors To Aid Trucks
- Truck Rentals Recover 18-20 Per Cent In December
- Volvo, Indian Institute Of Science Collaborates For Smooth, Clean Transport
- Ford Adding Diesel Engine To F-150
- ICRA: Indian CV Industry Likely To Register Volume Growth Of 5-6 Per Cent

45

Golden Truck



47

Freight Index

48

Award for Member

50

CSR

51

Hindi Article

52

Recent Activity

53

Parliament Session

54

Newspaper Cuttings

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MEMBER OF :



Budget 2016

Called For 'Cashless Economy';

What Will Drive Economy in 2017?

Ramesh Kumar Gulati - National Secretary , AITWA

Budget 2016 had well spelt that crafting a cashless economy and driving the use of digital cash will be the key for the Indian economy. And, the government's flagship Digital India mission also emphasized the need to empower Indian economy digitally. Further, the note ban announcement on



November 8 last year was the final step to build a digital profile of India.

Post demonetization, digital payments are gradually picking up in India and are also overtaking cash as the most preferred mode of payment. Paperless transactions through the internet, ATM, cards and mobile devices have recently surpassed paper-based ones establishing the fact that India is paving the digital way. To further promote the cashless economy, the Government of India needs to spell

out measures to incentivise card transactions in the economy.

Bridging the gap is the foremost thing if the government wants digital money to compete in a cash-heavy society. It calls for bringing about parity between the physical and digital pillars. Also, the usage of digital money needs to be endorsed by incentivising the cashless model. In a bid to boost cashless economy, levying a charge on all cash transactions made by any mode beyond a set limit by the regulatory authority will have a huge impact on the general inclination that consumers have towards cash. Moreover, the policies pertaining to the digital payments need to be unified at the macro level within the government as well as the financial services sector.

Despite the good demonetization will bring in long-term, it faced immense political opposition to the extent that the entire winter session of Parliament was a washout. Also, global banks and rating agencies have predicted a fall in India's growth despite the economy grew at 7.3 per cent in the September quarter of the current fiscal. Though, economy will take time to revive, things will depend on how soon remonetisation happens. Experts have estimated that the GDP numbers in the first half will hover around the 6 per cent mark, while in the second half they should be around 8 per cent.

Owing to the resistance by opposition in the winter session, the one nation, one tax policy could not gain



approval in either of the houses of Parliament. The goods and services tax (GST) law, which was earlier set for rollout on April 1, 2017, is now likely to take place either on June 1 or before September 16, 2017, as mandated in the Constitutional amendment approved by Parliament in 2016. Financial advisors are of the opinion that the GST law will surely be a game changer. According to them, India is still a bright spot. Though, the GDP numbers are down and the economy will take time to rebound, the GST law will be a significant contributor.

With huge potential to drive economy, the GST Council is unable to reach consensus over dual control. Amid the differences over who will control assessee's earning up to Rs.1.5 crore a year, the GST Council - headed by Finance Minister Arun Jaitley - managed to clear the draft Central GST Bill. The Finance Minister is hopeful to be able to get the states on board soon.

Financial advisors believe that the Budget 2017-18 might work as a sweetener after demonetisation. If we consider the recent remarks by our Finance Minister in conferences and meetings, people can look forward to a feel-good, pro-consumer and pro-industry budget.

Further, the Government of India is already hinting at rationalising taxes and lower tax slabs for both individuals

and corporates. In the Budget 2017-18 as well, the focus will continue to be on infrastructure and social sectors. In addition, the government plans to offer special packages for the manufacturing sector. The Union Budget is also expected to lay emphasis on skill development programs. Special schemes for women and children, job creation, and sops for farmers are expected to be other highlights of Budget 2017-18.

Post demonetization, it is crystal clear that the Modi government will do all it can to please and soothe the frayed nerves of the masses. Let's hope that we the people of India remain the focal point of the Union Budget above anything else when policy makers mull over the measures to be taken across FY 2017-18 to drive economy.

While the government is playing and will continue to play its part, All India Transporters' Welfare Association (AITWA) is not lagging behind to make them hear transporters' woes. Recently, we met NHAI Chairman who agreed on graded Matrix for resolution of Fastag issues on real time basis. Also, discussions were held on the creation of a video wall to capture CCTV footage from all 374 toll plazas. Moreover, he mentioned about levying weighment charges only on the vehicles that are found overloaded on national highways.

Pradeep Singal
National President, AITWA



What Will Budget 2017-18 Have in Store Under Uncertain GST Environment?

Dear Friends,

As the New Year has made its way, we too have begun our hunt for the newer possibilities. We again submit our wish list to the Government like abolition of TDS or rationalization of it, clearing ambiguity in service tax rules specifically clarifying of no tax on GTA to GTA or to subcontractor to GTA providing services, alternative to

toll, uniformity of diesel prices, lowering of state and central taxes on vehicles, less compliance, limiting the power of RTO on roads, national tax info centre and many others to name a few. Let us wait in hope and remain optimistic as we all are before the presentation of budget every year.

This year from e-toll tax collection to extensive road infrastructure development, and diesel vehicle ban to demonetization, transporters have come a long way. Also, August 2016 witnessed the passage of the Goods and Services Tax (GST) Bill in Rajya Sabha. The want, need and impact of GST can be easily judged from markets gaining 2 per cent in the monsoon session of Parliament last year in the hope that the government will be able to secure approvals for the implementation of the bill.

As this single indirect tax, which will subsume most of the central and state taxes such as Value Added Tax (VAT), excise duty, service tax,



central sales tax, additional customs duty and special additional duty of customs, gives hopes to the transport and logistics industry to get respite from the cascading tax system and corruption to some extent. How well it will be translated on the ground is to be seen in future.

GST once again seems to miss its new deadline of April 1, 2017, as well. Though, Revenue Secretary had said that the government is ahead of schedule for GST implementation. "Instead of 30 days kept for this (States' ratification), it is achieved in 23 days," he tweeted.

Headed by Union Finance Minister, the GST Council comprises state finance ministers. The states and the Centre are working overtime and talking to stakeholders to draft the Central GST, State GST and Integrated GST laws. The GST Council has met several times in the past few months; however, decisions on vexed issues such as sharing of administrative powers between the centre and the state governments, higher compensation and the definition of territory of coastal states, are still waiting to take shape.

With the GST law not getting approval in the winter session of the Parliament last year, once again it seems to be all doom and gloom for GST. While hinting at the delay, the Finance Minister recently clarified that GST being a transaction tax; the same can be implemented from any date and not only from the beginning of the financial year. Additionally, he stated that GST must be implemented by September 2017 owing to constitutional compulsion otherwise the right to levy the existing taxes will lapse.

It seems like the Government of India wants to convey that the possibilities are endless to bring back 'Achche Din' and to make India a better place to live in. For sure, the government will try to pave way for the GST law in the Budget 2017-18, which will be released on February 2017, a month ahead of its regular schedule. One can expect announcements related to bridging the gap between the current tax rates vis-à-vis the probable rate in GST so that the negative effect of inflation on the introduction of GST can be well managed.

With the budget session commencing from January 31, possibilities of the GST model laws to be placed for approval before both the Houses of Parliament are high. If the GST Council wants to achieve its April 1 deadline, it is high time that the council members mull over the issues and agree on the final GST law. The government is expected to release the much awaited road map for the implementation with clear timelines and activities



including readiness of GST Network (GSTN) soon. Also, India Inc. is eagerly waiting for the early release of the draft GST rules and procedure so that they can initiate changes in their IT system in order to welcome the new tax system.

Who will control the central registration in service tax where most of our members are registered and what will be the scheme of the things is still to be clarified. We have requested for single central registration for the GTA with incorporation of all its branches and also for submission of maximum single annual return. How the forms and compliance en route will be simplified and how the tax liability on goods will be shifted back to the purchaser/seller instead of carrier is to be understood. Will Reverse charge mechanism will continue and abatement will continue is still not clear. Neither the clarification on GTA to GTA or subcontractor to GTA services is available. The new GSTN system seems highly complicated and highly infrastructure oriented which can result in more problems. We only hope that these will be cleared well in time.

We hope that the Government keeps in mind the peculiar nature of mobility and unorganized sector of transport industry before finalizing the rules for it.

I sincerely hope that this budget bring some relief to all persons in their tax liability and less compliance and take care of the negative perception in economy due to demonetization.

Jain Hind.

Ashok Gupta
Hon. General Secretary, AITWA



How Early Budget Can Affect GST Implementation And UP Elections?

The bells of New Year have finally left behind 'demonetisation' and given us new hopes with the early announcement of Budget 2017-18 on February 1, 2017. This year, Indian Parliament will get back to business quite early as the budget session is to

begin a month in advance around the second week of January this year; ending the colonial-era tradition of presenting the union budget on the last working day of February. Though, 2016 ended on the note of 'go cashless', we expect to be 'cash rich' post the budget announcement.



Along with GST and Uttar Pradesh elections, demonetization will certainly feature prominently in budget announcements. The Modi-led government will try to pacify those turning negative post the decision to ban Rs. 500 and Rs. 1000 banknotes on November 8, 2016, with a rash of people-friendly announcements in the budget. The currency ban move has not only hit business in the second part of the third quarter (October-December), but holds the potential to affect business in the January-March quarter too. And, Budget 2017-18 seems to be the best platform for the incumbent government to win over their dissidents.

Also, the budget announcements are likely to impact the performance of Bhartiya Janta Party (BJP) in the upcoming Uttar Pradesh elections against the governing - Samajwadi Party, the resurgent - Bahujan Samaj Party, and Congress, which may or may not forge an alliance with the second. Though, the model code of conduct prevents any populist measures from being announced by both central and state governments as the elections approach, it is unlikely to apply to the Union Budget.

In the Budget 2017-18, the Government of India is likely to announce wide-ranging cuts in income tax, both personal and corporate, which should boost both consumer and business sentiments. As the rail budget gets integrated with the Union budget, the latter would come with a built-in emphasis on infrastructure. The government has realized the need to spend more on infrastructure in order to lure the private investments. Also, experts have forecast that the focus on solar and wind power, and highways and inland waterways would continue.

It is likely that 'digital' and 'cashless' would perhaps be the two most used words by Finance Minister Arun Jaitley, while announcing the Budget 2017-18. Though the two have already grabbed everyone since Prime Minister Modi announced the invalidation of old high-denomination currency notes, these will get a fair share of attention again when announcements related to more perks and incentives for cashless transactions will be made. Other government schemes, which seem to be close to PM Modi's heart, including 'Make in India', 'Skill India', and 'Start-up India' are likely to get a look-in too.

At present, India needs to devise the right kind of budget for itself, above all. Post demonetization, we need a budget that can spur growth and give a boost to our economy. A plan is required that can cut expenditure for 2017-18 in few segments, while maintaining the status



quo in the other few. The Budget 2017-18 by the Finance Minister is required to have a different and singular objective. The government cannot deny that demonetization, though hailed by many, has left people feeling low and tired. While it is promoting cashless transactions on one hand, it is encouraging the hoarding of cash and forcing people to defer expenditure on the other. Consumer, business, and investor sentiment are at all-time low as of now. And, the Budget 2017-18 needs to change all this.

Alongside waiting for the Union Budget, at present, Indians are waiting for the Goods and Services Tax (GST) law to get implemented. The GST Council is looking for a breakthrough on the contentious issue of dual control. The Centre and states failed to agree on sharing of administrative powers under the Goods and Services Tax (GST) regime. States like Kerala, West Bengal and Tamil Nadu have been pushing for administrative control over all taxpayers who have an annual revenue threshold of less than Rs. 1.5 crore and equal division between the Centre and states for businesses with an annual revenue above this level. So far, the Centre has been unwilling to yield to this demand since that will leave it with a smaller taxpayer base, and has instead favoured a division of assesseees in a fixed proportion.

The government is trying to put in lots of efforts to bid adieu to the existing, cascading tax system in India. Also, the GST Council is trying its best to finalize its fine-print latest by January, so that it can be taken up in the budget session for discussion. Else, the GST law might miss on meeting its deadline of April 1, 2017.

Let's Check Out What India Inc. Expects From **Budget 2017-18** When GST Gets A Final Release

The budget time of the year has started to ring bells quite early this year as it will be announced one month in advance on February 1, 2017 as opposed

as it will be merged with the General Union Budget.

In the run up to this budget, the Indian economy was



to the usual date of March 1. Not just unique, Budget 2017-18 is even historic in many ways. It will be for the first time that Railway Budget will not be a separate event

growing at a rapid pace registering the GDP growth of around 7.6 per cent. But, the brakes came on as a result of the unexpected demonetisation announcement, which

suddenly slowed down the pace of the economy. Though, the decision is commendable for combating black money, it has caused significant liquidity issues in the economy, which are impacting businesses, especially FMCG, automobiles and real estate sectors where the cash transactions were dominant.

Considering the rough run, the expectations for a 'feel-good' Union Budget 2017-18 are pretty high. Along with a series of populist policies, India expects the budget to boost growth by announcing some out of the box changes. The following are some of the key expectations from Budget 2017-18:

Direct Tax Reforms

Finance Minister Arun Jaitley, in December, gave clear indications of lowering tax rates that will widen the tax

extent, any upward revision of the minimum taxable income slab will be cheered by the salaried and self employed alike. Experts also say that people might witness a reduction in the tax rates.

Corporates might get to see a simplified dividend distribution tax which is triple taxation (corporate income tax, then dividend distribution tax and then tax on the dividends in the hands of recipients) as of now. Corporate expects tax rate not to be more than 25 per cent at this juncture from the headline rate of 30 per cent. Also, they feel that dividend distribution tax rate should be reduced from 15 per cent to 10 per cent and minimum alternate tax from current rate of 18.5 per cent to 15 per cent.

Indirect Taxes

Budget may also focus on bringing non-tax revenue generating measures such as disinvestment, diluting stake in public sector banks and insurance companies, unlocking assets possessed by sick Public Sector Units and further rationalization of subsidies.

Tax Saving Measures

There is a need to stimulate savings in the economy. Rs. 1.5 lakh threshold limit under the Section 80C benefit may be raised to Rs. 2 lakh to achieve the same.

Another populist announcement may be made for the elderly. The pension income for senior citizens can be made completely tax free. This will not only help the elderly but will also reduce operational work for income tax authorities

Introduction of GST

India has made an important economic decision to introduce a Goods and Services Tax (GST) and repeal a number of inefficient taxes. Since the GST bill got



base and increase the revenue collection. Hence, there is a strong expectation of lowering of income tax for individual tax payers as well rationalization of tax structure for the corporates. Widening the tax base would help increased tax revenue and more social and infrastructural spending.

For individual tax payers, the government is expected to increase the tax exemption slab from Rs. 2.5 lakh to Rs. 3 lakh. Though the increase might not occur to that an

approval in Rajya Sabha, it has been a major talking point and a bone of contention between the central and state governments over the last few months. With the winter session of Parliament being washed out as a result of demonetisation protests, this year's budget is expected by many to feature the introduction of a much watered down version of the GST. But, this will definitely be cheered by many businesses as it would make the task of estimating and filing their taxes much easier.

There are several implementation challenges in enforcing such a provision. The government will need to come up with detailed guidelines on the mechanism for computation of benefit and administration. India has a competitive, open and growing market. Both Indian businesses and consumers are well placed to enjoy the benefits of GST, without government price monitoring.

Let's hope the Central and state governments start focusing on making it easier for businesses to comply with the GST rather than imposing another compliance regime which adds nothing to the economy and detracts from the benefits of moving to a GST.

According to experts, the consensus at the GST Council meeting on jurisdiction over assesseees as well as fixing roll out date as July 1 gives industry the much-needed

clarity and additional time for preparing for the indirect tax reform. Centre agreed to allow states control over most of small tax payers. The development has been addressed as "very positive" by many, and people believe that it takes the GST journey forward. "What remains now are the rates for various goods and services which I am sure will be decided in March 2017".

Also, experts are of the view that the decision on deferment of GST to July is pragmatic. A well thought through implementation post meticulous discussion on the draft legislations is far more desirable than a premature rushed through roll out.

Measures To Boost Digital Transactions

To check black money generation after the demonetization announcement, the budget is also expected to promote cashless transactions. Discounts when using cards, waiver of merchant discount rates when using debit cards at POS terminal, among others, have already been implemented though for a limited time. Additional benefits to those opting for cashless transactions through credit cards, debit cards and mobile wallets are expected to be part of the Union Budget 2017-18. The government might also announce benefits for using payment bank services that mainly target the





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Affordable Housing

Budget 2016-17 made key announcements that promoted



low cost housing and offered cheaper home loans to individuals who opted for amounts of up to Rs. 35 lakh during the FY. People of India expect that these benefits might be extended for the 2017-18 period as well. Moreover, there might be additional tax breaks for those involved in the construction of such affordable housing.

Agriculture

The media reports are doing rounds from quite some time now that the Rabi season yield is expected to be lower than usual due to lesser availability of new currency notes. If the reports that large areas of agricultural land have remained unsown are true, food inflation is definitely going to cause a major problem in the coming months. Add to this the fickleness of the monsoon season and the government may be looking at the possibility of a food crisis in the coming months. To avoid this translating into



food inflation, the Government of India may take steps like additional benefits for farmers as well as greater access to cashless transaction modes so that they can purchase seeds, fertilizers and other agricultural essentials with greater ease. The central plan outlay for agriculture should increase to 7 per cent of the total planned outlay, to give agriculture a shot in the arm.

Railways

Due to incorporating Rail Budget with the Union Budget, populist measures may be expected which focus on development of infrastructure. The recent train accidents are expected to give further impetus to government spending on railways modernization. Like every year, one can expect a few new trains that would be launched. Though, no light of reducing A/C fares this budget are seen, there might be a downward revision of passenger fares for non-A/C classes to boost positive sentiment among voters in the lower economic



strata. Moreover, sector specific announcement to promote foreign investment as well as to improve India's ranking on Ease of Doing Business are expected big time.

Further Boost To Existing Government Plans

To further attract investors, the budget is expected to include government plans to boost start ups and businesses like Skill India, Make in India, Start-Up India, etc. through tax breaks and other goodies. These measures along with others would help start-ups raise seed capital cheaply. This has specially become important considering the Sensex fall subsequent

to the demonetization announcement.

Increased Taxes On Tobacco, Alcohol, Luxury Goods And Imports

Tobacco products and alcohol have grown costlier in every budget as these have been a perennial source of revenues. It seems like, the government will not deviate from this tradition at all. Also, the price of imported goods such as high-end electronics, imported automobiles as well as gold is also expected to rise as the government attempts to increase indirect tax revenues subsequent to GST implementation.

Let's also hear what some players of the transport and logistics sector told The Indian Express on the upcoming Budget 2017-18:

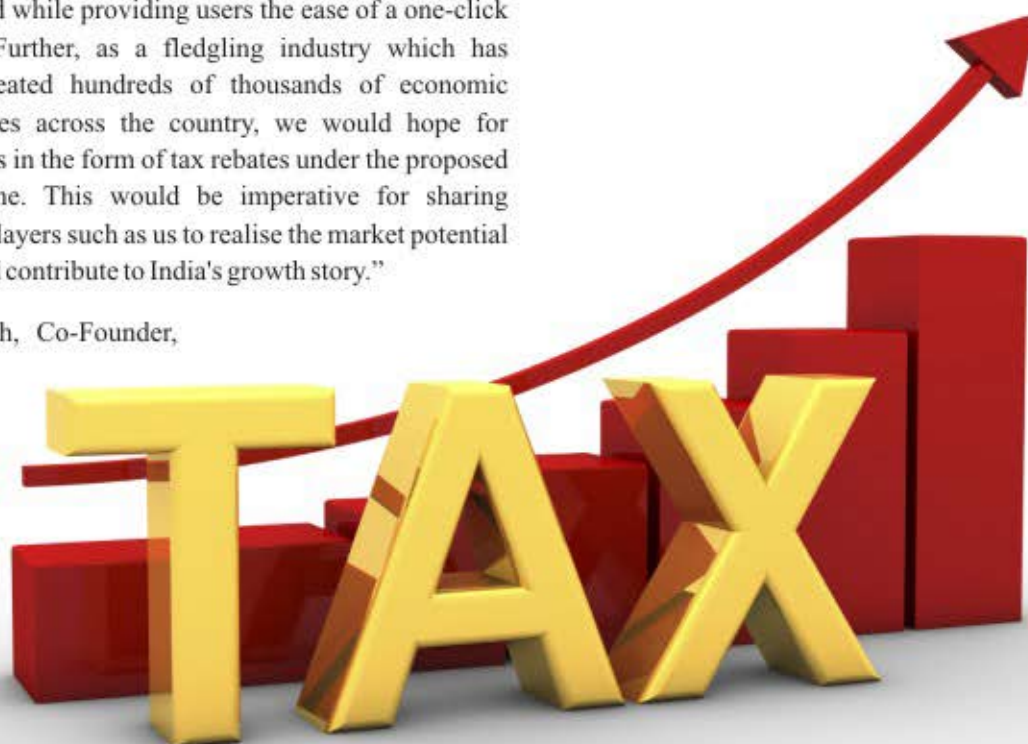
Shweta Rajpal Kohli, Head Public Policy, Uber India: "We hope that the government announces measures that can ease the friction experienced by users while executing digital transactions. While the efforts of the government on this front are laudable, we would like to see an enabling framework that allows innovative and seamless solutions to be operationalised for digital transactions. This would include permission to allow merchants and/or card networks to authenticate digital transactions in the background while providing users the ease of a one-click payment. Further, as a fledgling industry which has already created hundreds of thousands of economic opportunities across the country, we would hope for concessions in the form of tax rebates under the proposed GST regime. This would be imperative for sharing economy players such as us to realise the market potential in India and contribute to India's growth story."

Amit Singh, Co-Founder,

Shuttl: "The present Union government has taken some seminal initiatives towards creating a digital economy and promoting the start-up culture in the country through the Digital India and Start-Up India programmes. We look forward to improvements in regulatory framework particularly addressing of issues like ambiguity and multiplicity of regulations. This will help in realising the benefits of digital economy in urban mobility and turn our cities in truly world - class Smart Cities."

The Government of India would try to maintain fiscal prudence while providing for giveaways for stimulating the Indian consumer at large. Beyond its own push to build infrastructure assets, the budget is going to focus on to create a positive feeling for the future so as to boost investor confidence both domestic and international. Also, this will not only accelerate economic growth, but create much needed jobs.

Post demonetisation, the Union Budget has gained significant importance. As expectations are running high from the government considering the perceived gains of demonetisation, the Union Budget 2017-18 has a tough task ahead.





Global Transport Sector Sets Eyes On India

As one of the fastest growing economies with a substantial working age population, India needs to focus on developing its ability to transport passengers and freight around the world for further development in order to turn into an economic superpower. And, the Government of India has also realized the need for a strong transport sector to support economic growth.

Working in this direction, the Ministry of Shipping launched Sagarmala programme, which is focusing on port modernisation and connectivity and coastal community development. Also, projects are being considered to develop new inter-modal rail infrastructure, to boost India's competitiveness. The appetite for air travel is already booming here. It is estimated that Indian airlines will require \$240 billion of new aircraft in the next 20 years, encouraging many airlines to enter the Indian market.

Surprisingly, India's potential is being recognised by the global transport sector as well. As per Norton Rose Fulbright's annual survey, 'The Way Ahead', 14 per cent of respondents across the global aviation, rail, road and shipping industries named India as the country offering the best investment opportunities over the next two to five years; second only to China.

Business confidence combined with interest in India and Asia Pacific, the survey respondents indicated that the global transport sector is ripe for consolidation. Mergers and acquisitions are seen as the optimal investment

opportunity by 25 per cent of respondents, while 10 per cent are looking for joint ventures, alliances and pools.

Moreover, the transport sector in India is set to benefit from the adoption of new technology, which will help it address a number of issues that it has been grappling with, highlighted the respondents. Low carbon and fuel-efficient technology is expected to be the biggest catalyst for change in the medium term, given the impact of recent environmental regulation on the transport sector and the expectation that fuel costs will rise. India also needs predictive analytics, which enables operators to anticipate repairs and maintenance and better understand and forecast consumer behaviour. Autonomous technology finds enthusiastic supporters across the rail and road industries, but rather more sceptics in aviation and shipping.

As expected, majority of the respondents hinted that infrastructure remains a priority. After merger and acquisition, infrastructure improvements are reported to offer the best investment opportunity for the sector. The Indian government also dedicated a sum of Rs. 97000 crore for the infrastructure development in the budget last year; and the funding is expected to extend this year as well. Overall, investment in infrastructure is seen as the most helpful form of government support for the sector. The investment the government is already making, combined with increasing demand as a result of population growth and an economy that is growing at a good pace, will definitely attract foreign investors.

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Technology Trends That Ruled Transport And Logistics Sector In 2016

Innovation in technology is the new success mantra in this fast-paced life. Also, the innovations are dramatically changing how businesses are being done or how industries function in nearly every aspect. From increased affordability and efficiency of the transportation management system (TMS) to the application of Bluetooth technology for superior tracking of product movements, the shape of global transport and logistics sector too changed a lot in 2016. The year will be well remembered for technology becoming an integral, if not exclusive, part of the industry. And, the technology breakthroughs are further pushing the bounds on what we see as normal transport and logistics standards. Let's take a

stroll around the technology trends, which dominated the industry last year.

Transportation Management System

Transportation Management System (TMS) is a long-time logistics technology, which has become more prevalent, yet affordable last year.

Earlier, shippers were unable to take advantage of a TMS unless the shipper processed an extraordinarily high volume of shipments. But, the rise of software-as-a-service, or SaaS, applications has further leveled the playing field between large and small to medium-sized

shipping companies. Essentially, today's TMSs tend to focus more on cloud and web-based systems, which can be accessed by nearly any applicable party, while previous TMS systems were located on site and only capable of minimal communication.

Autonomous Vehicles And Drones

Services by Amazon got an instant boost when it announced that it was planning to eventually use drones to deliver products within an hour, if not minutes, of when the consumer places the order. Over the past few years, the use of drones has become increasingly common. The



president of Track Your Truck explained that Prime Air will [eventually] deliver products within 30 minutes of being ordered. Ultimately, this logistics technology is not yet ready for roll out on a massive scale. However, Intel set a world record for having the most drones flown in a single location at the same time.

The success of drones powers the notion in which autonomous truck delivery of products is perfectly acceptable. Autonomous vehicles, which are essentially unmanned vehicles, is what we heard a lot over the last year. In fact, autonomous vehicles are already being used by a logistics provider in Arizona.

This holds major implications for addressing the driver shortage and minimizing the potential damage from long-haul driver fatigue. Ultimately, third-party logistics providers (3PLs) and other shipping entities are looking towards the insurance industry for the successful roll out of this technology.

According to an industry expert, Google announced in 2011 plans to develop an autonomous, or self-driving car. In early 2015, Apple announced plans to ship its first, albeit far from ready today, self-driving car in 2019. As more companies become more involved in the idea and

benefits of a self-driving truck, the role of this technology will become increasingly linked to the logistics industry. It will also save money on fuel costs, which results in savings.

Use of Robots in Warehouses For Loading, Unloading, and Delivery

In today's world, Amazon, which purchased Kiva, uses these robots exclusively for internal production. However, this has not stopped other robotic inventors from working to create similar systems that do not impinge on the Kiva patent.

The GreyOrange Butler robotic systems take the leg work out of the picking process by bringing shelves to the pickers, and Fetch Robotics Freight has developed a mobile base and a mobile picking robot to make the physical workload of manually picking items and placing them in a given tote simpler and less strenuous. There are many other types of robotic systems in development, and more are being created to make the logistics industry run more efficiently.

2016 saw an increase in the use of robotic technology in more warehouses, when loading shipment and freight on tow trucks, and when unloading shipment at distribution centers.

Though each of these technologies helped to bridge the gap between large-scale and small 3PLs, none of them would be functional in today world without the Internet of Things (IoT). There lies huge potential in exploring and exploiting the Internet of Things for the transport and logistics services providers. The research and development things should also focus on Omni Channel solutions and how to become further interconnected through a non-internet-driven device.



Road Safety Week: Key Announcements By Road Transport Minister Nitin Gadkari



Posing a huge threat Indian economy, 16 people die every hour in road accidents which boil down to 1 death in every 4 minutes. As per latest data released by the National Crime Records Bureau (NCRB), some 53 cases of road accidents took place every hour during 2015, wherein 17 persons were killed. This shows the harsh reality of road accidents in India. And, there's a dire need to stop this carnage on roads. In order to spread awareness about road safety measures and to initiate responsible driving among people, the Ministry of Road Transport and Highways celebrates Road Safety Week every year in January.

The 7-day-long 28th Road Safety Week initiated on January 9 with the objective of highlighting the issues with road safety in India to make India's roads safer.

Following are the highlights of this year's Road Safety Week:

1. Rs. 2 Lakhs each to be given to NGOs working for Road Safety

Minister of Road Transport, Highways and Shipping Nitin Gadkari announced a grant of Rs 2 Lakh to the NGOs

working for the road safety cause and make people more aware about the initiative. The minister said that the participation of the general public is most essential for making roads safe. He made this announcement at a meeting convened for the NGOs working in the sector of road safety, in which some 170 NGOs from all over the country participated.



2. Identifying Black Spots On National Highways

Nitin Gadkari asked the state governments to identify accident spots on state highways and send proposals to the road ministry for rectification. The government had earlier said that it will spend an amount of Rs. 11,000 crore over the course of 5 years to fix black spots across the country. Till now some 800 black spots have already been identified across the country. And the ministry has already released Rs. 500 crore to rectify them.

At the Annual Road Safety Week meeting, the minister was quoted as saying by NDTV, "10 per cent of Central Road Fund (CRF) has been kept aside for road safety work



can be used for identification of black spots."

3. Higher Penalties and Intelligent Traffic Systems

Earlier, NDTV had reported Gadkari saying, "30 per cent of the licenses in India are bogus. It is embarrassing for me to state this as a minister."

Also, the minister also talked about shedding lax attitude and adopting a tougher one in order to ensure that rules are followed. Moreover, he stressed upon the fact that increasing penalties can have a positive impact. He said, "Without high penalties it is tough to get people to take road safety norms seriously."

In addition, the minister stated the ministry is pushing for intelligent traffic systems which will enable them to immediately track, real-time, when there is a traffic violation. Going further, he mentioned that upgrading



systems with the latest technology is something which is top on his ministries' agenda.

4. e-Challan and m-Parivaha Mobile Apps

The minister launched two new mobile apps which will provide a comprehensive digital solution for the enforcement of traffic rules. The e-Challan app will provide improved transparency and enhance traffic management by connecting all stakeholders through a common system and ensuring data integrity. Also, the app will provide ease of operations, efficient monitoring through digitisation of records.

While the second app, m-parivahan, is a citizen-centric app that will facilitate access to various transport-related services like providing virtual driving license and registration certificate. Further, it helps users to get all



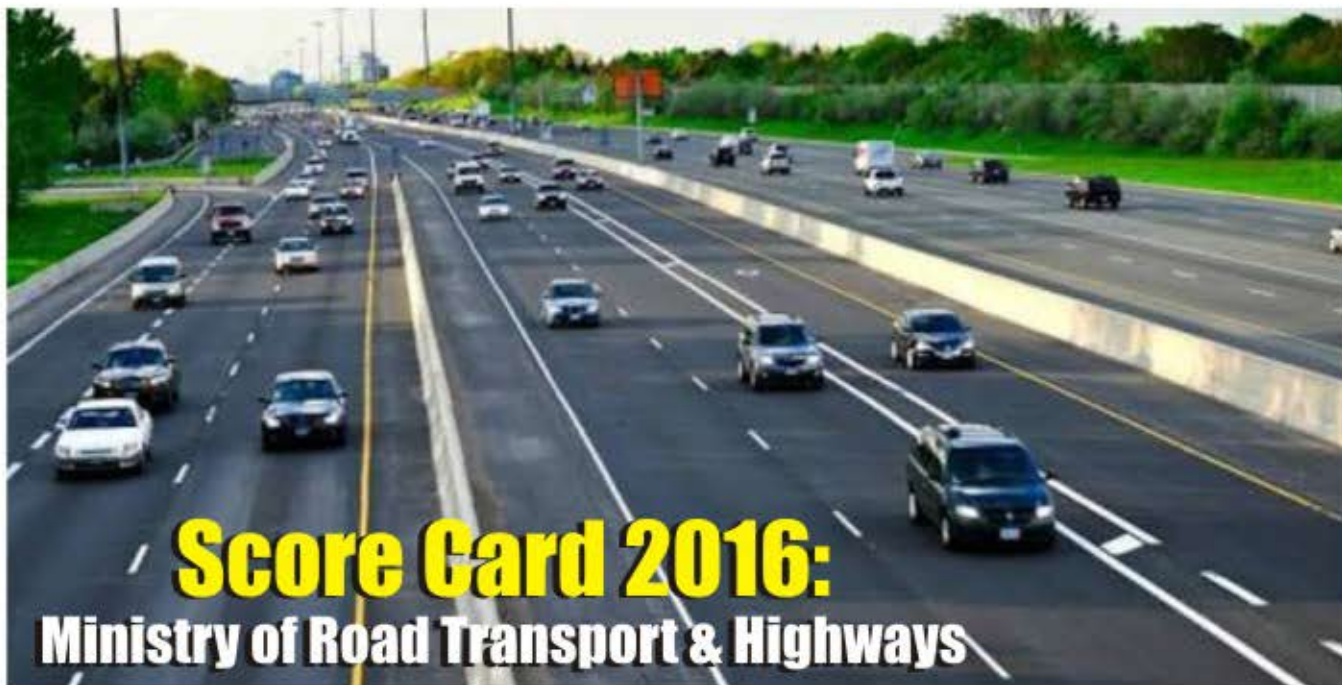
details about the owner of the vehicle just by entering vehicle number, so it is easier to track offenders in case of road mishaps. Moreover, the app will enable people to report accidents by clicking pictures and informing traffic authorities.

5. Approval for the Motor Vehicles (Amendment) Bill

In August 2016, the Motor Vehicles (Amendment) Bill was approved by the cabinet upon the introduction in Lok Sabha by the Minister of Road Transport and Highways, Nitin Gadkari. But since then it has been pending for review with the Parliamentary Standing Committee on Transport, Tourism, and Culture.

Over the bill status, Gadkari was quoted as saying by NDTV, "If all goes well at a meeting on January 27 then I need to take (the proposal) to the Cabinet and then to Parliament."

Apart from strict norms, the amendment bill focuses on the safety of the road users, road accident victims, stricter driving licensing norms and penalties for law violators.



Score Card 2016: Ministry of Road Transport & Highways

'Without a goal, you can't score,' this seems to be the mantra of Minister for Road Transport and Highways Nitin Gadkari as he sets ambitious goals to drive growth. And, as we bid adieu to 2016, it's time to recall what good was done for health by the Ministry of Road Transport and Highways.

A. ROAD SAFETY

► A National Road Safety Policy had been approved earlier, outlining various policy measures like promoting awareness, establishing road safety information data base, encouraging safer road infrastructure, enforcement of safety laws etc.

► Motor Vehicle (Amendment) Bill 2016 - MoRTH introduced the Motor Vehicle (Amendment) Bill 2016 in Parliament (Lok Sabha) on 9th August, 2016. The Bill addresses road safety issues by providing for stiffer penalties, permitting electronic enforcement, improving fitness certification and licensing regime, statutory provisions for protection of good Samaritans and recognition of IT enabled enforcement systems. The Bill has been referred to the Department-related Parliamentary Standing Committee on Transport, Tourism and Culture for examination and report.

► Top priority has been accorded to correction of black spots on National Highways and adopting regulatory measures for improving automobile safety. Ministry has requested the States to send proposals for correction of black spots and 10 per cent of the Central Road Fund

(CRF) have been permitted to be used for undertaking road safety measures. Road safety has been made an integral part of road designing, safety audits are being taken up for selected stretches of National Highways. As Short-term measures rumble strips, reflective stickers at junctions, fixing signboard/ cautionary board, providing signage and speed restrictions are being used. As long-term measures construction of vehicular under-pass, By-pass, flyover and 4-laning are being taken up.

► For the road safety purposes, Rs.600 crores were earmarked for the years 2016-17. This amount is to be spent on rectification of black spots, installation of crash barriers in hilly areas, carrying out road safety audits and other road safety works included in Annual plan 2016-17.

► The Ministry has stressed upon States/UTs to set up State Road Safety Councils, formulate an action plan for improving road safety, implement it in a concerted manner, fix a definite, time bound target for fatality reduction and identify and allocate adequate manpower, financial and other resources for implementing the strategy to achieve the targets set. The status of implementation by the states is as follows:

1. Twenty two States have notified a road safety policy. 2. State Road Safety Council (SRSC) has been constituted in all States and meetings are also being held by these councils. 3. 24 states have submitted Draft Action Plans for reducing accidents and fatalities based on the six pillars of road safety recommended by the United Nations.

4. 11 States have created Dedicated Road Safety Funds. 5. Most states have started Road Safety Audits of all roads as per the guidelines of Ministry. 6. Traffic calming measures are also being adopted. 7. Most of the States have identified black spots. 8. Most of the states have issued necessary directions to the concerned agencies to undertake construction of road beyond Rs.10 crores only after Design Audit is completed and its recommendations implemented. 9. Most States have started suspending Driving Licence for not less than 3 months under Section 19 of Motor Vehicle Act and Rule 21 of Central Motor Vehicles Rules for over speeding, red light jumping, use of mobile phones while driving and over loading. 10. Most of the states have started action for setting up computerized driving tracks to eliminate human intervention for issue of permanent driving licences.

» Highway Advisory System (HAS)

HAS was launched as a pilot project on Delhi-Jaipur highway. It is a free-to-air information distribution system that uses radio to make the travelling experience on National Highways safer, faster and hassle-free. HAS control centre collects data, processes and analyzes it, generates alerts and sends it to be broadcast by All India Radio.

» The Ministry has launched a media campaign to promote road safety. NGOs have been sensitised to work on Road Safety.

» Vehicular Safety Standards are being set for all classes of vehicles. Trucks are prohibited from carrying protruding rods; Anti-locking Brake System (ABS) made mandatory on Heavy Vehicles; Cars to have provision for fitment of at-least one child seat. Car Crash Standards to be made mandatory w.e.f. 1st April, 2018; ABS/CBS for Two Wheelers mandated w.e.f. 1st April, 2018; AHO (Automatic Headlight On) made mandatory for Two Wheelers to make them more conspicuous; Bus Body Code for safer and comfortable buses; Truck Body Code for safe cabins to drivers and other road users; Mandatory Fitment of Speed Governors on Transport Vehicles to avoid over speeding.

» Indian Bridge Management System (IBMS) launched - IBMS is being developed to create an inventory of all bridges in the country and rate their structural condition so that timely repair and rehabilitation work can be carried out based on the criticality of the structure.

» Model Institutes of Drivers Training and Research (IDTR) – The Ministry is implementing a scheme for

setting up of Model Institutes of Drivers Training and Research (IDTR) under which it provides a grant up to Rs. 17.00 crore for each centre, as also Rs. 05.00 crore grant for setting up smaller Regional Driving Training Centres (RDTC).

» Model Automated Centers for checking fitness of the vehicles. - Under this scheme, the Ministry is providing a grant of Rs. 14.40 crore for each center.

» Effective Trauma Care - NHAI provides ambulances at a distance of 50 km on its completed stretches of National Highways. Cranes and ambulances are provided to various State Governments under the National Highway Accident Relief Service Scheme for development on National Highways.

» This Ministry has notified National Ambulance Code for road ambulance Type L and M.

» Pilot Projects for Cashless Treatment of Road Accident Victims were done on Gurgaon-Jaipur, Vadodara – Mumbai stretch of NH 8 and Ranchi-Rargaon-Mahulia stretch of NH 33. Now it is proposed to implement this scheme along the Golden Quadrilateral, North South and East West Corridors (about 13500 km) at an estimated cost of about Rs. 250 Crore.

» Good Samaritans Guidelines - Guidelines have been issued by the Ministry to prevent the harassment of “Good Samaritans” who help road accident victims. The Supreme Court has accepted these guidelines and has asked states for implementation.

B. HIGHWAYS CONSTRUCTION

» Total length of Highways awarded upto November, 2016- 5688 km;

» Total length of Highways constructed upto November, 2016- 4021 km.

» Development of Roads in the North East - As of 18th Oct. 2016, NHIDCL is handling 134 National Highway and other Infrastructure Development projects covering an approx length of 8,007 km. to be executed at a cost of approximately Rs. 100,000 crore.

» Construction of Roads in Naxal Areas – A total of 4148 km of roads constructed so far.

» High Density Corridors. The Government has approved a plan for constructing 1000 km of Expressways along High Density Corridors like the Vadodara-Mumbai Corridor and Delhi-Meerut Corridor.

1. Delhi-Meerut (66km) - To be constructed in four packages, out of which two packages (i.e. Nizamuddin

Bridge to UP Border and Dasna to Hapur) have already been awarded. The third package, namely UP Border to Dasna is in advanced stage of award. For the fourth package i.e. New Alignment from Dasna to Meerut, bids have been invited. Approval of NGT has been obtained and about 90 per cent land is available. The total estimated project cost is about Rs. 6700 Crores. **2.** Eastern Peripheral Expressway – 135 Km Kundli-Palwal – to be completed by March, 2018. **3.** Western Peripheral - 135 Km Kundli-Manesar -Palwal. Manesar -Palwal section is ready; Kundli-Palwal to be done by August, 2018. **4.** Vadodara-Mumbai Corridor (400 km): - To be completed in three phases. **5.** Bangalore-Chennai (262 km) on NH-4 - The project is at Feasibility-cum- Preliminary Design Report Stage. **6.** Delhi-Jaipur (261 km) on NH-8. **7.** Delhi-Chandigarh (249 km) on NH-1 and NH-22. **8.** Kolkata-Dhanbad (277 km) on NH-2, and **9.** Delhi-Agra (200 km) on NH-2.

► New Initiatives

1. Bharatmala: This has been envisaged as an umbrella program that will subsume unfinished parts of NHDP and also focus on the new initiatives like development of Border and International connectivity roads, Coastal & port connectivity roads, National Corridors Efficiency improvements, Economic corridors development and others. **2.** SetuBharatam program for building bridges for safe and seamless travel on National Highways. The aim is to make National Highways free of railway level crossings by 2019 by building Railway Over Bridges/ Under Passes. 1500 old and worn down bridges to be improved by replacement/widening/strengthening. **3.** National Highways Interconnectivity Improvement Project -This is a project to ensure safe, fast and all weather movement of traffic on National Highways mostly located in backward regions. Development of 1120 kms of National Highways in the States of Karnataka, Odisha, Bihar, Rajasthan and West Bengal have been approved. **4.** Logistic Efficiency Enhancement Programme (LEEP) -aimed at enhancing the freight transportation in India through improving cost, time, tracking and transferability of consignments through infrastructure, procedural and Information Technology (IT) interventions. The parks are expected to serve four key functions: freight aggregation and distribution, multimodal freight movement, storage and warehousing, and value-added services such as custom clearances. The ministry has shortlisted 15 locations with the highest freight movement for the development of multimodal logistics parks worth Rs.32,853 crore.

► Highway Construction -Policies

The following are the major policy interventions undertaken this year:-

1. Recycling of operational highway assets using - the Toll - Operate -Transfer (TOT) Model - The Model has been developed by MoRTH and approved by the CCEA in August, 2016. As per the Model, the right of collection of Toll Fees for operational public funded NH projects is to be assigned for a pre-determined concession period (30 years) to concessionaires against upfront payment of a lump-sum amount. **2.** Hybrid Annuity Model (HAM)- As per the model, 40 per cent the Project Cost is to be provided by the Government as 'Construction Support' to the private developer during the construction period and the balance 60 per cent as annuity payments over the operations period along with interest on outstanding amount. **3.** Issues resolved for languishing projects - 73 NH projects with aggregate length of around 8,310 km were languishing after award around two and half years back. These projects involved estimated capital investment of around Rs 1,00,000 crores that remained blocked. As a result of MoRTH interventions, out of the 73 languishing projects as mentioned above, issues remain to be resolved for only 10 projects. **4.** Steps taken to streamline land acquisition - Land Acquisition (LA) has been expedited by bringing the awards and their disbursement in consonance with the principles of the RFCT LARR Act, 2013. Guidelines have been circulated to constitute LA Cells in the Ministry, its ROs, NHAI, NHIDCL and their PIUs. Also, instructions have been issued for appointment of additional CALAI Arbitrator to ease the load, and also for providing basic facilities to CALA/ TILRI/ Arbitrator, for smooth discharge of their duties.

C. GREEN INITIATIVES

► Vehicle Fleet Modernization Programme - The concept note on 'Vehicle Fleet Modernization Programme' to enable the replacement of old, heavy and medium commercial vehicles as they contribute the maximum of vehicular pollution was placed on Ministry's official website for information and comments from concerned Ministries and Departments and other stakeholders. The policy proposes that old vehicles would get following financial benefits: - The scrap value of the vehicle and incentives from Original Equipment Manufacturers (OEMs) and incentives from government. It has been decided to refer the issue for consideration by Committee of Secretaries.

► The Ministry has issued a notification mandating implementation of Bharat Standards-VI (BS-VI)

emission norms from 1st April 2020 for all vehicles. This is a significant step to combat vehicular pollution in the country.

» India ready for flex - fuel automobiles - India has put in place all required regulations for the use of Flex-fuel like ethanol mixed with petrol.

» Vehicle manufacturers will have to give details about the emission and noise levels of each vehicle they produce – From 1st of April 2017, manufacturers of all kinds of motor vehicles as also E-rickshaws and E-carts will have to give detailed declaration about the emission levels of the vehicle they have manufactured

» Bio- CNG and Bio- Diesel – Notification has been issued for norms for the use of Bio-CNG for testing and exhaust emission for vehicles running on Bio-CNG.

» Retro fitment of existing polluting vehicle into electric hybrid and electric vehicle permitted - Enabling regulations have been finalized and demonstration of technology completed successfully.

» National Green Highways Project - The initial plantation drive on 1,500 km of National Highways at a cost of about Rs 300 crore was launched as part of the Green Highways (Plantation, Transplantation, Beautification and Maintenance) Policy – 2015 on 1st of July, 2016. The Policy aims to develop eco-friendly National Highways with the participation of community, farmers, NGOs and private sector. The policy will help to improve aesthetics of the project corridors, reduce the impact of air pollution and reduce accidents by cutting down glare from approaching vehicles.

» 'Adopt a Green Highway' Program was launched in July, 2016. It seeks to engage corporates, Public Sector units, Government organizations and other institutions for developing green corridor along National Highways through plantation and allied activity on avenue, median and other available nearby land patches.

» 'Kisan Harit Rajmarg Yojana' is a pilot scheme to extend green belt beyond the existing 'Right of Way' of highways by engaging farmers and providing alternative livelihood option to the nearby communities.

» A National Green Highways Mission Mobile App has also been launched to enable the management to monitor all the projects with real time data from the fields. The technology will assist in identifying the bottlenecks quickly and ensure speedy and successful implementations of the projects.

D. E-INITIATIVES

» E-tolling - In order to remove traffic bottle neck at toll

plazas and ensure seamless movement of vehicles and hassle-free collection of toll, the Government has implemented a nationwide Electronic Toll Collection based on passive Radio Frequency Identification (RFID) conforming to EPC Gen-2, ISO 18000-6C standards. It provides for electronic collection of toll through FASTags.

» Driving License and Registration Certificates have been linked with the DigiLocker scheme as a part of the key initiative under Digital India. With this integration people will no longer need to carry around physical copies of their RCs and Driving Licences. They can instead access digital copies of the same on their mobile phones via the DigiLocker mobile app.

E. ROADSIDE AMENITIES

» The Ministry of Road Transport & Highways (MoRTH) has decided to develop Wayside Amenities along the National Highways. Such Wayside Amenities (WSA) shall be branded as 'Highway Haat'. The complexes will provide facilities for car and bus passengers and truckers to relax, revive and refresh, thus helping to reduce driver fatigue, resulting in making roads travel safe and comfortable.

» All the 370 Toll Plazas of NHAI would be covered with toilets, hoardings and litter bins under Swachhta action plan for MoRTH.

F. SKILL DEVELOPMENT

» The Ministry of Road Transport and Highways has issued guidelines for Skill Development of Drivers and Mechanical Staff in the Road Transport Sector and of Workmen in the Highways Construction Sector with a view of meeting the manpower requirements of the road transport and highways sector and simultaneously creating additional avenues of employment.

G. ROAD CONNECTIVITY PROJECTS WITH NEIGHBOURING COUNTRIES

After signing of Bangladesh, Bhutan, India and Nepal (BBIN) Motor Vehicle Agreement in June 2015 for facilitating seamless movement of passenger and cargo vehicles and increase trade in the sub-region, the following road projects in India have been identified to be posed for loan assistance by Asian Development Bank (ADB). India is funding construction of 69 Bridges on the Tamu-Kyigone-Kalewa Road (149.70 kms) Section and construction of 120.74 kms road between Kalewa and Yargi section of the India-Myanmar-Thailand (IMT) Trilateral Highway, in Myanmar to improve connectivity with South East Asia by road.

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Confident Of Achieving 40 Km/Day Target By Next Year

Road Transport & Highways and Shipping Minister Nitin Gadkari is very hopeful of his ministry contributing 2-3 per cent to the GDP of the country and creating 5 crore jobs by end of his 5-year term. The ministry will be a big contributor to the double-digit growth of the country, the minister told CNBC-TV18.

The road transport minister expects the Finance Minister to give high priority to infrastructure investments in the forthcoming Union Budget on February 1. "Budget is an economic vision for the whole country," he said.

While speaking to CNBC-TV18, the minister said that



there has been a lot of investor interest in road and infrastructure sectors. Foreign investors have a good opinion of the Indian economy, especially investment-friendly policies, he mentioned. Further, he shared that the Canadian Pension Fund has promised huge investments.

Also, Gadkari seemed confident of his ministry achieving the target of 40 km of road per day by the next year. By the end of December, last year they had reached 30 km per day, told Gadkari. He is also looking at 12 more express highways. He shared that the government will now also focus on the agriculture sector too.

Government To Propose Draft Vehicle Scrappage Policy Soon



Union Road Transport and Highways and Shipping Minister Nitin Gadkari announced that the Centre would soon come out with the proposed draft vehicle scrapping policy; aimed at dumping vehicles more than 15-year-old to combat pollution, and using recycled parts taken from dumped

automobiles, reported PTI.

"About 65 per cent of pollution is caused because of vehicles which are more than 15 years old", he told a pre-budget conclave organised by the Confederation of Indian Industry (CII) and The Hindu BusinessLine newspaper.

The minister said that the usage of recycled auto parts would help in reducing the pollution, adding that the Centre was also planning to set up 'automobile clusters' across the country including Chennai.

Gadkari said that the government under the leadership of Prime Minister Narendra

Modi has given highest priority to infrastructure development. Further, the minister stated that the time frame taken for relaying of roads per day would be expedited shortly. Currently, roads were being relaid at a pace of 18 km per day. It would be increased to 28-30 km per day, he said.



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Arunachal Pradesh To Get More Roads Worth Rs. 50,000 Crore



Road Transport and Highways Minister Nitin Gadkari promised more road projects worth Rs. 50,000 crore to Arunachal Pradesh, including a 1841-km frontier highway along the state's international boundary with China, and the 431-km east-west industrial corridor highway. Gadkari also said that there would be no dearth of funds for road infrastructure projects in the

northeastern state.

The Indian Express quoted Gadkari as saying, "All road projects in the state worth Rs 50,000 crore will be completed before the government at the Centre completes its first five-year term."

The minister was in the state to inaugurate a 20-km four-lane highway, constructed at a cost of Rs. 476 crore, that connects Itanagar and Holongi, and will cut down travel distance between Itanagar and Guwahati by about 60 km. He also inaugurated a 50-km two-lane highway under NH-713A that was constructed at a cost of Rs. 460 crore. The minister also announced that work on the 31.50-km four-lane highway from Itanagar to Banderdewa under NH-415 would start by March 2017 with Rs. 284 crore sanctioned for the first 12-km stretch from Itanagar to Naharlagun.

Also on the occasion, Chief Minister Pema Khandu said that his government would implement these projects with full transparency. "Though the state has abundant resources, it has not been able to convert these resources to revenue because of funds. With improved connectivity and good policies, the state will be able to generate revenue from its natural resources in the future," Khandu said.

Motor Vehicles Bill To Be Presented in Budget Session

The Government of India announced that it would try to present the Motor Vehicles (Amendment) Bill which proposes hefty penalties for violation of traffic norms in the upcoming Budget session, soon after it receives it from Parliament's Joint Select Committee.

"The Motor Vehicles (Amendment) Bill is with the Joint Select Committee of the Parliament. I am hopeful that after we receive it (Bill), we will soon try to present it in the coming session of the Parliament," Road Transport and Highways Minister Nitin Gadkari was reported as saying PTI.

Notably, the Motor Vehicles (Amendment) Bill 2016 proposes harsh penalties for violation of traffic norms,

including up to Rs. 10,000 fine for drunk driving and Rs. 2 lakh compensation for hit-and-run cases. The Bill also has provision of up to Rs. 10 lakh compensation in the case of road fatality.

It includes penalties in the range of Rs. 1,000-4,000 for over-speeding. Besides, driving without insurance will be punishable with Rs. 2,000 fine and/or 3-month imprisonment while driving a two-wheeler without helmet will attract Rs. 2,000 fine and 3-month suspension of licence.

The provisions also include that the guardian or owner will be deemed guilty in the case of road offence by juveniles and registration of the vehicle will be cancelled.

Minister: 30 Per Cent Of Driving Licenses In India Are Bogus

Road Transport and Highways announced that a third of the driving licences in India are fake and it was "embarrassing" for him to admit it as the concerned authority. "30 per cent of the licenses in India are bogus. It is embarrassing for me to state this as a minister," Gadkari was reported as saying by NDTV.

The minister further added, "We are pushing for intelligent traffic systems which will enable us to immediately track, real-time, when there is a traffic violation." Admitting the gaps in road safety measures, he stated, "We need to identify black spots. We need to improve road design. This is our responsibility."

Also, Gadkari hinted that the government may adopt a tough attitude to ensure that rules are followed. He said, "Increasing penalties is likely to have a positive impact, without which it is tough to get people to take road safety norms seriously."

While emphasising that the move will help end corruption, the minister said, "We need to modernise and computerise our systems with the latest technology. This is something we are trying our best to implement," adding, "People will automatically be informed about their violations and the fines to be paid, digitally, reducing interface with officials."

Plans For 1,300 Roadside Amenities Along Mumbai-Goa Highway

Union Minister Nitin Gadkari announced that the proposed four laning of highway connecting Goa and Mumbai will have around 1,300 roadside amenities including helipads and outlets selling local produce.

On the occasion of foundation laying ceremony of the four/six laning of National Highway 4A and National Highway 17 in Goa, PTI quoted the minister as saying, "While constructing the road with international standard, we have tried to ensure that it is accident-free. We have also decided to construct roadside amenities on this (Mumbai-Goa) highway." He added, "These amenities can be created considering the tourism potential. Hotels, restaurants and outlets selling local produce can be promoted as a part of these amenities. The local food can be made available along the road."

The minister also announced that there will also be a provision for helipads so that if there is any accident, the helicopter can be moved in swiftly.

Further, Gadkari said, "We have planned 1,300 roadside amenities along the entire (Mumbai-Goa) highway." He also said the highway connecting Goa to



Mumbai is one of the most important roads in the country. "This road is significant for the development of in Konkan and Goa area. But the only negative side of this highway is that it has highest number of accidents in the country killing several people," the minister added.

"To make this road accident free and to reduce the distance between Goa and Mumbai, we have decided to construct four lane concrete road," he said adding this work will be divided in four packages in Goa, while in eleven packages in Maharashtra.

Gadkari further said the Centre would be spending Rs. 5,000 crore on all the four packages in Goa. "In Maharashtra section, total Rs 12,000 crore would be spent on these packages. Mumbai-Goa highway will be constructed by spending Rs 17,000 crore," he added.

Telangana To Get Worth Rs. 8000 Crore Road Projects

Road Transport and Highways Minister Nitin Gadkari cleared Rs. 8000 crore worth pending and new projects for Telangana, reported Mumbai Mirror. These projects include Surya Pet - Khammam, Manheryal-Chandrapur, Sangareddy-Nanded, Jagityal-Karimnagar-Warangal and Kodad-Khammam stretches. The minister also asked the state government to speed up the land acquisition for these projects.

While addressing a special session at the ongoing four-day 77th annual session of the Indian Roads Congress (IRC), he called upon the engineers to think out of the box and look for innovative, aesthetic roads. "Why don't we induct a piece of aesthetics in the way we design roads. Mumbai-Goa DPR (detailed project report) will be a model to look out for," he said.

The minister called upon the engineers to utilise innovative technologies in road construction to reduce the costs and enhance the quality and durability of the roads. He said that ethics, economy ecology and environment are the key milestones in laying roads. He told the engineers to come out of the old and unscientific enlarged outlays in the DPRs.

Moreover, Gadkari asked IITs to come up with path breaking research in developing roads while protecting the environment in creating amenities centers to provide employment and marketing opportunities for the locals.



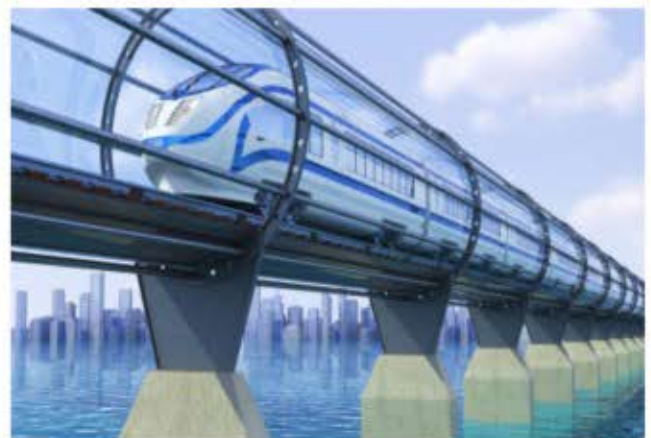
Road Transport and Highways Minister Nitin Gadkari said that the government has referred the proposal to set up a hyperloop transportation system in the country to Niti Aayog. "Hyperloop had made a presentation to me which we have forwarded to Niti Aayog. Now they will call for a trial run for the technology at some small stretch after which we'll be able to take a call on the matter," Gadkari was reported as saying by ET.

The minister shared that a committee under Niti Aayog member V.K. Sarawat is looking into the feasibility of having hyperloop transportation in the country where a pod-like vehicle is propelled through a near-vacuum tube connecting cities at speeds matching that of an aircraft.

During a recent meeting with Gadkari, US-based Hyperloop Transport Technology (HTT) had suggested such services to connect major Indian cities and had also sought land for a pilot project. The minister had shown interest in the project, given the leapfrog technology it offers.

The hyperloop concept is a brainchild of Tesla founder Elon Musk. HTT claimed it costs \$40 million per kilometre to build a hyperloop system while building a

Niti Aayog May Seek Trial Run of Hyperloop



high-speed train line would cost almost twice. The hyperloop system is being designed to transport passengers and freight.

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Toll Booths To Go Solar, Says Minister

Road Transport and Highways Minister Nitin Gadkari said that toll booths in the country would soon go solar, reported Mint. Besides, his ministry is planning to make half of the road toll collections digital by March this year. At present, there are over 350 toll booths in the country.

The minister shared that the government plans to make all toll booths in the country solar powered and operators will be informed to install solar cell panels on toll booths to meet their power needs. He added that at present only a handful of toll booths use solar energy.



Moreover, he said that around 20 per cent of toll booths in the country have gone digital and the target has been set for 50 per cent by March.

This is one of the moves that are among the key initiatives for the New Year by his ministry, which has allocated around Rs4.6 trillion for roads and shipping projects across the country during the current fiscal. Also, the minister said that both his ministries, including road transport and shipping, would cross an investment of Rs. 6 trillion in the coming year.

Char Dham Road To Be Made Within 2 Years

Road Transport and Highways Minister Nitin Gadkari announced that the 900-km Char Dham Road will be completed by the end of 2018 with the help of state-of-art technology and the 10-metre wide cemented road will have 25 large bridges, 15 flyovers and two tunnels, reported TNN.

Gadkari said, "The width of 900-km long all-weather Char Dham Road will be 10 meters and it will be made with help of new technology (cement mix), which is long lasting."

Also, the minister said that the tenders for the project have already been awarded. "The work has already been started and I am sure that my ministry and officials will complete the project within the deadline of 2018 end," he said.

While divulging details of the project, Gadkari said, "To tackle the road blockades due to the landslides, there will be 13 bypasses and two tunnels. There will also be 25 bridges, three flyovers, 18 roadside amenities hubs,



including restaurants and shops where local hand loom and craft items will be sold."

The project has plans of developing 154 places as bus bays and over a dozen medical facility centres. The forest clearances for the projects have already been secured, said Gadkari.

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Thane Traffic Police Stick Over 1,000 Reflectors To Aid Trucks

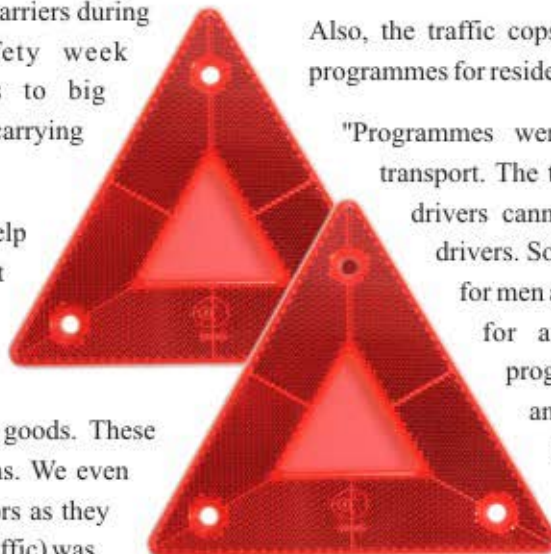
The traffic department in Thane stuck over 1,000 reflectors on goods carriers during the ongoing road safety week campaign. From small tempos to big containers, all vehicles that were carrying goods had reflectors stuck on them.

"Reflectors are necessary as it will help the driver riding behind to know that there are goods being carried in front of him. So, we made sure to stick red and yellow reflectors on the rear side of vehicles carrying goods. These reflectors last for over three months. We even made sure not to use white reflectors as they get worn out soon," an inspector (Traffic) was

quoted as saying by TNN.

Also, the traffic cops held a number of activities and programmes for residents during the road safety week.

"Programmes were held for different modes of transport. The things that can be explained to car drivers cannot be explained to auto or truck drivers. So, we organised separate bike rallies for men and women, felicitation programme for auto drivers and activity-based programmes like drawing, elocution and essay competition for school children," said the DCP (Traffic).





Truck Rentals Recover 18-20 Per Cent In December



Truck rentals have recovered by 18-20 per cent in December last year from the previous month low of 25-30 per cent on trunk routes on the back of resumption of toll collection on national highways last month and improvement in cash flow in the market, Indian Foundation of Transport Research and Training (IFTRT) said.

the apex body tracking truck industry in India said in a statement, "With toll exemption being stopped w.e.f. December 2, 2016 and Rs 1.79/litre diesel price hike along with improvement in cargo offering by 10-15 per cent, truck rentals have recovered by 18-20 per cent in December 2016 from the previous month low of 25-30 per cent on trunk routes," reported PTI.

In view of toll exemption, post demonetisation, despite hike in diesel price, truck rentals plummeted by 25-30 per cent on trunk routes as businesses virtually came to a standstill, resulting in 40 per cent drop in fleet utilisation due to slack consumer spending and dispatches as toll on highways is considered to be 15-20 per cent of variable cost of a trucker, IFTRT shared.



Volvo, Indian Institute of Science Collaborates For Smooth, Clean Transport

Seven departments of Indian Institute of Science (IISc) will be asked to contribute to develop sophisticated equipment to usher in more luxurious rides to long-distance bus passengers, besides quicker movement of goods-carrying trucks, reported Bangalore Mirror.

Volvo Group India and IISc signed an MoU that will allow IISc scientists and Volvo engineers to look at developing such a sophisticated communication system as well as video analytics - a software that helps differentiate between object types and identify certain behaviour or action in real time, providing alerts and insights to users, in this case, the drivers.

"In January second week we will start interactions with Volvo on the projects, and by April 2017 we should have a clearer picture about the projects that we would be taking up and the costs. We are looking for at least three to four projects to begin with," a IIS professor said.

Besides ushering in a more orderly manner of movement on roads, this is expected to save at least 20 per cent on costs, through significant reduction on fuel consumption and CO2 emissions. It features a number of vehicles,

moving one behind the other at high speeds, and coordinating via automated systems with sensors to allow mutual communication among vehicles as well as drivers to avoid collision.

The Volvo Group is already involved in developing systems in Europe wherein the same technology is being applied in driverless truck platoons. The concept of platooning is already accepted, although not yet implemented, in Europe.





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Ford Adding Diesel Engine To F-150

Ford is offering a diesel variant on its F-150 pickup, reported AP. The revamped truck goes on sale this winter, with the diesel option following in the summer of 2018.

The F-150 pickup trucks have created a revolution since their release two years back. In 2015, Ford started making the truck's body out of aluminum to cutback weight and increase fuel economy. A few months ago, the company introduced a new 10-speed transmission for the truck.

The new truck will still be aluminum-sided, but each trim level will have a new grille that looks wider and more horizontal than the current one. A big "F-150" will now be stamped into the tailgate. There are also new wheel designs.

In addition to the 3.0-liter diesel, engine choices include a new 3.3-liter V6 and upgraded versions of Ford's 2.7-liter EcoBoost V6 and 5.0-liter V8. The 3.5-liter EcoBoost V6 released this year will also be available.

Ford Motor. Co offers diesel versions of its other heavy-duty pickups, but it's the first for the F-150 series. The variant has been prepared keeping in mind customers' demands. Also, diesel engines are more efficient, which will help Ford meet rising fuel economy standards.

Ford also needed a diesel variant in order to cut the competition in the market as Nissan Titan and Ram 1500 pickups added diesels versions over the last few years.



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According to ICRA, the commercial vehicle (CV) industry in India is likely to register an overall volume growth of 5-6 per cent in the financial year 2017 over the previous year, reported ETAuto.

After a healthy start last year, the CV industry suffered due to weak replacement demand and deferment of purchase by fleet operators on uncertainty related to impact of GST on vehicle prices.

According to ICRA, with demonetisation, CV sales have taken a further hit and are likely to remain subdued till the liquidity situation improves. However, as the emission norms in India progress to Bharat Stage (BS)-IV from April 2017, the industry is also expected to witness some pre-buying in Q4 FY 2017.

"The M&HCV (Truck) segment is likely to register 7-8

percent during the last quarter of FY 2017, as the impact demonetisation is offset by pick-up on account of pre-buying related to BS IV implementation. As a result of this pre-buying, the segment however would witness subdued volumes in H1 FY 2018," says the Group Head, Corporate Ratings.

Also, ICRA expects that the segment to register a growth of 8-10 percent per annum aided by expectations of healthy demand from infrastructure-related segments, improving macro-economic scenario and favorable regulatory developments such as emission and fuel efficiency norms etc.

In addition, the credit ratings agency expects that Government's proposed vehicle modernisation program coupled with NGT's thrust on phasing out old diesel vehicles would trigger replacement-led demand.

Let's Have A Look At The First New Releases of 2017 And Their Possibilities of Becoming A Golden One



When it's New Year, wishes and gifts follow everywhere. And, big players in the commercial vehicle manufacturing sector have got gifts and wishes for the transport fraternity too. Let's find out what they have in store and whether they live up to the industry's expectations of delivering a golden truck.

Tata Xenon Yodha

Tata Motors decided to gift everyone with the launch of the new Tata Xenon Yodha on New Year. The pickup - Tata Xenon Yodha - has been launched in single

cab and double cab, with price starting at Rs. 6.05 lakh (Single Cab - BS-III) and Rs. 6.19 lakh (Single Cab - BS-IV), reported ET Auto.

At the launch, the executive director (commercial vehicles), Tata Motors, said "Besides bolstering our presence in the growing pick-up space, the new Xenon Yodha will also enable us to partner existing mini-truck customers, aspiring the next phase of growth, to upgrade to a reliable stylish pick-up - particularly in the post GST regime and on the back of improved road infrastructure, which will see the hub and spoke model of distribution, become more and more prominent."



The new Tata Xenon Yodha has a ground clearance of 210 mm. Powered by a 3.0-litre engine, the Xenon Yodha churns out an output of 53.7 kW (72 HP) in BS-III & 63.4 kW (85 HP) in BS IV, and a torque of 223Nm in BS III & 250 Nm in BS IV. Also, it comes equipped with a Power Steering and an adjustable steering column. The cabin of the new pick-up includes High intensity cabin lights and complete carpet flooring for better aesthetics, said the company.

The vehicle is fitted with anti-roll bars for better stability in loaded conditions at high speeds & loaded off road

conditions. Other safety features include the 3-layered body construction, crumple zones, a collapsible steering column, retractable seatbelts and side intrusion beams.

Ashok Leyland Guru and Partner

To mark the New Year, Ashok Leyland launched its Intermediate CV - 'Guru', and Light CV - 'Partner' in Chennai. While Guru has been launched for Rs. 14.35



lakh -Rs. 16.72 lakh, Partner is priced at Rs. 10.59 lakh (6-tyre option), and Rs. 10.29 lakh (4-tyre option).

The chief executive officer and managing director, Ashok Leyland, announced at the launch, "With these launches, we have strengthened our position in the market and are closer to our vision of emerging as one of the top 10 truck makers, globally, by significantly increasing the market share in ICV and LCV segments," reported ET Auto.

Guru will be available in both BS-III and BS-IV variants, and is equipped with the latest H Series engine with Common Rail fuel injection system. Its interiors feature ergonomically positioned driver seat that helps reduce blind spots, and a four spoke tilt and telescopic steering wheel.

Partner has been designed to address various applications like parcel goods, durables, perishables and FMCG

products, among others. Partner is powered by the advanced ZD30 Common Rail diesel engine and is compliant with the upcoming BS-IV emission norms. It features power steering with tilt adjustment and cable-operated gear shifter.?

SML Isuzu Sartaj Hg72

Considering the CNG infrastructure built by Rajasthan State Gas (RSGL) along the Jaipur-Delhi highway, SML Isuzu introduced its CNG-run truck Sartaj HG72 in the Jaipur market, reported TNN.

The company, which delivered its first vehicle in the city, believes since diesel trucks entering Delhi have to cough up a green tax of Rs. 1400, it makes a compelling reason for people to buy CNG vehicles.

Notably, RSGL has already set up a mother station at Neemrana with a capacity to provide the cleaner fuel to 250 cars or 50 trucks daily along with a daughter station at Kukas.

"The CNG vehicle launch by SML Isuzu in Jaipur is first by any company in the state. In order to further encourage the adoption of CNG-powered vehicles, we are planning to set up two more stations along the Jaipur-Delhi highway. AnMoU has already been signed with the IndianOil Corporation which will facilitate the two stations at its retail outlets," said the managing director of RSGL, adding, "The plan is to have a station that can cater to 250 trucks daily," added Agarwal.

Moreover the RSGL executive shared, "Besides the Jaipur-Delhi route, plans are afoot to expand the network from Jaipur to Kota, Baran and Jhalawar. We already have a presence in Kota in terms of CNG infrastructure which will help us expedite the work to create more green highways which will also benefit the industrial landscape in the state."

Carriage By Road Cost Index (CRI) - JAN 2017

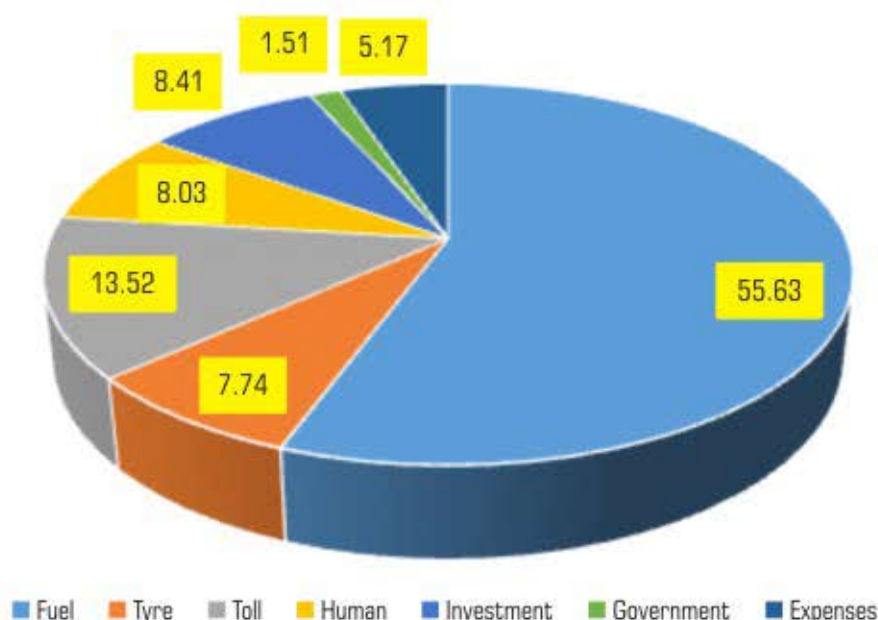
CRI-JAN 2017 - 114.55

Data Updated upto DEC 31, 2016

Average Diesel Price as on DEC 31, 2016 - **Rs. 59.05** per litre.

Cost Distribution Pie - JAN 2017

CRI PIE Chart DEC. 2016 Percentage



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

Changes: Matrix - December 2016

Diesel	3.81%
Toll	100%
Change in Index	17.79

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) mahendraarya@gmail.com

Safexpress and Safeducate win top honors at **CII SCALE AWARDS 2016**



New Delhi, 3rd January, 2017: Safexpress, Knowledge Leader and Market Leader of supply chain & logistics industry in India, has been honored with Overall Excellence in Supply Chain & Logistics Award by CII SCALE Awards 2016. The award is for the firm's performance in the field of Road Transportation, 3PL and Warehousing for the last two decades.

For its massive contribution in the field of skilling, Safeducate, a specialist in supply chain & logistics training, has been honored with Best Training & Skill Development Company Award by CII SCALE Awards 2016. The award ceremony took place at Hotel Le Meridien, New Delhi on the 16th of December, 2016. The awards recognize and celebrate the outstanding achievements of a company for their exceptional efforts in developing the business to a stage which essentially would facilitate next level of growth.

Speaking at the award ceremony, Mr Rubal Jain said, "I would like to express my heartfelt gratitude to our customers, partners and employees who have all provided their invaluable support to Brand Safexpress over the last two decades. It is only due to their contribution that we have created industry leadership for our brand."

Mr Rubal Jain added "Supply chain & logistics industry is one of the largest employment generators in the country. Since it is a people-intensive industry, therefore availability of quality manpower is extremely vital for the success of this industry. For the last many years,

Safexpress has been driving a 3PL revolution in the country. The firm is adding maximum value to businesses at every level, right from providing world-class warehousing support to ensuring time-definite deliveries of goods anywhere in India."

Mr Rubal Jain concluded by saying, "Supply chain & logistics industry is the backbone of the Indian economy. India's supply chain & logistics industry is poised for an accelerated growth. With India striving to become the global manufacturing hub, it needs to radically improve its supply chain in order to best utilize the various opportunities in the national and international markets."

Speaking at the award ceremony, Ms Divya Jain said, "I am humbled and grateful for being honored with this prestigious award. This award is an acknowledgement of our passion and assertive ideas in the field of supply chain & logistics training. I will certainly cherish and rely upon these moments for further motivation and success

in this field."

Ms Divya Jain ended by saying, "Safeducate has been working towards bridging the huge skill gaps prevalent in the Indian economy. Under the Skill India Mission launched in 2015 by Honorable Prime Minister, Mr. Narendra Modi and Honorable Union Minister of State for Skill Development & Entrepreneurship, Mr. Rajiv Pratap Rudy, we had created the Safeducate Container School last year. We have been striving hard to provide skilling and education to the youth of India."

About Safexpress

Safexpress began its journey in 1997 with a mission of delivering logistics excellence to its customers and ensuring their success. Today, the firm has firmly entrenched itself as the 'Knowledge Leader' and 'Market Leader' of supply chain & logistics industry in India.

Safexpress offers a wide range of innovative supply chain services including Express Distribution, 3PL and Consulting. The firm provides value-added logistics services for 8 different business verticals ranging from Apparel & Lifestyle, Healthcare, Hi-Tech, Publishing to Automotive, Engineering & Electrical Hardware, FMCG & Consumer Electronics and Institutional.

Safexpress offers cutting edge logistics solutions to its customers, enabling them to focus on their core competencies. The firm adds maximum value to businesses at every level, right from providing world-class warehousing support to ensuring time-definite deliveries of goods.

Safexpress has been significantly involved in Indian economic growth saga for close to two decades. With an intention of contributing to country's economic growth, Safexpress has kept its operations India-centric. Safexpress provides supply chain & logistics services to over 5000 corporate clients. With its fleet of over 4500 GPS-enabled vehicles and country's largest distribution network spanning over 620 destinations, Safexpress covers every square-inch of India.

About Safeducate

Safeducate, a specialist in supply chain & logistics training, was established in 2007, with an aim to meet the continuously evolving needs of the workforce of the supply chain & logistics industry of India. Led by the alumni of Stanford and Cambridge University, the team blends rich operational experience of the supply chain arena with international know-how and best practices to create programs which are extremely stimulating, hands-on and practical.

Safeducate is backed by a team of highly experienced consultants and trainers. These professionals offer world-class training as a part of uniquely designing programs and courses, through which participants are able to gain extensive supply chain & logistics understanding. The participants are provided with comprehensive domain knowledge and practical training, enabling them to face day-to-day challenges of working in supply chain & logistics industry.



Having state-of-the-art learning centers across the country, Safeducate intends to revolutionize the supply chain education arena with its profound knowledge, experience and expertise in the field. Safeducate has achieved a landmark of training more than 40,000 people across 53 cities in India. All the training programs offered by Safeducate follow global standards in supply chain & logistics education.

For more information, please contact:

Priya Dewan, 98111 08124,
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CORPORATE SOCIAL RESPONSIBILITY -

Lots need to be done on humanitarian grounds



Full-time, outsourced and sub-contracted drivers are high value employees of transport and logistics firms. But the saddening part is that they are yet deprived of basic and elementary health care and education facilities. Only a handful of transporters are able to think from the perspective of drivers and offer facilities which are paramount for a professional heavy vehicle driver. The freight sector that has an unorganized structure is more to blame for it.

Truck drivers, who need to be away from families for weeks, have often come in contract with the life taking diseases like HIV/AIDS. The reasons may vary from individual to individual but the fact that their illiteracy on sex education has attributed immensely, cannot be overruled. The danger of more people succumbing to the

disease and expanding the geographical reach also increases as truckers are nationally mobile. Awareness about how HIV is transmitted can put a full stop to spread of the disease. The good news, however, is a recent study that suggests consistent condom use by truck drivers with both paid and non-paid female partners has increased and HIV prevalence among drivers is 2 per cent, declaiming slowly and steadily.

While drivers are slowly learning the lessons, in absence of a proper set of principles and regulated by 1998 Motor Vehicle Act, which is full of loop holes, no hard stance can be taken against transporters till the Act is amended for a better. However, this is not about rules and terms, transporters are expected to address the issue on humanitarian grounds or as Corporate Social Responsibility.

Another Feather on AITWA's Cap

AITWA gave a presentation to the experts committee regarding Freight Index/ Business Service Price Index (Road) - BSPI on January 20 at Udyog Vhawan, New Delhi. All senior experts of all the industries / Govt. officials including MORTH were present in the meeting. The presentation on Freight Index/ BSPI was given by Sh. Prdeep Singal - President, AITWA and Sh. Mahindra Arya - Vice President, AITWA, which was later approved in principal by the experts committee. It was also decided in principal that BSPI will be issued by MORTH but the source will be mentioned as AITWA. This is a great achievement for AITWA as well as the transport sector. Minutes of meeting is expected shortly.



पेट्रोल-डीजल के दामों में 15 दिन में दूसरी बार बढ़ोतरी

घरेलू सरकारी पेट्रोलियम कंपनियों ने पेट्रोल और डीजल के दामों में पंद्रह दिन में एक बार फिर से इजाफा किया। पेट्रोल के दाम में जनवरी 16 मध्यरात्रि से प्रति लीटर 42 पैसे और डीजल के मूल्य में प्रति लीटर 1.03 रुपये की बढ़ोतरी की गई। बता दें की पिछले छह सप्ताह में चौथी बार पेट्रोल और एक पखवाड़े में दूसरी बार डीजल के मूल्य में इजाफा किया गया है। और इन बढ़ती कीमतों की वजह वैश्विक तेल बाजार में कच्चे तेल की लगातार बढ़ती कीमतों को ठहराया जा रहा है।

साथ ही तेल कंपनियों ने ऐलान किया था कि इस बढ़ोतरी में राज्य सरकार द्वारा लिये जाना वाला शुल्क शामिल नहीं है जिसकी वजह से वास्तविक बढ़ोतरी ज्यादा की हुई। दिल्ली में वैट जोड़ने के बाद पेट्रोल की कीमत में प्रति लीटर 53 पैसे की वृद्धि हुई, और वहीं दूसरी ओर डीजल 1.20 रुपये प्रति लीटर महंगा हुआ। जनवरी 16 मध्यरात्रि के बाद पेट्रोल 70.60 की बजाय 71.13 रुपये प्रति लीटर की दर से मिल रहा है, वहीं डीजल खरीदने के लिए 57.82 की जगह 59.02 रुपये खर्च करने पड़ रहे हैं।

इससे पहले नए साल के पहले ही दिन आम लोगों को महंगाई का झटका लगा था जब एक जनवरी 2017 को पेट्रोल एवं

डीजल की कीमतों में क्रमशः 1.29 रुपये और 97 पैसे प्रति लीटर की बढ़ोतरी की गई थी। तब भी अंतरराष्ट्रीय पेट्रोलियम बाजार में तेजी के मद्देनजर घरेलू सरकारी पेट्रोलियम कंपनियों ने पेट्रोल और डीजल के दाम में आज क्रमशः 1.29 रुपये और 97 पैसे प्रति लीटर की वृद्धि की घोषणा की।

पिछले कुछ समय से लगातार पेट्रोल, डीजल के दामों में बढ़ोतरी की संभावनाएं जताई जा रही थीं। इसकी वजह यह थी कि क्रूड ऑइल के दाम में लगातार इजाफा हो रहा था। गौरतलब है कि पिछले महीने ओपेक और रूस जैसे नॉन-मैंबर ऑइल प्रड्यूसर देशों के बीच क्रूड ऑइल का प्रॉडक्शन घटाने पर सहमति बनी थी। उसके बाद से ऑइल की कीमत बढ़ रही है।





AITWA Organizes Prayer Meeting for Departed Soul of O.P. Agarwal



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दिनांक - 08.01.2017

शोक प्रस्ताव

श्री ओ.पी. अग्रवाल जी के आकस्मिक निधन से सम्पूर्ण परिवार व समाज को अत्यंत शोक है। OPJEE AITWA and AIMTC के एक साथ चेंबरमैन और नेशनल प्रेसिडेंट हो गये, जोकि आजीवन इस उद्योग के सर्वोत्साहक रहे। उन्होंने इन संस्थाओं की प्रगति में जो महत्वपूर्ण योगदान दिया, उसे शरीर खूब किया जाएगा। उद्योग की पेशे आने वाली मुश्किलों में ओ.पी.जी. की सलाह सचोपरी मिली जाती थी। उनकी अध्यक्षता में 'एडवा' ने उद्योग को कल्याण हेतु सफल योजनाओं का शुभारंभ किया और उसे कोटिमान स्थापित किया। ओ.पी.जी. को इस उद्योग का 'शोक रिलाय' भी कहा जाता है।

मैं श्री ओ.पी. अग्रवाल जी के शोकमूल परिवार को इस दुःख पड़ी में अपनी हार्दिक शोक संवेदन व्यक्त करता हूँ और प्रभु से प्रार्थना करता हूँ कि ओ.पी.जी. को दिवंगत आत्मा को अपने शीतलों में स्थान दें।

रमेश कुमार गुलाटी

प्रेसिडेंट, मुलादी

(चमल खेड़ी)

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स्वयं को योगी, निरोगी व जीवन सम्पन्न करने



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AITWA/ 2036/2017

Date: 07/01/2017

CONDOLENCE

I, Pradeep Singal, National President of All India Transporters Welfare Association (AITWA) along with office bearers of AITWA express our heart-felt and deepest condolence on sudden demise of Shri. O.P. Agarwal – Former chairman & Former National President – AITWA on 31-12-2016 (FN).

He was a religious man and loving personality who remained truthfully & honest in his whole life.

May the almighty grant peace to the departed soul as well as give courage to the bereaved family in this hour of grief and sorrow.

Pradeep Singal

Pradeep Singal
National President-AITWA



भारत सरकार सड़क परिवहन और राजमार्ग मंत्रालय राज्य सभा
अतारकित प्रश्न सं. 2995
सोमवार, 12 दिसम्बर, 2016/21 अग्रहयण, 1938 (शक) टोल संग्रहण के लिए दिशानिर्देश
2995- श्री कपिल सिब्बत:

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

(क) क्या किसी राष्ट्रीय राजमार्ग के किसी खंड पर एक ही दिशा में दो टोल प्लाजाओं के बीच की दूरी 60 किलोमीटर से कम नहीं होनी चाहिए, यदि हां, तो टोल प्लाजाओं की दूरी के संबंध में भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) के दिशानिर्देशों का ब्यौरा क्या है। (ख) पूरे देश में ऐसे टोल प्लाजाओं का ब्यौरा क्या है जहां इस दिशा-निर्देश का उल्लंघन किया जा रहा है। (ग) देश भर में टोल दर की गणना के फार्मूला के साथ-साथ इसके लिए अनुसरण किए जाने वाले सिद्धांतों का ब्यौरा क्या है। (घ) किसी सड़कराजमार्ग पर टोल संग्रहण के लिए समय सीमा का निर्धारण करने संबंधी फार्मूला का ब्यौरा क्या है?

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

(क) यथा संशोधित राष्ट्रीय राजमार्ग फीस (दरों का अवधारण और संग्रहण) नियम, 2008 के अनुसार फीस नियमावली और रियायत करार के प्रावधानों के अध्वधीन दो फीस प्लाजाओं के बीच न्यूनतम दूरी 60 किमी होती है।

(ख) नीचे दिये गये (i) से (x) के तथ्यों की वजह से यथा संशोधित राष्ट्रीय राजमार्ग फीस (दरों का अवधारण और संग्रहण) नियम, 2008 के नियम 8 (2) के अनुसार एक ही राष्ट्रीय राजमार्ग खंड पर एक ही दिशा में 60 किमी के भीतर फीस प्लाजा स्थापित किया जा सकता है।

(i) भूमि की उपलब्धता (ii) तेज और मंद गति वाले क्षेत्र में पर्याप्त लंबी दूरी की दृश्यता की उपलब्धता (iii) स्थापित किये जाने वाले फीस प्लाजा से नगर पालिका सीमाशहरी क्षेत्र-सीमा (iv) स्थापित किये जाने वाले फीस प्लाजा से बाइपास की स्थान-स्थिति (v) राष्ट्रीय राजमार्ग पर मुख्य विपथनों की स्थान-स्थिति (vi) राज्य सीमा और अन्य चेक-पोस्ट (vii) राष्ट्रीय राजमार्ग खंडों पर फीस प्लाजा की मौजूदगी और टोल वसूले जाने वाले नये खंड की लंबाई 60 किमी से कम हो (viii) राजस्व क्षमता का इष्टतमीकरण (ix) परियोजना को अर्धशम बनाने हेतु राष्ट्रीय राजमार्गों परियोजना खंड के 60 किमी की दूरी के भीतर दो फीस प्लाजा स्थापित किये जाते हैं (x) राष्ट्रीय राजमार्गों के विकास-कार्य पर आवश्यकता के अनुसार विचार किया जाता है। अतः भिन्न-भिन्न समय में अलग-अलग ठेकों में निर्मित दो निकटवर्ती अलग-अलग खंडों में जिनकी लंबाई 60 किमी से कम है, उनमें फीस प्लाजा 60 किमी के भीतर स्थापित किया जा सकता है।

(ग) यथा संशोधित राष्ट्रीय राजमार्ग फीस (दरों का अवधारण और संग्रहण) नियम, 2008 के अनुसार, लागू आधार दरें धोक कीमत सूचकांक में वृद्धि प्रदर्शित करने के लिए प्रतिवर्ष 1 अप्रैल से वार्षिक रूप से पुनरीक्षित की जाएंगी।

फीस की लागू दर अवधारित करने का सूत्र निम्नलिखित होगा:

फीस की लागू दर = आधार दर x [धोक कीमत सूचकांक क-धोक कीमत सूचकांक ख] x 0-4

धोक कीमत सूचकांक ख

जहां पर, आधार दर, नियम 5 के उपनियम (1) के साथ पठित नियम (4) में विनिर्दिष्ट दर होगी:

धोक कीमत सूचकांक क से इन नियमों के अधीन पुनरीक्षण की तारीख से ठीक पूर्व की दिसम्बर को या उसके पश्चात् समाप्त होने वाले सप्ताह का धोक कीमत सूचकांक अभिप्रेत है; और धोक कीमत सूचकांक ख से 6 जनवरी, 2007 से समाप्त होने वाले सप्ताह का धोक कीमत सूचकांक अर्थात् 208.7 अभिप्रेत है।

(घ) यथा संशोधित राष्ट्रीय राजमार्ग फीस (दरों का अवधारण और संग्रहण) नियम, 2008 के अनुसार, शुल्क का संग्रहण केंद्र सरकार या कार्यकारी प्राधिकरण द्वारा निम्नानुसार किया जाएगा-

(i) सार्वजनिक वित्तपोषित के लिए : 'शुल्क का संग्रहण पूंजीगत लागत की वसूली होने तक किया जाता है। तथापि, पूंजीगत लागत की वसूली होने के पश्चात् प्रयोक्ता शुल्क का प्रभारण मौजूदा शुल्क का 40 प्रतिशत किया जा रहा है। (ii) गै-सरकार वित्तपोषित के लिए:- शुल्क का संग्रहण रियायत करार में उल्लिखित विशिष्ट अवधि के लिए किया जाता है। तथापि, रियायत अवधि समाप्त होने के पश्चात् प्रयोक्ता शुल्क का प्रभारण केंद्र सरकार के कार्यकारी प्राधिकरण द्वारा मौजूदा शुल्क का 40 प्रतिशत भाग किया जा रहा है।



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