Monthly Magazine of All India Transporters Welfare Association

<u>Parivahan Pragati</u>

The True Mouthpiece Of India's Road Transport Industry















अपने ट्रक और अपने कारोबार को बनाइये और दमदार

आधुनिक टेक्नोलॉजी से बना टोटल रुबिया फ्लीट HD एक बेहतरीन क्वालिटी का इंजन आयल है। यह नए जमाने के ट्रक्स की कार्यक्षमता बढ़ाने के लिए खास बनाया गया है। इसका एक्स्ट्रा बृस्टर फार्मूला इंजन में होने वाले घर्षण से सुरक्षा करता है, ऑक्सीडेशन को रोकता है और इंजन में स्लज जमा होने नहीं देता। टोटल रुबिया HD के साथ आपका ट्रक और कारोबार आगे ही बढ़ते रहते हैं।

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Just A Few More Days And We'll Know What Budget 2018-19 Holds For Road Transporters?

Ramesh Kumar Gulati, National Secretary, AITWA

As the year 2018 unfolds, I wish readers, members of the fraternity and everyone associated with Parivahan Pragati a very happy, healthy and harmonious New Year!

2017 was a year packed with events that influenced the transport and logistics sector to the depth. The infrastructure status to the logistics sector, even if it came around the fading hours, was the biggest gift of the year. The step is a welcome move and with more planning and brains at its backyard, the sector will flourish to the new

pinnacle. We also finally saw the roll-out of the Goods and Services Tax (GST) - another step that the industry was looking forward to for quite long, has just started to deliver results, after the initial chaos and the debate over its proper implementation.

However, there are many pinpoints that the transport and logistics sector has continuously been addressing the Government of India and nothing is being done yet. One such point is the revision of fuel prices. The

industry has been suggesting that the fluctuation in fuel prices daily forces them to rework their freight cost every week, which makes their job tough. Besides daily revision, petroleum products do not come under the Goods and Services Tax (GST) and prices vary at locations according to state taxes, which make their job even tougher. Therefore, the goods transport community appealed to the Government of India to include the petrol and diesel under the Goods and Services Tax and also to change the petrol and diesel rates quarterly. This would surely help the community to plan their schedule better, avoid errors and use handful of time for better purposes.



The industry has been suggesting that the fluctuation in fuel prices daily forces them to rework their freight cost every week, which makes their job tough

Not just for the sake of transport community, hike of fuel prices on daily basis does not augur well for the economy and the society at large. The end customers are at most confused state due to unstable fuel prices. The rise in Indian basket of imported crude oils pushed the petrol price in the national capital -

Delhi to Rs. 71.56 a litre on Jan 18, 2018, its highest level in over three years. The previous high for petrol prices in the national capital was Rs. 73.60 on July 1, 2014, as

suggested by Indian OilBSE 2.00 % Corp data. The prices of petrol per litre in other metro cities on January 18, 2018, were Mumbai - Rs. 79.44, Kolkata - Rs. 74.28 and Chennai - Rs. 74.20. And, previous highs in Mumbai,



Kolkata and Chennai were Rs. 79.99 (October 2017), Rs. 74.42 (June 2015) and Rs. 74.43 (January 16, 2018),

The prices of petrol per litre in other metro cities on January 18, 2018, were Mumbai – Rs. 79.44, Kolkata – Rs. 74.28 and Chennai – Rs. 74.20

respectively. Further, the diesel prices of these metro cities were Rs. 62.25 per litre in Delhi, Rs. 64.91 in Kolkata, Rs. 66.30 in Mumbai and Rs. 65.63 in Chennai.

Yes, it's true that several global factors like production curbs and high demand attributed to the surge in crude oil prices to a three-year high; as it soared to around \$70 a barrel on January 18. But then, when the crude oil price was \$68.19 per barrel in June 2007, the diesel price in Delhi was Rs. 30.76 per litre. And, when a year later, the crude oil prices touched an all-time high of \$132.47 per barrel in July 2008, the diesel price was Rs 34.86 per litre, almost half of today's rate. Now, when crude oil barrel price is around \$68.51 per barrel, why the diesel rate stands at Rs. 62.25 per litre?

Over 85 per cent of truckers, who are small operators, are the ones who suffer most and have difficulty in

absorbing to unstable fuel pricing. For them, every trip matters and every trip is dealt with a fixed price.

Moving towards the e-way bills, the latest update suggests that on December 16, 2017, the 24th GST Council met and decided to roll out the system on trial basis from January 16, 2018. The committee further decided to implement the e-way bill system from February 1, 2018, and that the states can opt to follow it

anytime before June 1, 2018. The Council also stated that the e-way bill rules will uniformly apply to all states from June 1, 2018.

Though there is a huge roar of appreciation across the nation, the All India Tax Advocates' Forum (AITAF) thinks that e-way bills will only make logistics more 'cumbersome and costly'. But experts across the industry look at the e-way bill system positively and believe that they will deliver, if implemented flawlessly. The proficient brains also think that the e-way bills will solve

The All India Tax Advocates' Forum (AITAF) thinks that e-way bills will only make logistics more 'cumbersome and costly'

one of the major problems this sector faces - the inter-state transport of goods without the hassle of documentation and long waiting queues at check posts.

By the time my words reach you, the union finance minister must be ready to present the budget 2018-2019, but I hope and wish he covers the discussed pinpoints in the budget, as this will help and boost a community that has always supported every industry, every household.

Let's Hear Transporters' Plea Ahead Of Union Budget 2018-19!

Pradeep Singal, National President, AITWA

Riding high on the back of endless possibilities and infinite opportunities, here comes New Year! While wishing everyone for the new beginning, all eyes remain set on goodies to be offered by Union Finance Minister

Arun Jaitley in his last budget before the Lok Sabha elections in 2019. With eight Indian states to go to polls this year, the minister must be finding himself in the hot seat. After all, preparing a budget that satisfies one and all is very tough, and considering a population of 1.32 billion, it looks the toughest.

Further, the stakes have grown even higher with the rising oil price. Notably, the oil price has risen 30 per cent in the past one year than the first three years of the Modi-led government when falling oil prices provided an

unexpected boost to the economy. This has urged the authorities to soon bring petrol and related products under the ambit of Goods and Services Tax (GST).

While it looks like no populist plan this time around, Union Budget 2018-19 is expected to concentrate on sectors which will improve the welfare levels of the population. Experts on the subject believe that the policymakers will primarily focus on agriculture, infrastructure development, primary education, and basic

> healthcare facilities, as well as expanding the productive capacity of the economy.

As far as the infrastructure sector is concerned. Finance Minister Arun Jaitley has clearly spelt the government's plan to maintain the momentum at which new infrastructure is being developed in the country. Undoubtedly, the policies under the new budget will put impetus on developing rural infrastructure. On one hand where the biggest ever highway development plan -Bharatmala, and development of 34 multimodal logistics parks have

already been approved, the government is left to discuss urban infrastructure, housing, sanitation and water needs during the Budget session commencing January 29, 2018.

As the budget talks have already initiated, All India



Notably, the oil price has risen 30 per cent in the past one year than the first three years of the Modi-led government when falling oil prices provided an unexpected boost to the economy Transporters' Welfare Association (AITWA) would like to take this opportunity to share some suggestions and expectations. While outlining the estimated receipts and planned expenditure for the FY19, transporters and logistics service providers urge the government to consider the following:

While the Budget 2018-19 may not include any tax proposals concerning excise and service tax levies as

It is expected that the individual income tax slabs can be increased in order to give relief to the common man

these are now decided by the GST Council, proposals for changes in direct taxes, including customs duty, and personal income and corporate taxes, are likely to feature

in the plan. It is expected that the individual income tax slabs can be increased in order to give relief to the common man. Also, the government is likely to reduce the tax interest rates under these slabs. Further, corporate India has high hopes from the Budget 2018-19 for reduction in the corporate tax rate.

Besides, transporters appeal to the Government of India to lower down the rate of tax deduction at source (TDS) from 2 per cent to 0.2 percent at least for those who opt for reverse charge mechanism (RCM). And, the

ones following forward charge mechanism (FCM) can be

Also, the GST Council is requested to bring petrol/diesel and related products under the One Tax scheme so that fuel rates get unified across India

kept out of the TDS purview. At the same time, transporters also urge the GST Council, which is headed by Union Finance Minister Aurn Jaitley, to allow vertical wise registration for goods transport agencies (GTAs) and fix the tax rate to 5 per cent for both RCM and FCM. Also, the GST Council is requested to bring petrol/diesel and related products under the One Tax scheme so that fuel rates get unified across India.

While government's focus on the road infrastructure development was clearly visible in the last budgets, there is a need to focus on the development of soft infrastructure too. From latest technologies to trained drivers, the transport and logistics industry needs it all to sustain and grow. The government is expected to prioritize the research and development in order to deal with the weaknesses in the industry. Promoting research and development will not only encourage the use of indigenous technology but it will help create cost



competitiveness as well. For growth sake, it is extremely important to bring Indian logistics industry at par with global practices.

In the recent years, India has improved its ranking on the 'ease of doing business' at the back of many structural reforms. Determined to take a higher growth trajectory, the Government of India's ultimate goal is to improve the 'ease of living' for every citizen. Transporters and logistics service providers have started to experience the same and hope that it continues!

Logistics And Transport Sector Definitely Looks Forward To Favourable Schemes In The Budget 2018-19

ike every year, this year's pre-budget weeks have already started to witness murmurs from every nook and corner of the country. Common people to global and local companies have started to pour in viewpoints, sharing what should the budget 2018-19 be like. In such circumstance, the pressure on the finance minister, Sh. Arun Jaitley, who is presenting his fifth budget, is understandable. While I would like to wish Sh. Jaitley for the upcoming budget, I will also highlight a few points that the government should focus on, especially for logistics and transport sector.

Infrastructure status to Logistics is the government's one of the key pinpointers of 2017 but that was just the

The government can announce reforms and relief plans in the upcoming Union Budget and boost the logistics industry to shore exports, as well as improve trade efficiencies within the country

beginning. The government has a long walk to make. The high cost of logistics in India is coming into sharp focus as one of the key factors affecting the country's cost competency. The government can announce reforms and relief plans in the upcoming Union Budget and boost the



Ashok Gupta
Hon. General Secretary, AITWA

logistics industry to shore exports, as well as improve trade efficiencies within the country. This will help create millions of new jobs and contribute significantly to the country's GDP.

India's effort to come to terms with transport logistics has always been off target and it has much to do with poor connectivity between road, rail, ports and air. This also has resulted in inefficient logistics account for about 2 per cent of the country's GDP. Across India, the preferred mode of transportation is the roads, which accounts over 60 per cent of total freight movement. The rail network carries about 32 per cent of the cargo and the other two transportation modes controlling the rest 8 per cent of the shipment. It would be interesting to mention here that the rail network is a government-run body and goods carrier by roads is a private body but the gap of their contribution to nation's economy is huge.

While government's focus on infrastructure development is expected to continue, like the previous budget, will the budget 2018-19 break the conventional practice of over emphasizing on railways in the annual budget? The



government should re-think, at least for once, as 60 per cent of the country's freight is being transported on trucks. It is high time to shift focus from rail to road. Be it budget allocation or compliance rules, objectivity and fairness need to be maintained in the treatment meted out to the

road transport sector, to give their due as well to give them the fair chance to excel.

Let's make no mistake that transport infrastructure is a critical component of industrial growth and if the government wants to fulfil the goal of India

becoming the third largest economy by 2028, corrective measures are inevitable in budget 2018-19. For efficiency and greater economies of scale, this year's union budget has to

find solutions for costs and time involved in the logistics sector.

In this regard, the logistics parks can be the difference maker, helping the industry move a step closer to be efficient rather getting disordered. The government can give a fillip to the sector if a provision is made to offer incentives for setting up of logistics parks and allied infrastructure. This will not only increase speed and cut costs in the sector but also will create a smarter logistics network in the country. The logistics sector definitely looks forward to such schemes in the budget 2018-19.

The entire fraternity of the logistics sector will second to my opinion that the government has done an incredible job for logistics sector by setting up a dedicated Logistics Division under the Ministry of Commerce & Industry and granting Infrastructure status. But if the budget 2018-19 can ensure smooth movement of goods carriers across the country by accommodating cut-down in regulatory barriers and offer a seamless, transparent digital platform, it will do a world of good to the sector as well as end-users. The logistics and transport community also believe that the budget 2018-19 will reconsider its decision on Tax Deducted at Source (TDS) of 2 per cent on the payments to

contractors (transporters owning more than 10 goods carriage) intimated via Union Budget 2015-16. The sector trusts that the government will take a serious note of this. Because TDS is applicable to a contractor during the course of plying, hiring and

leasing goods carriage at the rate of 2 per cent and if the payment involved exceeds Rs. 30,000 per contract or aggregate of such payments of contracts in a financial year is more than Rs.

75,000, availing credit against TDS is not possible due to practical difficulties. Moreover, the low-profit margins in the transportation business are not hidden. This indeed calls for revising the rate of TDS from 2 percent to 0.2 per cent.

On the individual front, the income tax exemption slab needs to go up, limit from a minimum of Rs. 2.5 lakh per annum to Rs. 3 lakh would make sense as the price of every product has gone up. And, from logistics and transport sector to others, employees are hoping that the budget 2018-19 would bring this much change in their lives, at least.

Hope the government will answer to the pleas that the logistics and transport sector is making through the budget 2018-19 in a positive and mutually benefiting way. February 1, 2018 is the day, till when we need to keep our finger crossed and once finance minister will present the budget, leaf after leaf, all the queries will get answered.



For efficiency and greater economies of scale, this year's union budget has to find solutions for costs and time involved in the logistics sector

Budget 2018-19: Suggestions And Expectations Of Logistics Sector

axation policies are known to be amongst the early settlers of economic corridors. And, the annual budget presented by the government plays a big role in regulating the fiscal environment. Though increased trade co-operation, improved transportation infrastructure and revised government policies helped savour prosperity in the year 2017, the



The annual budget presented by the government plays a big role in regulating the fiscal environment

short-term damage caused by the roll-out of Goods and Services Tax (GST) cannot be ignored. Further, the emergence of e-commerce specific logistics solutions was another crucial benefactor for the transport industry.

Ahead of Budget 2018-19 presentation, let's mull over what more can accommodated in the proposal in order to make it work for the transport and logistics sector in India. Infrastructure Development: With the high potential to propel a country's overall development, infrastructure development is enjoying intense focus from the Government of India for rolling out policies that ensure the time-bound creation of world-class facilities across the country. And owing to the recent efforts of the Modiled government, India has witnessed the development and improvement of power projects, bridges, dams, roads and urban infrastructure so much so that it jumped 19 places in the World Bank's Logistics Performance Index (LPI) 2016, to rank 35th amongst 160 countries.

Offering a major push to the infrastructure sector, even the Union Budget 2017-18 allocated a record Rs. 3.96 lakh crore to the sector. While making this announcement, Union Finance Minister Arun Jaitley said, "The magnitude of investment will spur economic activities and create more jobs."

Notably, India's national highway network is expected to grow to 50,000 km by next year, as per to the Ministry of Road Transport and Highways. And some the major ongoing highway development projects in the country include:



Delhi-Mumbai Industrial Corridor: A \$100 billion project, it aims at creating a trade corridor between Delhi and Mumbai running through Delhi, Uttar Pradesh, Haryana, Rajasthan, Gujarat and Maharashtra.

Delhi Jaipur Expressway: A 225-km expressway, it is expected to reduce the travel time between Delhi and Jaipur to only two hours. While enjoying immense attention from the government, it will be built at a cost of Rs 18,000 crore.

India-Myanmar-Thailand Trilateral Highway: With the aim to give a boost to trade, business, health, education and tourism among the countries, India, Thailand and Myanmar are working on about 1,400-km-long highway that would link the country with Southeast Asia by land. It is expected to be operational by December 2019.

Besides road infrastructure development, the Government of India is devising a plan to provide the Wi-Fi facility to 550,000 villages by March 2019 at an estimated cost of Rs. 3,700 crore, which falls in line with the Digital India vision of the Indian prime minister. It also holds importance in boosting e-literacy.

Undoubtedly, infrastructure development is the need of the hour for India. It has realized that world-class infrastructure brings massive economic development to a nation.

Road Transport V/S Railways: Recent studies have established that more than 65 per cent of the country's freight is being transported on trucks. While this strongly confirms the modal shift of cargo transportation from rail to road, it comes riding on the back of last-mile delivery big-time. And yet, the national highways in the country constitute only about 1.7 percent of the road network. Moreover, this capacity accommodates nearly 40 percent of the total road traffic.

It's high time for the Government of India to bring about a change in the traditional mindset. Year-on-year, an



increase in the budgetary allocation to railways has been witnessed. While the government decided to invest almost Rs. 4,00,000 crore in FY18 for creating and upgrading infrastructure, railways got the largest-ever allocation at

While the government decided to invest almost Rs. 4,00,000 crore in FY18 for creating and upgrading infrastructure, railways got the largest-ever allocation at Rs. 1,31,000 crore

Rs. 1,31,000 crore. On the other hand, the finance minister allocated Rs. 67,000 crore for the national highways in 2017-18 as compared to Rs. 57,676 crore in 2016-17. In addition, an allocation of Rs. 19,000 crore was made towards the Pradhan Mantri Gram Sadak Yojana (PMGSY). The government also announced the development of 2,000km of coastal connectivity roads.

TDS @ 2 Per Cent: The government's decision to impose Tax Deducted at Source (TDS) of 2 per cent (of what is charged to customers) in the Union Budget 2015-16 left truck fleet operators with dejection and added to the complications of running their businesses. With effect from June 1, 2015, Tax Deduction at Source (TDS) under the amended provisions of the section 194C of the Income Tax Act, 1961, at the rate of 1-2 per cent, started to deduct



on the payments to contractors (transporters owning more than 10 goods carriage). If the contractor is an individual then TDS at the rate of 1 per cent is deducted while the same is calculated at the rate of 2 per cent for a company or a partnership firm.

10 or fewer trucks. But, Further, the government restricted the cases for non-deduction of tax. It can a transporter needs to be availed by only small transport produce a declaration operators owning not more than 10 goods carriages. And, TDS is regarding his fleet applicable to a contractor during the of vehicles in order course of plying, hiring and leasing goods carriage at the rate of 2 per cent, if payment involved exceeds Rs. 30,000 per contract or aggregate of such payments of contracts in a financial year is more than Rs. 75,000.

As the amended act says, "No deduction shall be made

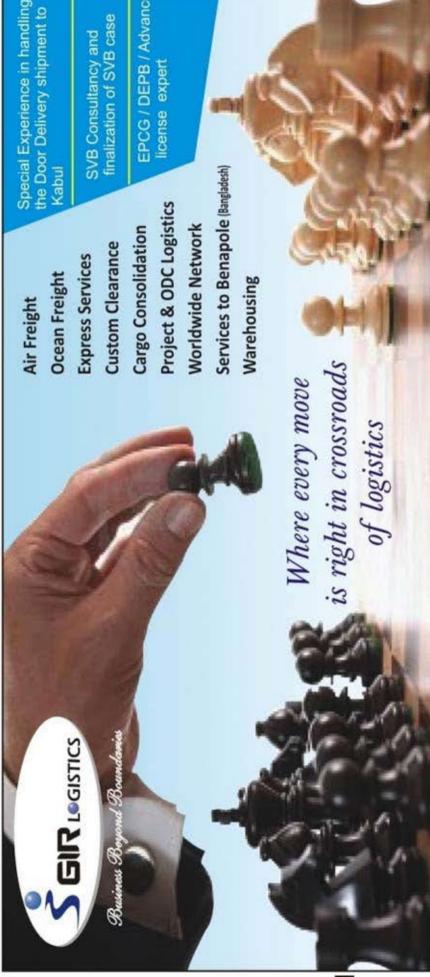
from any sum credited or paid or likely to be credited or paid during the previous year to the account of a contractor during the course of business of No TDS

plying, hiring or leasing goods carriages, will be deducted where such contractor owns ten or less goods carriages at any time during the if a transporter has

previous year and furnishes a declaration to that effect along with his Permanent Account Number, to the person paying or crediting such sum," it has become mandatory for all the transporters to fill a form while freight booking and furnish their permanent account number (PAN). TDS

is deducted at the rate of 20 per cent under deduction the section 206AA of the act in case of not providing the PAN details. No TDS will be deducted if a transporter has 10 or fewer trucks. But, a transporter needs to produce a declaration regarding his

to avoid any TDS



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701,Roots Tower, Laxminagar, District Centre, New Delhi-110092, Ph: +91-11-47670700, Fax: 011-43012776, E-mail: gir@girlogistics.in

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fleet of vehicles in order to avoid any TDS deduction. Also, no tax will be deducted if the annual payment does not exceed Rs. 30,000. But the annual billing of more than Rs. 75,000 will bring the contractor under the scanner of TDS.

Launched with the intentions to reduce the compliance burden on the small transporters, it seems to have added to their woes. All the transporters, whether big or small, have been claiming the exemption from TDS. The reasons for this appeal are many, firstly, because 85 percent of all truck fleet operators in the country are small business owners, always mobile and already paying under the Indian roads and highways. Further, any welfare expenditure incurred by a transporter for the prevention and treatment of HIV-AIDS and for providing medical aids to employees should qualify for 100 per cent deduction under the Income Tax Act. Moreover, a Special Vehicle Insurance entity should be created solely for drivers and other poor workers of the road transport sector to help them get adequate insurance cover at a nominal premium for their medical and after death family needs.

Transport Terminals, Hubs and Warehouse – Tenure

Tax Holiday: There is an urgent need to declare the

warehouse construction as an investment in infrastructure



Section 44E. They are not able to take credit of Tax Deduction at Source (TDS) due to practical difficulties. Secondly, analysis of any wise man will reveal that the profit margin in transportation business is trivial, very low and 2 per cent TDS is not viable at all. It should be revised to 0.2 per cent.

Income Tax Slab: As the Budget 2018-19 have initiated, speculations are rife that the government may increase the income tax exemption limit from a minimum of Rs. 2.5 lakh per annum to Rs. 3 lakh in order to counterbalance the rising inflation. Further, it is expected that the finance minister may reduce the tax rate for individuals earning annual income between Rs. 2.5 lakh and Rs. 5 lakh.

Highway Welfare Fund & Social Security for Drivers: A highway Welfare Fund should be created for providing rehabilitation and financial help to accident victims on and as part of logistics. Under the circumstances, transport terminals and warehouses fall under the category of infrastructure and the same should qualify for the tax exemptions and incentives under the direct and indirect taxes. Therefore, transporters suggest tax holiday of 15 years in respect of such investment in transport terminals, logistics parks, warehouses, cold storages and allied infrastructure facilities since it is heavy capital base and first ten years, no profit due to heavy interest burden, and no one will get attracted for such investment.

Irrespective of how established an industry is, it is in a continuous need of comprehensive infrastructure and strong policies to attain desirable growth. And to realize this, the government needs to devise policies with long-term benefits, including ensuring the ease of doing business in India in order to improve the overall infrastructure in the country.



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CJ Darcl Logistics Limited

CIN No.: U60222HR1986PLC068818

Website: www.darcl.com

Registered cum Corporate Office:

Darcl House Plot No. 55P, Institutional Area, Sector - 44, Gurugram - 122003 Ph.: 9015202121, 25-26, Fax: 0124-4034162, E-mail: co@darcl.com, ro@darcl.com

Head Office: Hisar

19/3, Tilak Bazaar, Hisar (Haryana)

Ph.: 01662-241003-06, 321001-03 Fax: 01662-232269 Email : ho@darcl.com











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

Electricity Leads Alternative Drive Options

5th Electric Vehicles Expo from Dec 22-24, 2017

Mr. Nitin Gadkari, Hon'ble Union Minister of Transport,

Highways, Shipping and Waterways inaugurated the 5th Electric Vehicles Expo at Pragati Maidan on Dec 22, 2017, organised by Altius Auto Solutions, with his usual flair stating that E-rickshaw is his main achievement, so far. He planned to extend this further, to bring in a sea change on the Indian roads with E-cycle, E-two wheeler, E-auto, E-car, E-tempo, E-bus, etc. In fact, he is all set to introduce the E-highway, which will have charging units embedded and vehicles'

batteries would get charged while just driving on it.

One issue that perturbs him is that our product development is cost centric, not quality centric. He urged everyone to charge a little more if needed, but give better quality products. To counter cost of Rs. 80/- per litre of petrol, we need spend only Rs. 8/- for equivalent energy of electric charge, making it worthwhile and there is no emission leading to pollution generated in this activity.

ICAT 2nd Catalyst Conference on Innovations in E-Vehicle Industry on Dec 21, 2017

A day earlier, at the same premises, the ICAT 2nd Catalyst Conference on Innovations in E-Vehicle Industry, took place. Many speakers impressed with their presentations on the subject. A few takeaways from the conference were that we need to rethink architecture anew. We cannot just take a fossil fuel vehicle and convert it to an electrical one, as it is a very inefficient option. Major decisions need to be taken regarding RPM / Torque, Position of Motor, Position of Battery, Voltage levels, Cooling systems, etc.

Factors affecting cost revolve around Acquisition price; Operating cost; Mileage range, etc. Advanced technologies have to be localised at Indian costs with proper steps and procedures, otherwise the cost would be prohibitive for direct imports. Indianisation is required for components, parts, etc., though the architecture can remain as per the foreign original. Indian standards are quite good, but some suppliers are not as educated or well versed, hence we have big variation in production standards.

One component which has made the Electrical Vehicle a feasible option is the upgraded battery technology. The

> new Lithium Ion battery (Liion), has a life of five to seven years compared to the old Lead Acid one (LA), which has a life of around six months. The Li-ion can be discharged upto 90 per cent, while LA has a discharge capacity of 50 per cent.

The presentation on Charging T e c h n o l o g i e s b y Mr. M J Purohit, MD of Axiom EV Products, put the battery range broadly in perspective. Types of Chargers are Off board, On board/DC Slow, DC Fast, Wireless, Fuel Cells,

Solar Cells, etc... Charging standards are different in various countries.

Old methods and technologies give way to the new, as has been the world's experience. The once revolutionary Steam locomotive gave way to the Diesel locomotive, which in turn is yielding way to the Electric locomotive.

Mr. Gadkari himself has gone on record to say that by 2030, only Electric Vehicles would ply on our roads. The government, through Energy Efficiency Services Ltd (EESL) has awarded a contract for supply of 10,000 electric cars during the previous quarter, indicating that they mean business. Setting up the National Electric Mobility Mission Plan (NEMMP) to support R&D was also a welcome signal. Though Trucks and Goods vehicles were not mentioned specifically, one assumes they too would come under this purview.

However, the feeling is strong in the industry that the target date of 2030 is too ambitious, considering our infrastructure is negligible, especially regarding charging stations country-wide, in comparison to the requirement.

Developments of E-Trucks in the rest of the world

The three broad types being produced are the General type, Pick-ups and the Semi-trailers.

Other countries in the forefront, include China (BYD), Germany (Daimler and Volkswagen), Sweden (Enride) and some companies from the United States. However, the hype is around two U.S. based companies, both named in honour of Nikola Tesla, often referred to as the father of Alternate Current (AC), each selecting one portion of his



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name. Nikola Trucks has made an impressive start with the Nikola One and Nikola Two Semis, using both electricity and hydrogen fuel cells, which may become a game changer, as a range of 2000 kms per charge appears possible, whereas the range of current batteries is around 500 kms per charge. Not too far behind in the perception game is Elon Musk's Tesla, which is also developing a Semi, to run on electrically charged batteries. Preproduction bookings for both the companies are already in progress, though deliveries appear a couple of years away.

Deloitte Global Truck Study 2016

The above study on The Truck Industry in Transition, the consultancy giant Deloitte has made significant comments on the way problems and issues are going to be resolved in the coming years. Some estimations made by them are relevant for our policy makers to mull over, before plunging headlong into putting all their eggs in the EV basket.

Deloitte Study: Medium-sized commercial vehicles: One fifth of new vehicles will be powered by hybrid or fully electric drives by 2026

Between 2016 and 2026, the proportion of alternative drive systems among annual sales in the MCV segment will increase from about 1% in 2016 to just over 20% in 2026. Cumulatively, around 14,500 MCVs with alternative drives will be sold between 2016 and 2026. Hybrid vehicles will gain greater appeal and will expand their market share from today's 1% to just under 14% by 2026. The PHEV (plug-in hybrid) generates the greatest savings potential in distribution, because energy recovery when braking can play a particularly significant role here, where there is a greater share of stop-and-go usage scenarios than in long-distance transport. The costs of



batteries for fully electric trucks will be halved by 2026. This corresponds to a reduction from about 220 euros/kWh at present to 104 euros/kWh in 2026. At the same time, the capacity of batteries in relation to their weight will improve by 70% over the same period. Factors driving the sale of fully electric and hybrid vehicles include more strictly regulated emission and noise limits in urban areas and advancements in battery technology (better capacity, lower weight, lower production costs). BEVs (battery electric vehicles) will only assume a 5% market share by

2026, because storage capacities (per kilogram of battery weight) are still too low and the additional price is too high. Low consumption cannot compensate for this. Compared with other European countries, electricity



prices in Germany are relatively high, which reduces the advantage of using BEVs.

Deloitte Study: HCVs: only natural gas drives offer potential until 2026

In the HCV segment, only around 10% of new vehicles will have alternative drive systems by 2026. The charging infrastructure and battery capacities will not have developed sufficiently for use on long-distant routes – where HCVs are typically used-over the next ten years, either. Given the high proportion of fuel costs in the total cost of ownership, consumption advantages are decisive for HCVs. Natural gas-powered vehicles, which cost around 30,000 euros more to purchase, pay for themselves much faster thanks to their high mileage in long-distance transport and consumption advantages of up to 40% compared to diesel engines.

LNG clearly has the advantage in long-distance transport. A tankful of CNG will take a truck 450 km. By contrast, a tankful of LNG27 will usually achieve a range of 700-750 km. LNG containers are also faster to refuel. However, the use of LNG is limited by the lack of a nationwide network of filling stations. At present, these are mainly found in existing liquefied petroleum gas infrastructures such as ports or refineries.

Conclusion

In Indian conditions, while the need for developing alternative drive systems cannot be understated, 2030 may be too close for a complete switchover. The potential disruptive influence of hasty implementation will lead to job losses in the Petroleum Industry and allied sectors, including Auto components. Encouraging hybrids with electricity as one compulsory drive, should also be considered in the interim. Meanwhile, other technologies could forge ahead, which can add to our basket of options.

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All You Need To Know **About E-way Bill Compliance And Other Related Rules!**

roads carry 65 percent of the country's freight. Looking at its significant contribution to the Indian transport and logistics industry, the road transport sector has witnessed consistent growth - at the rate of 10 per cent every year - in the recent past owing to relaxed government policies, auto industry expansion, 100 per cent foreign direct investment (FDI), development of

highways and tax reforms, among

others.

eing a dominant mode of transport in India,

And, the Government of India expects it to grow further especially after the roll-out of eway bill under the GST regime. Aimed at the seamless movement, the e-way bill system will replace the waybills and transport bills applicable in the pre GST era. Though late, its entry is expected to offer solutions to transporters' problems of excessive documentation for inter-state transport of goods, and waiting for long in queues at check posts.

1, 2018, the Government of India is

preparing hard to keep the shortcomings

Before the implementation Before the implementation of inter-state eway bill rules across India from February of inter-state e-way bill rules across India from February 1, 2018, the Government of India is preparing hard to keep the shortcomings

at bay. And, this led to rolling out the eway bill system on trial basis from January 16, 2018. A total of 10 states, including Gujarat, Maharashtra, Sikkim, Jharkhand, Haryana, and Bihar have decided to participate in this trial run. Though, Karnataka, Rajasthan, Uttarakhand and at bay Kerala had already started following the e-way bill system.



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While the Government of India plans to implement intrastate e-way bill rules from June 1, 2018, every interstate movement of goods beyond 10 km, with a value of Rs. 50,000 and above, will mandatorily require e-way bill from February 1. An e-way bill can be generated online through the GSTN portal and via an SMS too. Thereafter, a unique e-way bill number is generated for the reference of supplier, recipient and transporter.

While the e-way bill has brought in many new rules regarding the transport of goods, it is important to get equipped with the important provisions under the same beforehand in order to keep trouble at bay. Let's walk through the salient features of the e-way bill system:

Changing Mode of Conveyance During Transit: If the goods are transferred from one conveyance to another during the course of transit, then this must be updated before the transfer of goods take place in the already generated e-way bill through the FORM GST EWB-01.

Transferring Multiple Consignments in a Single Conveyance: If more than one consignment is carried in one conveyance, then a consolidated e-way bill, indicating the serial number of e-way bills for each consignment, must be generated before the movement of goods through the Form GSTEWB-02.

E-way Bill Generated But No Goods Transported: An eway bill may be cancelled online or via an SMS within 24 hours where the e-way bill is generated. But an e-way bill cannot be cancelled if it has been verified in transit where the mode of conveyance has changed.

Accept or Reject E-Way Bill: Though a recipient can accept or reject an e-way bill, it will be assumed to be accepted if there's no communication within 72 hours of the e-way bill being made available to the recipient via the GSTN portal.

Documents in Possession of Person-in-charge of Conveyance: The person-in-charge of a conveyance must carry the invoice or the bill of supply or the delivery challan along with a copy of the e-way bill or the e-way bill number, either physically or mapped to an RFID (Radio Frequency Identification Device), which is embedded on to the conveyance (mode of transport).

Stopping Vehicles for Verification of Documents in Transit: Any vehicle carrying goods can be stopped for verification. In case there is 'specific information' of tax evasion, physical verification of conveyances may also be done.

Process of Verification of Goods: Goods will be inspected only once during a journey. However, if any 'specific information' of tax evasion is available even after an inspection is already done, the vehicle can be stopped again. If a vehicle is intercepted or stopped or detained for more than 30 minutes the transporter can upload this information in the Form GST EWB-04 on the portal.



Further, a summary of every inspection of goods in transit needs to be recorded online by the officer in Part A of GST EWB-03 within 24 hours of inspection. The final report will be submitted in Part B of GST EWB-03 within three days of inspection.

Though, it has been done to promote the seamless movement of goods across the country, traders seem reluctant towards the new system as they want the GSTN portal to be made free from glitches first. Owing to the poor e-literacy and non-availability of data network in transit, many find filing return every month a Herculean task and, now, generating an e-way bill before dispatching has added to their woes. Also, they are concerned about consignments getting a stipulated time period to be delivered. Moreover, the industry is worried about e-way bills again leading to halting trucks, impeding movement of goods and delaying delivery, which improved with no check posts in the post GST era.

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FCM/RCM Gives Accounting Nightmare To Car Carriers Across India



ix months of Good and Services Tax (GST) and the automotive carriers are still struggling to resolve their tax issues. And, their woes have doubled since October last year when the GST Council recommended a dual policy of GST for goods transport

This RCM/FCM policy has created a big conundrum for car hauliers

agencies (GTAs) related to the services offered by them. This RCM/FCM policy has created a big conundrum for car hauliers. Most of their time is consumed to satisfy their customer requirements about how the tax is actually applied to their services.

As per this dual policy, a transport company has an option to choose between the original notified provision of reverse charge mechanism (RCM) at the GST rate of 5 per cent without allowing the GTA any input tax credit (ITC), and the other option of forward charge mechanism (FCM) at the GST rate of 12 per cent with provision of getting ITC (introduced under the notification no. 20 dated August 22, 2017).



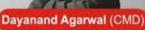
Automotive Logistics quoted the president of India's Car Carrier Association (CCA), which represents 95 per cent of the 15,000-plus car transporter fleet in the country, as saying, "This has left [the sector] in a dilemma," adding, "One OEM wants our members to take the FCM route and



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the rest of them, for whatever reasons, prefer the other route of RCM. The vehicle, being the same whether it is

We cannot engage in a business relationship with one OEM on the FCM mode and with others on the RCM mode

used for the FCM-favouring OEM or RCM-favouring OEMs, [is divided in terms of use] for tax purposes, which becomes an accounting nightmare."

The CCA official highlighted that the finished vehicle carriers are ready to adopt any system is it uniform across the OEMs. He said, "We cannot engage in a business relationship with one OEM on the FCM mode and with others on the RCM mode." Notably, the dual policy allows a GTA to select from the RCM and FCM options in the beginning of a financial year and cannot change it during the year.

Further, the CCA official has urged the Society for Indian Automobile Manufacturers (SIAM) to form a consensus on the issue. Though, SIAM has not currently come to any

conclusion over it but the organization is under increasing pressure to do so before the new financial year begins.

Moreover, the Car Carrier Association has lodged a

Moreover, the Car Carrier
Association has lodged a
complaint with the high court
in Jaipur over the way new
truck regulations are being
enforced in the Indian state of
Rajasthan

complaint with the high court in Jaipur over the way new truck regulations are being enforced in the Indian state of Rajasthan. The complaint is related to the enforcement of the Central Motor Vehicle Rules (CMVR) regulation that was introduced in October 2016 with the support of CCA. Notably, the CMVR rule established a new maximum length for car transporter trailers of 18.75 m. Also, other rules requiring the use of speed limiters and inspection windows on covered transport were put in place. Further, amendments to the CMVR regulation were made to put an end to the harassment suffered by drivers on India's highways.

The CCA has highlighted in its petition to the high court that officials from the Rajasthan Department of Transport



"have been acting in a mala fide, arbitrary and coercive manner, contrary to law", in penalising every car carrier passing through the state with Rs. 5,000 per trip without specifying any actual violation on the receipts for such penalties. In addition, it said that any refusal to pay against their arbitrary demand results in the detention of vehicle.

The CCA president told Automotive Logistics, "We incurred a substantial cost in reducing the length of the vehicles to comply with this law." He added, "We are a law-abiding business community. In spite of fulfilling all legal formalities, why this harassment?"

Moreover, the CCA has urged the court to direct the concerned authorities to ensure the elimination of forged penalty receipts through the use of receipts with unique barcodes and the payment of penalties through point-of-sale machines at checkpoints.





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6-month GST Scorecard:

From Chaotic Implementation To **Meaningful Revisions**



Many

for the delay in

romoted as the wave of positive change in the Indian economy, the Goods and Services Tax (GST) has all eyes on it since its implementation on July 1, 2017. From technical glitches in the GSTN portal to increased compliance, and poor eliteracy rate to government's unpreparedness, GST has seen a lot and there's more to come its way before it is called a hit show.

GST to the people While a government statement claimed of India GST 'to bring down the logistics cost to about 10-12 per cent by facilitating efficient inter-state flow of goods and accelerating the demand for logistics services,' Road Transport and Highways Minister Nitin

Gadkari said that India's logistics sector would gain the most from GST as costs would fall by almost 20 per cent. But there seems a long way for this to experts believe take place as the transport and logistics that chaotic industry expected to avail the immediate benefits of the biggest tax reform in implementation needs Indian economy. to be held responsible

Many experts believe that chaotic implementation needs to be held passing the benefits of responsible for the delay in passing the benefits of GST to the people of India. Not just this, the trade within the country has not improved much under the new tax regime. Further, the GST implementation in haste can be held responsible for derailing the government's revenue target.







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While revenue collections surpassed expectations in the July to September quarter with Rs. 94,063 crore in July, Rs. 90, 669 in August and Rs. 92, 150 in September, the show was comparatively poor in October with Rs. 83,346 crore and Rs. 80,808 crore in November. While slashing rates on more than 200 items and poor compliance are behind the subdued collections, experts on the subject



opine that the revenue will even get worse.

Moreover, numerous revisions have prevented 58 million small businesses from filing returns, which in turn has led to lower revenues. This section of India Inc., which constitutes around 40 percent of the country's GDP, is struggling hard to cope with complex rules, glitch-ridden GSTN portal and cumbersome filing processes.

Also, the smaller businesses are hesitant to sign up on the portal owing to the government's compensation scheme. The secretary general of the All India Confederation of Small and Micro Industries Associations confirmed, "Because of these conditions, the registered buyers and large companies are unwilling to take supplies from us."

Negating the impact of revised rates on goods, simplified return process and introduction of fixed tax rate for small

Nothing much has changed for us except that now we are forced to compete with large players, who have a cost advantage

firms, the chairman of a regional chamber of commerce in New Delhi told Bloomberg, "Nothing much has changed for us except that now we are forced to compete with large players, who have a cost advantage."

On the other hand, this dip in government revenue has led some states - hungry for pre-GST earnings - to step up

Such developments are defeating the purpose of having 'One Nation, One Tax,' and converting India into one of the world's biggest single markets

vigilance at their borders. Bloomberg quoted the vicepresident of Caravan Roadways as saying, "The people who were earlier on the check posts, who were getting money, they are getting the same through other means," adding, "right now, they're not doing random checking, they're checking every vehicle." Such developments are defeating the purpose of having 'One Nation, One Tax,' and converting India into one of the world's biggest single markets.

While truckers dreamt of travelling faster, reduced logistics costs and efficient businesses with the implementation of GST, the transport and logistics industry reports only modest gains after the fiscal reform. As per a recent report from Crisil, trucks are only able to travel an additional 25 km per day instead of an expected extra 100 km.

Moreover, the managing director of Transport Corporation of India Ltd. said that with improvement on some routes, the situation is likely to get even worse with the arrival of e-way bill system. He also called GST 'a work in progress.'

Though, GST seems to have done short-term damage to the economy, it is expected to widen India's tax net and improve the ease of doing business over the medium-tolong-term. Nevertheless, India Inc. is waiting for the GST magic to happen.



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Technologies That Are Changing The Face of Transport And Logistics Industry!

Be it an object or individual, a company or an industry, creating a perception is very easy. But when it has to do with some logic, technology helps it define better. On the same note, technology also helps in scripting a success story for them. For an unauthorized sector like goods transport also, technology plays the pivot. Being one of the major contributors to the third largest economy of Asia, it requires embracing new technologies and innovations and giving away old habits of playing it safe.

The trends of transport industry are already in the threshold of change and evolution. With technology drivers giving their best shots, the industry is moving strength to strength with other industries. In the recent past, we have seen different software solutions and new vehicle concepts among other great ideas aimed at making the industry safer, more efficient and profitable. And, this is just the beginning. The best of the brains are

continuously studying the trucking industry - how it operates, the positives and the drawbacks and also thinking the next level of innovative steps that can solve the current challenges and transform the industry.

There is no doubt that, if the steps are followed and implemented in a flawless manner, the benefits are cherished not only by the carriers, truckers and shippers but also the controlling authorities. And, the positive impact is also seen on other industries in the market and the economy at large too.

There're several technologies which play distinctive roles in the industry evolution but the pivotal roles are played by the following;

1. Telematics and GPS fleet tracking systems

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We are leading Tea carrier in India and specialize in North-East

with information and communications technology, which helps in sending, receiving and storing information relating to trucks from any location.

The integration of Global Positioning System (GPS) technology and computers and mobile devices come under the "telematics" umbrella. Through this a truck is fitted with a GPS receiver and an electronic GSM device to communicate with the user through secured web-based software. The process attributes towards efficient monitoring of the location, movement, speed, status and

behaviour of every vehicle in the fleet. If the need arises, an auto-generated report on the status of all the vehicles within a fleet can also be provided by a telematics system. This helps the fleet manager to keep a track on vehicle's start and shut down time/location, its location and speed.

This real-time information and updates on fleet activities come to a secure centralized, web-based software portal. This will help in:

- · Improving customer service.
- · Reduction of unauthorized vehicle use.
- · Increasing productivity.
- Increasing fleet security and safety.
- Cost reduction labour, fuel and other operational expenses.

2. ELDs and trucking software applications (Fleet Management System)

An electronic logging device (ELD) not only records and tracks the driver's record of duty status (RODs) but it also monitors hours of service for each driver. To further add on to this technology, software developers have come up with ideas which once integrated with these devices will enhance more efficiency in fleet management.

The comprehensive fleet management system maintains compliance with the ELD mandate and all relevant regulations and also helps to manage and control fleet vehicles, drivers and loads via an online reporting and management tools.

The system records all ELD data and audits automatically, reducing time and costs associated with fleet management and compliance reporting. Along with this, it also provides real-time notifications in case of violations, theft or accident to take immediate actions, thus, benefiting the management with good driver conduct, manage violations and reduce operational and fuel costs.

3. Self-driving trucks and platooning technology

It sounds nothing short of a dream but yes, the next big thing in the trucking industry will surely be self-driving trucks. Which means trucks will complete their journey on their own, without drivers. In Nevada, Daimler has already made and tested a semi self-driving truck. This



truck was officially authorized to operate on the public highways for experimentation purpose. Further, working on the fuel costs, the semi-autonomous truck technology will be blended with the platooning technology. This will also enable hauling of more freight more efficiently.

Platooning technology is the idea which runs several trucks with a driving support system, one truck closely following another to form a platoon. All the trucks are enabled with smart driving technology and mutual communication system (vehicle-to-vehicle communication).

This technology is expected to address the problem of driver shortage. The number of trucks is predicted to rise to about 240,000 in the next 5 years. The beauty of this technology is that the trucks will be driven by a computer, which unlike human doesn't have emotions and thus, will improve and reduce accidents caused by driver fatigue, distractions or other emotions. The other benefits from this technology include reduction in fuel cost, CO2 emissions and traffic congestion.

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Tata Motors Unveils Its Heavy Duty Tipper Range And Branded Oils, Offers 6-year Warranty



ata Motors has done some good planning for not just bidding bye to 2017 but welcoming 2018 in style too. Beginning with, it showcased six new commercial vehicles from its Construck range at EXCON

The commercial vehicle
manufacturer introduced first of
its kind 4th generation Ultimaax
suspension system, jointly
developed by Tata Motors and
Hendrickson, for the HCV heavyduty tipper range

2017. With the new product line, the commercial vehicle manufacturer introduced first of its kind 4th generation Ultimaax suspension system, jointly developed by Tata Motors and Hendrickson, for the HCV heavy-duty tipper range.

EXCON 2017 include Prima LX 3130.K 19 CuaM scoop tipper, Prima LX 2525.K 16 CuM Box tipper with Ultimaax susrimasion, Prima LX 3125.K 23 CuM box tipper, Signa 3718.TK 24 CuM box tipper, Signa 2518.K 7 CuM Transit Mixer with Bogie suspension and Signa 4923.S 14X2 CuM sideways tip trailer, were exhibited at the event.

& Heavy Commercial Vehicles at Tata Motors as saying,
"This year, our focus is on mining and road construction
industry as there is a positive movement in macroeconomic indicators in these segments. The products on

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display will be equipped with globally renowned Cummins SCR technology, heavy duty Ultimaax Suspension System, factory fitted comfortable AC Signa cabins and light weight but stronger tipper bodies. We are also working on various aggregates like engines, axles and

suspension systems to reduce maintenance costs and provide a long-lasting trouble-free operation. We will shortly introduce two of our new vehicles in the market, designed to offer maximum vehicle uptime and enhanced driver comfort at a lowest cost of ownership."

Further, the Ultimaax rear suspension consists of a heavy-duty beam with the central pivot. It also features a combination of shear and progressive springs, the main load carrying components, which are made of special proprietary rubber material. Moreover, the use of rubber bushes in front and rear applications have been eliminates the need for periodic developed with rubber lubrication or visit to the workshop and using expensive chassis greasing system. Additionally, its unique design metal bushings used in offers long service life along with easy replacement of rubber springs in order to reduce down time.

"For the first time in India, heavy duty tipper applications have been developed with rubber bushings as against metal bushings used in the conventional suspension. This will reduce road shocks and improve driver comfort thereby enhancing productivity. Additionally, the Ultimaax suspension system will offer advantage of higher payload of approximately 250kgs due to low weight of the system over standard bogie suspension. Taking into consideration customer feedback and expectations, our teams worked extensively to tailor make this suspension suitable for the Indian off-road terrains. State of the art techniques were deployed during the development stage by collecting field data on loading conditions and the terrain of the vehicle," said the head -Electric Vehicles & Defence Vehicles, Commercial Vehicle Engineering, Tata Motors.

In addition to this, the manufacturer offers Tata FleetMan Telematics solutions, including real-time fleet tracking,

> SMS and email alerts, Geofencing and remote unit management, that help customers track and control vehicles anywhere in the country.

Not just this, Tata Motors knows how to keep his customers happy. As a New Year gift, the company announced a six-year warranty for its entire range of medium-

and heavy-duty commercial vehicles. Also, the warranty is transferable on resale for balance period to the For the first second owner upon vehicle transfer.

> A company statement read, "Tata Motors is the first auto-maker in the country to introduce a standard driveline warranty of six years on the entire M&HCV range including tractor-trailers, and multi-axel trucks & tippers."

Talking about this offer, the head of the conventional commercial vehicle business unit at Tata Motors said, "The 6-year warranty is suspension another industry first. We are pleased to offer the new warranty on our medium & heavy commercial vehicles. With this we also assure customers of greater benefits and hassle free business on availing long-term annual maintenance contracts."

> Giving its customers another reason to cheer, Tata Motors launches branded oils for its CV range in the New Year too. Promising better mileage and longer aggregate life or protection, the product range includes engine, gear and rear axle oil for commercial vehicles manufactured by Tata Motors.

> Now, these really keep Tata Motors' commercial vehicles in the run to be a Golden Truck!



time in India,

heavy duty tipper

bushings as against



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Meeting of All India Transporters Welfare Association's (AITWA)

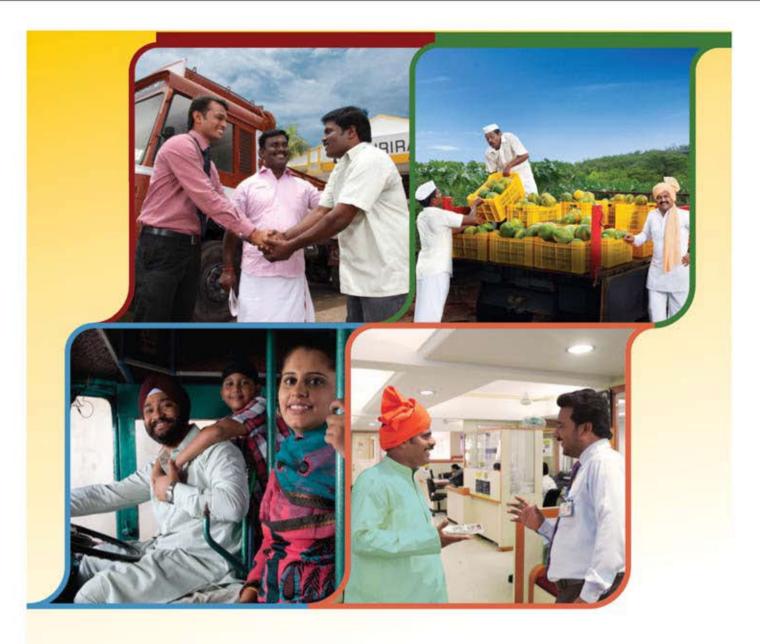
representatives with Smt. Kamini Chauhan Ratan, Commissioner Commercial Tax, UP at Commercial Tax Head Office, Vibhuti khand, Gomti Nagar, Lacknow, Uttar Pradesh



Discussed UP Transporters issues:

- 1. There have been many instances being faced by all of us regarding the checking of goods by breaking open the boxes and packaging, in order to check every piece in accordance with the tax invoice. This leads to a lot of harassment and also we incur a heavy loss in repacking the goods and at a later stage paying for shortages and damages. It becomes a tedious process reloading the opened goods into the lorry again and the goods are left vulnerable. We request you to please take an emergency action on this topic to help us minimise our losses.
- 2. Why detain the complete lorry if by any chance only one Tax Invoice is found to be in flaw of the GST Act. Because of this practice we are incurring huge losses by paying detention to Lorry owners for no fault of ours. The goods should be seized and released only when the tax penalty has been deposited by the concerned person.
- 3. We are being levied penalties for not being able to produce photocopies of PAN or AADHAR of unregistered dealers, whereas the law does not in any place state that this is a compulsion. We are asking these from our customers for our internal records only and it is not mandatory.

- 4. Also we are being levied penalties for very small clerical mistakes like there is no signature present in the bill. These are very understandable mistakes and can be considered as non tax evasive mistakes.
- 5. After the seizure of some goods in the above format we were given a time to deposit the penalty+penalty in DD form from the customer who was at fault. We were told that after the said date we would have to deposit 100% (value of goods)+penalty. We have our customers in other states and we have to communicate and then get the Drafts made by them and then wait for the courier to reach our Head Office and then we send it over to the concerned authority by hand. As you can see that this is a time taking process and we should be allowed an extension on these grounds. If there can be a module of payment of these penalties online it would be of great help.
- 6. No seizer/detention of truck should be done on the basis of Under Billing. Direct action can be taken on the seller/purchaser by obtaining the copy of Tax Invoice from the truck.
- 7. There is no option for extention of time in E Way Bill 01 and 02. Seizer should not be done only on this ground as due to many reason trucks are delayed specially in case of E Way 02 which has a validity of only 48 hours.



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पेट्रोल-डीजल के दाम पहुंचे नई ऊंचाईयों पर, जीएसटी से मिल सकती है राहत

अंतरराष्ट्रीय बाजार में कच्चे तेल के दाम में तेजी के चलते पेट्रोल-डीजल की कीमतें आसमान छू रही है। जहाँ दिल्ली में पेट्रोल की कीमत प्रति लीटर 72 रुपये और डीजल 63 रुपये तक पहुँच गयी है। वही दूसरी ओर मुंबई में पेट्रोल 80 रुपये और डीजल 67 रुपये को पार कर गया है। तेल व कोलकाता और चेन्नई में भी पेट्रोल 75 रुपये पर के वचा जा रहा है। बता दें कि मुंबई में पेट्रोल की कीमत अधिकतम होने के पीछे बहुत बड़ा हाथ के बात क

तेल कंपनियों के अनुसार 12 दिसंबर 2017 के दाम ने बाद तेल के दाम लगातार बढ़ रहे हैं। पिछले एक महीने में पेट्रोल-डीजल के दाम में लगभग 10 रुपये प्रति लीटर तक की वृद्धि हुई है। बता दें कि वैश्विक स्तर पर कच्चे तेल के व्यापार के दो प्रमुख मानकों (ब्रेंट और वेस्ट टेक्सास इंटीमीडिएट - डब्ल्यूटीआई) में दिसंबर 2014 के बाद

काफी तेजी देखी गयी है। हाल ही में ब्रेंट क्रूड 70.05 डॉलर प्रति बैरल और डब्ल्यूटीआई 64.77 डॉलर पर पहुंच गया। और कच्चे तेल के दाम में वृद्धि के उपरांत ही पेट्रोल-डीजल के दाम बढ़ने शुरू हो गए।

तेल कंपनियों
के अनुसार

12 दिसंबर 2017
के बाद तेल के
दाम लगातार
बढ़ रहे हैं।

2 विश्वा जाए तो दक्षिण एशिया के देशों की तुलना में भारत में पेट्रोल और डीजल काफी महंगा है। बता दे कि तेल की गगनचुम्बी कीमतों के लिए 40–50 फीसदी तक टैक्स जिम्मेदार है। ऐसे में सरकार से आम आदमी को राहत देने के लिए उत्पाद शुल्क में कटौती की मांग फिर से की जाने लगी है। इससे पहले अक्टूबर 2017 में जब दिल्ली में पेट्रोल का दाम 70 रुपये प्रति लीटर और डीजल 59 रुपये पहुंच गया था,

बीजेपी नीत एनडीए सरकार ने उत्पाद शुल्क में 2 रुपये प्रति लीटर की कटौती की थी। इस परिस्थिति से उभरने के लिए ऑइल मिनिस्ट्री के एक वरिष्ठ अधिकारी ने बताया कि हम



केवल उत्पाद शुल्क में कटौती का सुझाव दे सकते हैं। अब वित्त मंत्रालय पर है कि वह इसपर क्या फैसला लेते हैं। साथ ही उन्होंने यह भी बताया कि आगामी बजट में उत्पाद शुल्क घटाना इतना आसान भी नहीं है।

सरकारी पेट्रोलियम कंपनी इंडियन ऑइल के अनुसार दिल्ली में डीलर लगभग 30 रुपये प्रति लीटर में पेट्रोल खरीद रहे हैं। फिर इस पर करीब 21 रुपये एक्साइज ड्यूटी और 3 रुपये प्रति लीटर तक डीलर कमिशन लिया जाता है। इसके बाद 27 फीसदी (14 अगर पेट्रोल पर 12 पर्सेट जीएसटी लगता है तो वैट और एक्साइज ड्यूटी समाप्त हो जाएगी और डीलर किमशन लगाने के बाद भी दिल्ली में पेट्रोल करीब 38 रुपये प्रति लीटर के भाव पर मिलेगा। और कहीं अगर पेट्रोल पर जीएसटी 18 फीसदी भी लगता है तो यह कीमत 40 रुपये के करीब ही पहुंचेगी। मान लीजिये पेट्रोल पर सरकार 28 पर्सेट जीएसटी लगाती है तब भी कीमत 44 रुपये के करीब होगी।

2017 के सबसे चर्चित मुद्दों में से एक रहा जीएसटी हो सकता है



रुपये के आसपास) की दर से इस पर वैट लगता है। इस तरह कुल कीमत 70 रुपये तक पहुँच जाती है। क्यूंकि वैट राज्यों के अनुसार अलग-अलग होता है, अलग-अलग राज्यों में पेट्रोल और डीजल की कीमतें भिन्न होती हैं।

फिलहाल भारत में पेट्रोल और डीजल की कीमतें पिछले तीन साल के उच्चतम स्तर पर हैं। विशेषज्ञों की माने तो जीएसटी के आने से तमाम चीजों के दामों में गिरावट आयी है और अब समय आ गया है कि पेट्रोल-डीजल को इसके दायरे में लाया जाए। और यही विचारधारा रखने वाले पेट्रोलियम एवं प्राकृतिक गैस मंत्री धर्मेंद्र प्रधान भी पेट्रोल और डीजल की कीमतों में प्रतिदिन बदलाव के साथ ही जीएसटी लागू किए जाने की बात कर रहे है। अब जल्द ही नैचुरल गैस और एयर टरबाइन फ्यूल (एटीएफ) पर भी लगाया जाए। सीएनबीसी-आवाज को मिली एक्सक्लूसिव जानकारी के मुताबिक अनुसार नैचुरल गैस पर 5 फीसदी जीएसटी लगाने का प्रस्ताव है। बता दें कि ज्यादातर राज्य नैचुरल गैस को जीएसटी के तहत लाने पर सहमत है। साथ ही पेट्रोलियम और विमानन मंत्रालय भी एटीएफ को जीएसटी के तहत लाने के पक्ष में हैं।

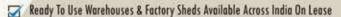
सूत्रों का कहना है कि जीएसटी काउंसिल बायो डीजल बसें और इलेक्ट्रिक गाड़ियों पर जीएसटी की दरें घटाने पर भी विचार कर सकती है। साथ ही एक्सपोर्टर्स के लिए रिफंड के नियम आसान हो सकते हैं। हो सकता है इलेक्ट्रिक गाड़ियों पर जीएसटी घटाकर 28 फीसदी से 18 फीसदी हो जाए।



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Carriage By Road Cost Index (CRI) - December 2017

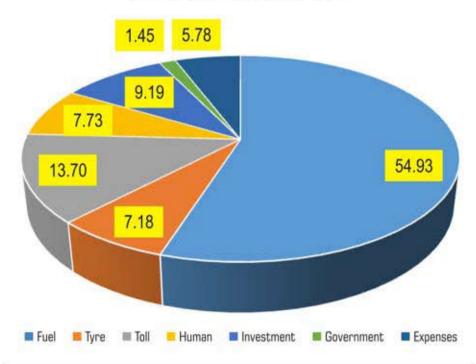
CRI December 2017 - 118.89

Data Updated upto December 1, 2017

Average Diesel Price as on December 1, 2017 - Rs. 60.51 per litre.

Cost Distribution Pie NOVEMBER 2017





| Chang | es: Matrix - November 2017 | |
|-----------------|----------------------------|--|
| Diesel | +1.17% | |
| Change in Index | +0.76 | |

Note: Percentage in pie chart rounded off to nearest number. Warning: This index is a work of an independent 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



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Man who consumed poison at Uttarakhand BJP office, dies

Transporter was suffering losses allegedly due to demonetisation and GST

PRESS TRUST OF INDIA

A man, who had consumed poison before Uttarakhand Agriculture Minister Subodh Uniyal last week after he suffered losses allegedly due to demonetisation and CST, on Tuesday died during treatment in Dehradun, hospital sources said.

Prakash Pandey, a resident of Haldwani, the largest city in the Kumaun region, had recounted his story to Mr. Uniyal during a Janata Darbar programme at the BJP office in the State capital on Saturday.

Mr. Pandey had introduced himself as a transporter during the event. He told the Minister that he was struggling to repay his loans after demonetisation of a bulk of the currency and the implementation of the Goods and Services Tax hit his business.

Efforts failed

He said he had to consume poison as his attempts to draw the attention of Prime Minister Narendra Modi, Finance Minister Arun Jaitley and BJP chief Amit Shah through letters failed.

When BJP workers realised Mr. Pandey had consumed poison, they rushed him in the Minister's car to Doon Hospital, from where he was later referred to Max Hospital in Dehradun.

Mr. Pandey on Tuesday succumbed in the Intensive Care Unit of Max Hospital, hospital sources said.

Chief Minister Trivendra Singh Rawat said he was sad to learn about Mr. Pandey's death. "We have just been informed that Mr. Pandey passed away at Max Hospital. It is extremely sad to hear this. Doctors attending him tried hard to save him."

Mr. Rawat said Mr. Pandey was on life support, but could not be saved "as he had taken more than the fatal dose of poison".

Former Uttarakhand Chief Minister Harish Rawat said the death was a "shameful" incident for the State government.

"Mr. Pandey represented scores of people struggling to support their families. It is a matter of shame for the State government that it could not do anything to save the man. He has fallen victim to CST and demonetisation," he said.

Pradesh BJP president Ajay Bhatt said the "painful incident" should not have happened. "As the State BJP president I can only say we all stand by his family," he said.

Trader who took poison to protest DeMon, GST dies

Yogesh.Kumar @timesgroup.com

Dehradun: A Haldwanibased transporter who staggered into the BJP headquarters in Dehradun last week, telling a startled minister who was holding a Janta durbar that he had takenpoison after suffering "immense" losses following demonetisation and later implementation of GST, died on Tuesday, Prakash Pandey, 44, succumbed to internal damages wreaked by the Sulphas powderhe had swallowed.

Highdramahad unfolded at the janata darbar (public grievance meeting) presided over by state agriculture minister Subodh Uniyal on Saturday when Pandey stormed into thevenue, tears rolling down his cheeks. To the shock of all present, he wentontosay that he had takenpoisonasal astresort after he was unable to repay loans due to note banand GST.

tion and the way GST was implemented. I have also approached the PMO for wayer of loans but nothing has happened. I have therefore been forced to end my life, he said. As the visibly puzzled minister and his aids fumbled to respond, Pandey turned towards the cameras of some TV channels add said, "The Congress gownment was much better than BJP I = financially ruined due to the decisions taken by

URBAN ANGST

this government." He then took out a pouch of white powder, which he claimed to be poison.

Police officers present at the spot swing into action and rushed him to the Government Doon Medical College Hospital where he was shifted to the ICU Later, he was traisferred to a private hospital where he died of multiple rgan failure on Tuesday.

Chief medical officer of

that Pandey had ingested poison which led to organ failure. "The patient had said that he had taken aluminium phosphide, a highly toxic chemical. We have preserved viscera sample for examination," he said.

Pandey's family said the government's apathy was to be blamed for his death. His cousin Umesh Nilkani told TOI, "My brother did not take his life, it was the system that murdered him. He was treated badly by the state government and was callously asked to get a Below Poverty Line (BPL) card before requesting financial help. He died fighting against decisions like demonetisation and GST."

Nilkani said Pandey's transport business had an annual turnover of around Rs1 crore for the past decade. "He had taken loan to purchase new trucks but business sloweddown first due to demonetisation and then for

एनएच पर 100 करोड़ से बन रही सुरंग जांचने पहुंचे एनएचएआई के अधिकारी

 सोलन-कुमारहट्टी के बीच बड़ोग में बन रही सुरंग
 इसके निर्माण पर खर्च के

लिए 100 करोड़ का बजट

सोखन, टी.टी.एन.। परवाणू-शिमला राष्ट्रीय राजमार्ग पर रिकॉर्ड समय में तैयार हुई सुरंग का नेशनल हाइवे अथॉरिटी ऑफ इंडिया (एनएचएआई) की टीम ने दौरा किया। इस दौरान टीम ने यहां चल रहे कार्यों का जायजा लिया और निमातां कंपनी को दिशानिर्देश जारी किए। टीम ने सुरंग में हो रहे कार्य पर संतोष जताया है। आगामी करीब छह माह में यह पूरी तरह बनकर तैयार हो जाएगी। टीम के प्रभारी प्रकाश दरोच ने बताया कि सुरंग के दोनों सिरे खुल चुके हैं। सुरंग के अंदर अब नालियां बनाने का काम चल रहा है। विदेशी तकनीक के आधार पर बनाई जा रही इस सुरंग में पानी नहीं टपकेगा। पानी नालियों के माध्यम से बाहर लाया जाएगा। गौरतलब है कि करीब सी करोड रुपए से फीरलेन हाइवे पर सोलन-कुमारहट्री के बीच बड़ोग में सुरंग का निर्माण किया है। करीब एक किलोमीटर लंबी यह सुरंग महज डेढ़ साल में बनकर तैवार हो गई है। सुरंग बनने से नेशनल हाड़वे पर चंडीगढ़ की तरफ जाने चाले वाहनों की छह किलोमीटर तक दूरी कम होगी। एक तरफा बाहन सुरंग से होकर गुजरंग। कंपनी ने निर्माण के दौरान आधुनिक तकनीकों का इस्तेमाल किया है। इसकी बजह से बहाँ निर्माण कार्य में कोई हादसा नहीं हुआ।

INFRASTRUCTURE

tunnel # nhai

समय-समय पर एनएचएआई प्रबंधन कार्य की जांच करता रहा है व कंपनी प्रबंधन को उचित दिशानिर्देश भी दिए हैं। इस मौके पर टीम के अन्य सदस्य वरिष्ठ सुरंग विशेषज्ञ अरविंद कुमार शर्मा और क्वालिटी सपरवाइजर निर्दोष तोमर भी मौजुद थे।

फोरलेन के पहले चरण में परवाणू से चंबाघाट तक करीब 39 किलोमीटर लंबे मार्ग को चौड़ा करने में 748 करोड़ रुपये के बजट रखा है। इसमें से 100 करोड़ रुपए सुरंग निर्माण पर खर्च होने हैं। अभी तक कंपनी 250 करोड़ रुपये खर्च कर चुकी है।

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AIR FREIGHT (INT'L+DOM.)

Freight (in MT.) Freight (in MT.)

| S. | Airport | For | The Mo | Freight (| | Period Ap | ril To No |
|-----------------|---------------------------|-----------|--------|-----------|---------|-----------|-----------|
| no. | Import | Nov. | Nov. | % | | 2016-17 | |
| | | 2017 | 2016 | Change | | | Change |
| (A) 1 | 8 International | Airports | | | | | |
| 1 (| Chennai | 34579 | 28440 | 21.6 | 281423 | 239059 | 17.7 |
| 2 k | Colkata | 13912 | 11903 | 16.9 | 112146 | 101779 | 10.2 |
| 3 / | Ahmedabad | 7511 | 5603 | 34.1 | 62146 | 49197 | 26.3 |
| 4 (| ioa | 389 | 262 | 48.5 | 3243 | 2709 | 19.7 |
| 5 I | ucknow | 492 | 361 | 36.3 | 4447 | 3333 | 33.4 |
| 6 7 | Trivandrum | 2027 | 2279 | -11.1 | 20037 | 19578 | 2.3 |
| - | Guwahati | 2094 | 1613 | 29.8 | 15441 | 11578 | 33.4 |
| | aipur | 1374 | 1199 | 14.6 | 10309 | 10952 | -5.9 |
| 9 (| Calicut | 1385 | 1279 | 8.3 | 12972 | 9031 | 43.6 |
| 10 I | Bhubaneswar | 569 | 639 | -11.0 | 5336 | 5283 | 1.0 |
| _ | Coimbatore | 902 | 748 | 20.6 | 6887 | 7335 | -6.1 |
| | Srinagar | 581 | 321 | 81.0 | 5112 | 3152 | 62.2 |
| _ | /aranasi | 93 | 76 | 22.4 | 816 | 754 | 8.2 |
| | Mangalore | 174 | 80 | 117.5 | 1824 | 772 | 136.3 |
| _ | Amritsar | 47 | 137 | -65.7 | 1233 | 841 | 46.6 |
| | richy | 491 | 596 | -17.6 | 4286 | 4646 | -7.7 |
| _ | Portblair | 513 | 382 | 34.3 | 3473 | 2916 | 19,1 |
| | mphal | 339 | 571 | -40.6 | 2906 | 2900 | 0.2 |
| Total | | 67472 | 56489 | 19.4 | 554037 | 475815 | 16.4 |
| (B) 6 | JV Internation | al Airpor | ts | | | | |
| 19 I | Delhi (DIAL) | 80951 | 66844 | 21.1 | 649448 | 563906 | 15.2 |
| - | Mumbai | 77879 | 62618 | 24.4 | 592455 | 497920 | 19.0 |
| | MIAL) | | | | | | |
| | Bangalore BIAL) | 28979 | 25337 | 14.4 | 230882 | 214170 | 7.8 |
| | Hyderabad GHIAL) | 10542 | 9946 | 6.0 | 88754 | 79554 | 11.6 |
| 23 (| Cochin(CIAL) | 6101 | 6401 | -4.7 | 51969 | 56545 | -8.1 |
| | Nagpur MIPL) | 770 | 642 | 19.9 | 5230 | 4892 | 6.9 |
| Total | | 205222 | 171788 | 19.5 | 1618738 | 1416987 | 14.2 |
| (C) 8 | Custom Airpor | rts | | | | | |
| | Pune | 4149 | 2851 | 45.5 | 27137 | 23688 | 14.6 |
| - | /isakhapatnam | 263 | 318 | -17.3 | 3016 | 3167 | -4.8 |
| _ | Patna | 403 | 533 | -24.4 | 5019 | 4138 | 21.3 |
| 28 (| Chandigarh - V Airport | 476 | 474 | 0.4 | 4514 | 4123 | 9.5 |
| | Bagdogra | 421 | 363 | 16.0 | 3569 | 2880 | 23.9 |
| | Madurai | 250 | 111 | 125.2 | 1545 | 646 | 139.2 |
| 31 / | Aurangabad | 190 | 86 | 120.9 | 1272 | 1008 | 26.2 |
| 32 (| Jaya | 0 | 0 | - | 0 | 0 | |
| Total | 3077 | 6152 | 4736 | 29.9 | 46072 | 39650 | 16.2 |
| | 0 Domestic Air | | V. | V. | 40 0 | | 5. |
| - | ndore | 951 | 716 | 32.8 | 7312 | 4872 | 50.1 |
| and the same of | Raipur | 333 | 346 | -3.8 | 2718 | 3062 | -11.2 |
| | Agartala | 426 | 410 | 3.9 | 3674 | 4065 | -9.6 |
| _ | ammu | 149 | 195 | -23.6 | 1232 | 1438 | -14.3 |
| - | /adodara | 211 | 207 | 1.9 | 1383 | 2066 | -33.1 |
| | Jdaipur | 1 | 0 | 1.9 | 1303 | 10 | -55,1 |
| - | Ranchi | 328 | 361 | -9.1 | 3262 | 3166 | 3.0 |
| nervenena and | Dehradun | 21 | 17 | 23.5 | 170 | 172 | -1.2 |
| - | 3hopal | 112 | 71 | 57.7 | 776 | 596 | 30.2 |
| 41 1 | mopai | 112 | 71 | 31.1 | 770 | 590 | 30 |

| | 0 000 | | | Freight (| in MT.) | | - 22 |
|-----|-------------------------|--------|--------|-----------|---------|---------|-------------|
| S. | Airport | | The Mo | | | | ril To Nov. |
| no. | | Nov. | Nov. | % | 2017-18 | 2016-17 | % |
| - | | 2017 | 2016 | Change | | | Change |
| (D) | 50 Domestic Air | rports | | | | | |
| 42 | Vijayawada | 0 | 0 | | 0 | 0 | - |
| 43 | Leh | 74 | 95 | -22.1 | 885 | 1039 | -14.8 |
| 44 | Tirupati | 0 | 0 | - | 0 | 0 | - |
| 45 | Rajkot | 21 | 14 | 50 | 200 | 148 | 35.1 |
| 46 | Jodhpur | 2 | 0 | 1 | 6 | 6 | 0.0 |
| 47 | Dibrugarh | 64 | 30 | 113.3 | 435 | 360 | 20.8 |
| 48 | Rajahmundry | 4 | 0 | - | 5 | 0 | - |
| 49 | Silchar | 34 | 24 | 41.7 | 384 | 194 | 97.9 |
| 50 | Surat | 31 | 0 | - | 212 | 0 | |
| 51 | Bhuj | 2 | 2 | 0.0 | 20 | 19 | 5.3 |
| 52 | Juhu | 33 | 27 | 22.2 | 262 | 258 | 1.6 |
| 53 | Jabalpur | 5 | 3 | 66.7 | 38 | 13 | 192.3 |
| 54 | Dimapur | 58 | 31 | 87.1 | 410 | 229 | 79.0 |
| 55 | Guggal(kangra) | 0 | 0 | 307.4 | 0 | 0 | |
| 56 | Tuticorin | 5 | 13 | - | 10 | 39 | - |
| 57 | Belgaum | 0 | 0 | 7 20 | 0 | 0 | - |
| 58 | Jamnagar | 1 | 8 | | 3 | 39 | |
| 59 | Khajuraho | 0 | 0 | | 0 | 0 | |
| 60 | Jorhat | 4 | 4 | 0.0 | 36 | 45 | -20.0 |
| 61 | Gorkhpur | 0 | 0 | | 0 | 0 | |
| - | | - 22 | | ** | 7.5 | | - 3 |
| 62 | Allahabad | 0 | 0 | 0.0 | 0 | 0 | |
| 63 | Agatti | 1 | 1 | 0.0 | 9 | 1 | * |
| 64 | Hubli | 0 | 0 | | 0 | 0 | |
| 65 | Bhuntar | .0 | 0 | | 0 | 0 | |
| 66 | Bhavnagar | .0 | 0 | - 2 | 0 | 0 | |
| 67 | Diu | .0 | 0 | - 2 | 0 | 0 | |
| 68 | Gwalior | 0 | 0 | - 2 | 0 | 0 | - 5 |
| 69 | Barapani (shillong) | 0 | 0 | 5 | 0 | 0 | |
| 70 | Pantnagar | 0 | 0 | • | 0 | 0 | |
| 71 | Lakhimpur (lilabari) | 0 | 0 | 5 | 0 | 0 | .5 |
| 72 | Agra | 0 | - 0 | | 0 | 0 | - 2 |
| 73 | Tezpur | 0 | 0 | . 3 | 0 | 0 | - |
| 74 | Bhatinda | 0 | 0 | | 0 | 0 | - |
| 75 | Porbandar | 0 | 0 | | 4 | 0 | - 1 |
| 76 | Kanpur(chakeri) | 0 | 0 | 1 3 | 0 | 0 | - S |
| 77 | Cuddapah | 0 | 0 | | 0 | 0 | |
| 78 | Bikaner | 0 | 0 | | 0 | 0 | |
| 79 | Jaisalmer | 0 | 0 | | 0 | 0 | - 2 |
| 80 | Ludhiana | 0 | 0 | - 1 | 0 | 0 | 2 |
| 81 | Kolhapur | 0 | 0 | | 0 | 0 | 81 |
| 82 | Shimla | 0 | 0 | - 5 | 0 | 0 | |
| _ | 0 Domestic Airports | 2871 | 2575 | 11.5 | 23452 | 21837 | 7.4 |
| | St.Govt. / Pvt A | | 22.00 | | 20.700 | 21007 | |
| - | | _ | 70 | 20.2 | 220 | | |
| 83 | Lengpui(aizwal) | 55 | 69 | -20.3 | 569 | 555 | 2.5 |
| 84 | Durgapur | 0 | 0 | - | 0 | 0 | - |
| 85 | Nanded | 0 | 0 | - | 0 | 0 | |
| 86 | Mundra | 0 | 0 | - | 0 | 0 | |
| | St.Govt. / Pvt Airports | 55 | 69 | -20.3 | 569 | 555 | 2.5 |
| | Other Airports | 0 | 0 | 7. | 0 | 0 | - 2 |
| | nd Total -B+C+D+E+F) | 281772 | 235657 | 19.6 | 2242868 | 1954844 | 14.7 |
| | | | | | | Sour | ce: A.A.I. |

Source: A.A.I.

(DURING APRIL TO DECEMBER'2017* VIS-A-VIS APRIL TO DECEMBER'2016) TRAFFIC HANDLED AT MAJOR PORTS OCEAN FREIGHT

(*) TENTATIVE

(IN '000 TONNES)

| FRANCISCO | 2000 | Country Con. | . 00 | | | | | | | | | | | 4 |
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| Cyclude, Liquids Incl. FNIS. RAM Thermal Goking Tomage TEUS Misc. Pyod. Pellets S. Steam & Steam Act. Teur Pellets Act. Act. Pellets Act. | PORI | IKAFFIC | F.O.F. | Other | Iron Ore | Ferti | IIZELS | C03 | = | Contai | ners | Other | TOTAL | % VAK. |
| FAPRIL-DEC.2017 5557 608 - 91 9 7 379 7358 479 359 12548 FAPRIL-DEC.2016 564 564 61 13 - 697 7365 480 12548 12548 FAPRIL-DEC.2016 564 584 - 91 - 697 7365 480 12548 1254 4849 1254 2844 1 2844 1 2844 1 2844 1 2844 1 2844 1 2844 1 2844 1 2844 1 2844 1 2844 1 2844 1 3774 4844 3445 2864 1 3774 4845 3784 4845 3784 4845 3784 4855 4844 4855 4846 4856 4869 4865 4866 4865 4846 4866 3864 4865 4846 4866 4865 4866 4865 4866 4865 4 | | PERIOD | (Crude, Prod., LPG/L NG) | Liquids | Incl. Pellets | | RAW | Thermal & Steam | Coking & Others | Tonnage | | | | AGAINST 2016-17 |
| RAPRIL-DEC.2017 557 608 - 91 9 7 379 7358 479 3539 12548 RAPRIL-DEC.2016 6011 3777 1295 138 211 1210 8692 1246 479 3572 13312 RAPRIL-DEC.2016 4758 3362 569 138 211 1210 8692 1242 894 4772 24844 1 RAPRIL-DEC.2016 4352 382 152 908 9374 506 379 375 2934 RAPRIL-DEC.2016 5583 143 324 2204 786 894 4772 2484 1 RAPRIL-DEC.2016 5324 143 324 224 1210 938 860 376 496 497 487 487 487 RAPRIL-DEC.2016 3018 894 723 484 478 379 487 RAPRIL-DEC.2016 3128 894 462 386 394 | COLKATA | | | | | | | | | | | | | |
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| FAPRIL-DEC.2017 6011 3777 1295 316 228 1515 8704 2016 117 5372 29234 RFAPRIL-DEC.2016 6568 3382 1569 138 211 1210 8862 1242 89 4722 2844 1 RFAPRIL-DEC.2017 6568 3384 1569 407 237 1512 9889 8047 569 7394 3145 RFAPRIL-DEC.2017 1583 1128 8941 4 3145 2016 9375 73 5 5683 7496 RFARIL-DEC.2017 11912 1584 7581 68 74 6217 362 389 45659 779 4736 RFARIL-DEC.2017 318 894 - - 16712 - 16712 - 16712 - 16712 - 16712 - 1783 3449 45659 RFARIL-DEC.2016 318 - - 1637 362 - | volkata Dock System | TRF APRIL-DEC:2016 | 564 | 540 | | 19 | 13 | (4) | 269 | 7365 | | 3072 | 12312 | 1.92 |
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| RFARIL-DEC.2017 6568 4385 1295 407 237 1522 9083 9374 596 8911 41782 RFAPRIL-DEC.2016 5322 3842 569 199 224 1210 9389 8607 569 7794 37156 1 RFAPRIL-DEC.2016 19644 1128 8941 4 3146 5279 19246 789 8607 569 7794 43785 1 RFAPRIL-DEC.2016 19644 1418 7891 740 6221 4642 5085 291 7094 45959 RFAPRIL-DEC.2017 318 78 740 6221 4642 5085 291 7094 45963 RFAPRIL-DEC.2017 318 74 6221 4642 5085 291 4796 45964 FAPRIL-DEC.2016 3631 1008 - - 16712 - 2754 412 5787 3799 FAPRIL-DEC.2016 531 108 3< | Taidia Does Complex | TRF APRIL-DEC. 2016 | 4758 | 3302 | 899 | 138 | 211 | 1210 | 8692 | 1242 | 68 | 4722 | 24844 | 17.67 |
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| | Variation from previous y | ear | 6.97 | 5.71 | 1.36 | -0.51 | -3.10 | -5.77 | 4.21 | 7.55 | | 1.25 | 3.64 | |

Source: I.P.A.

Automation Is The Key

Mr. Pradeep Jain is Managing Director of Falcon Autotech, which has a strong presence in Automated control systems. He has received a Bachelor's Degree in Mechanical Engineering in 1985.

Mr. Jain is a hard core, passionate Mechanical and Automation person, with over 30 years of experience in the development of products in his chosen field.



Mr. Pradeep Jain

This has led to his understanding intricacies of the technological aspects of Automation in the industry. He started Falcon Autotech in 2012 and today competes with world leaders in the field, especially in automated systems for mass scanning of weight and volume of stock keeping units (SKUs), on moving conveyor belts. His organization builds high end, customized, Technology driven products pertaining to material handling, for various applications.

He sees exponential growth in the Logistics sector, with the increased spread of ecommerce and also implementation of GST in the country.

His wish is to see the industry come out of the "Tax first" mindset to "Efficiency first", while designing Supply Chain solutions.

Questionnaire

(1) How long have you been in operation?

Falcon Autotech was founded in 2012 with a keen focus on building Technology driven Automation products aimed at solving Intralogistics challenges.

(2) What kind of business model does your organization follow? How many branches/employees do you have?

We engage with our clients to understand their complex Supply Chain issues arising out of their Fulfilment and Distribution Centre and then solving those challenges using highly advanced technology based products, which are built by us.

Our Head Office is in Noida and we have three manufacturing plants in Greater Noida. In addition, we have our Life Cycle Support Offices in eight cities of the country and Distribution Partners in five countries outside India. Our total team size currently stands at 400+ people.

(3) How can technology help in the growth of the Indian logistics industry? Where is your organization positioned in the relevant technology?

There is absolutely zero doubt in our mind that technology will transform the way Logistics sector operates not only in India, but globally. Technology is having its impact both outside and inside a warehouse, for instance,

innovations like Geo tagging, GPS powered routing systems, Automated Toll gates, Electric Vehicles, Delivery drones, etc., are transforming the way products are transported.

Similarly, there are some transformational technologies that are changing the way operations are carried out inside the four walls of a Fulfillment / Distribution Centre.

For example, Autonomous Vehicles, High Speed Sortation Systems, Integrated Warehouse Management Systems, Augmented reality, Voice Pick, RFID and many more.

Falcon builds High End Technology driven products around material handling that include Goods Conveying, Sorting, Scanning, Weighing and Dimensioning, Picking and Packing, etc. All these technological developments contribute to the overall growth of the Logistics Sector by making existing processes fast, reliable, transparent, trackable and predictable.

(4) Who are your present clients?

We work with some of the biggest companies in E-Commerce, Courier Express Postal, Food, Pharma, Fashion Retail, FMCG and Spare Parts Distribution

(5) What are the special services offered by you?

At Falcon, we have the Single Biggest Products portfolio for the Warehouse Automation Space, in the country, Our Solutions include

- Sortation Systems: Cross Belt Sorters, Tilt Tray Sorters, Sliding Shoe Sorter, Pop Up Sorter, Sweep Sorter, Arm Sorter, Pusher Sorter and Drop Down Sorter;
- Dimension and Weight Scanning Systems,
- 3. Conveyors Automation: Scanning, Weighing, Packaging, Labelling; Roller Conveyors,
- 4. Pick / Put to light Systems
- Intelligent Warehouse Control System (Control IT).
- 6. In addition to these, we also offer our clients Domain specific services, such as:
- Warehouse Design consultancy
- System maintenance and support
- User Training
- System audit

(6) How do you see the logistics industry in the coming vear?

We see the growth in Logistics sector to gain even more momentum backed by the increasing adoption of ecommerce in the country. This will be further fueled by the Nation level Roll Out of the Goods and Services Tax in 2017.

We expect to see a lot more companies being inclined towards a mindset of "efficiency first" instead of "tax first" supply chain designs. This should to lead to massive warehousing space consolidation at a pan India Level.

Exciting times are ahead!

Vinod Kaul

Mobile: 9711875283 | e-mail: v4kaul@gmail.com



















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