

Monthly Magazine of All India Transporters Welfare Association

# Parivahan Pragati

The True Mouthpiece Of India's Road Transport Industry



## Reverse Charge Mechanism - how is it beneficial to the Goods Transport Sector

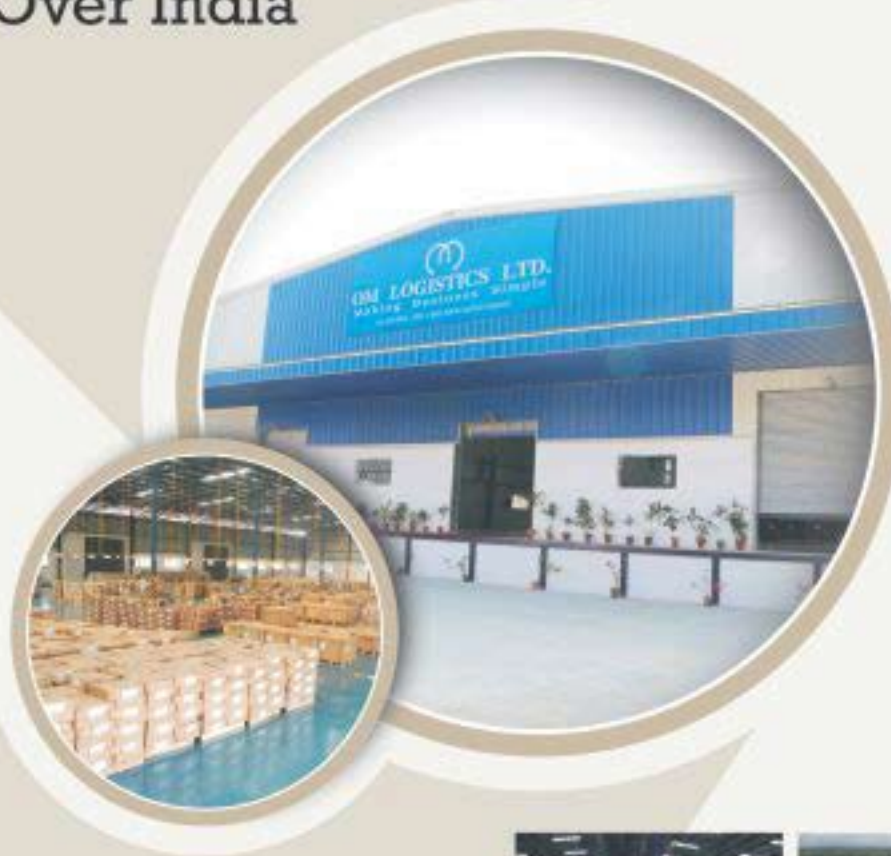




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# Let's Inch Closer To Reverse Charge Mechanism, Industrial Impact Under GST!

**Ramesh Kumar Gulati** ||  
National Secretary, AITWA

**W**hile the Government of India is gearing up to face the technical challenges in the Goods and Services Tax (GST) implementation post approving tax percentiles for goods and/or services at nil, 5, 12, 18 and 28, India Inc is busy decoding and seeking clarity on the new tax regime. The GST Council approved tax rates for 1,211 items during their Srinagar meet, of which 7 per cent will be exempted, 14 per cent will be in the 5 per cent slab, 17 per cent in the 12 per cent category, 43 per cent in the 18 per cent segment, and 19 per cent of goods will fall under the 28 per cent bracket. Further, several food products have been exempted under GST and a majority of essential items are kept in the lower tax bracket of 5 per cent.

“  
the GST  
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”

As per a nationwide poll of top 34 chief executive officers (CEOs), conducted by Business Standard, corporate India believes that GST would help the economy gain pace, lower down the inflation rate, and boost their fortune. Also, it observed that 88 per cent of corporate executives were prepared for the July 1 roll-out of new tax regime. Further, 94 per cent of the executives agreed that GST would have a positive impact on the economy and 62 per cent said that the tax would have a positive impact on inflation. But, 32 per cent of the CEOs fear of harassment by tax officials owing to the anti-profiteering clause, which requires firms to pass on the benefit of input credit or tax reduction to the end consumer by a commensurate reduction in prices.



Moreover, the feel good factor about GST seems to be resonating with key players in the transport industry as well. They too believe that the one tax system will promote the hassle-free movement of goods in the country. GST holds the potential to make inter-state transportation of goods more efficient, which will lead logistics cost coming down significantly. Further, most of the transporters in India are stepping towards transforming themselves from traditional setups to firms which are technologically advanced.

Apart from the GST rates, one needs to know about another key feature, i.e., reverse charge mechanism for specified categories of goods and/or services, wherein the recipient of goods and/or services would be liable to pay tax in relation to the supply of goods and/or services from. Here, the buyer will not be eligible to claim any input tax credit on his purchase because he did not pay it but GST will be collected from him. The only event where a buyer would be allowed to claim input tax credit is when the previous supplier actually files returns and pays the full tax on supplies. If the tax is not paid by either supplier or buyer then the tax payable on account of such mismatch will be added to the output tax liability of the buyer. Further, a person who is required to pay reverse charges must obtain registration under the GST law from June 1 onward, irrespective of the threshold limit of Rs. 20 lakhs.

Moreover, if a firm registered under the GST composition schemes purchases goods and/or

services from unregistered entities, it will be required to pay reverse charges. Such provisions will put firms otherwise exempted from GST registration on the account of low turnover, at an unfavorable position. Also, reverse charges will contribute to making their supplies expensive.

Notably, the concept of 'reverse charge' existed earlier under the Service Tax provisions for services like works contract, manpower, goods transport agencies and legal services, among others. But under GST, reverse charges has been levied on both goods and services. Also at present, service tax has to be paid if the income is above Rs. 10 lakh. But, those who earn less than Rs. 20 lakh a year will not have to register under GST or pay any service tax.

Considering two sides of a coin, it will be misleading to say that GST, which is based on a consumption-based taxation model, has its bags full of goodies and freebies. One needs to remember that with GST, compliance work will increase. A business will have to file 37 returns in a year (three returns per month and one annual return) per state. If it does business from offices in more than one state, the number of returns will go up accordingly.

**“  
reverse  
charges  
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and services  
”**



# It's Time To Gear Up For Reverse Charge Mechanism Under GST for GTA



**Pradeep Singal**  
National President, AITWA

**A**s India is approaching the July 1 deadline for the implementation of Goods and Services Tax (GST), 'reverse charge mechanism' is making a lot of buzz. In its bid to develop the country as one marketplace with one uniform tax, the Government of

**its bid to develop  
the country as one market  
place with one uniform tax**

India plans to make service receivers liable for paying the Service Tax either fully or jointly or partly with service providers under GST's RCM clause; with transport services being one of them.

In the current scenario, 'reverse charge mechanism' or RCM is applicable in GST when a registered person is taking supplies (which include both goods and services) from an unregistered person, though, Clause (c) of Section 9(3) of the model code provides exemption from reverse charge to the recipients of some notified services, who have received them (upto a certain limit) for personal use and other than the business purpose. This salient feature of RCM will cause a significant change in the upcoming tax system; affecting transporters big time.

The good news is that upon the representation by the All India Transporters' Welfare Association (AITWA), considering the fact that the transport industry, which includes very small operators (single or less than 5 truck

owners constitute approximately 75 per cent) who would have not been able to comply with the requirement of GST system, and small transporters who has been facing li-liquidity crunch owing to low margins due to competition and delayed payments by customers, the Government in its wisdom has agreed to keep the transporters (GTAs - goods transport agencies) under RCM and exempt them from registration too.

Further, most of the service receivers (around 98 per cent) would get back the







tax charged by principal service providers (GTAs) as Cenvat Credit, under the current tax regime. Only the tax payable for services given to unregistered persons is payable directly by GTAs which constitute only 2 per cent and we are requesting the Government to even exempt this category from the tax itself as the tax involved is very less.

The tax collection under RCM is directly from service receivers, which will certainly increase the compliance for

**“This is a boon for the transport industry, which is majorly unorganized and involves lesser-educated or uneducated members”**

all in the transport industry. But, it will save the industry from harassment and corruption. This is a boon for the transport industry, which is majorly unorganized and involves lesser-educated or uneducated members.

It is pertinent to mention that while most of the members

agreed to the RCM for the transport trade, however, some wanted to go in for forward mechanism considering the input tax credit which would have been beneficial especially to the fleet owners. However in this debate of input credit benefit vs the compliance cost, the majority agreed in favor of reducing the compliance issue as this was considered a bigger challenge.

AITWA is thankful to the Government and the GST Council that it considered its plea for RCM and decided to exempt GTAs from registration when working only for RCM eligible clients.

Some of the contentious issues still remain, including the sale of the full tax paid assets on disposal like trucks or tyres; on which the Government is positive and is considering the same.

Further, the issue of e-way bill is pending. The representation given by us to the GST Council and the Government has been well appreciated and we expect positive outcome on this too.

Dear friends, the GST law is evolving daily and bound to stabilize with time. The association is trying to find answers to the queries of its members but in this dynamic scenario, the full picture will be clear in few months.

I would like to take this opportunity to thank all the different transport associations, which came to the same platform and worked harmoniously and with unity for the betterment of transport trade. Also, I would like to thank all the members and office bearers who worked really hard and steadfastly supported the decision taken by us to make the whole thing happen in favor of the transport industry.

Jai Hind!



# Relief For Goods Transport Agencies: Registration Under GST Is Not Mandatory!



**Ashok Gupta**  
Hon. General Secretary, AITWA

**J**ust like the Goods and Services Tax (GST), reverse charge mechanism (RCM) is not a new concept for the world. The European Union and countries like Canada are already familiar with it; and so do India. With its partial presence under the current Service Tax Act, it puts the liability to pay tax on the person receiving goods and/or services instead of the person supplying the goods and/or services in respect of specified categories of supplies.

With the aim to increase tax compliance and tax revenues, the Government of India has tried to tighten noose on unorganized sectors in the country with the introduction of RCM for both goods and services under the GST. From July 1 onward, a registered person procuring taxable goods or services from an unregistered entity (someone who makes a supply of goods or services exempt from GST, or someone who is below the registration threshold of Rs. 20 lacs) will be required to pay tax under the reverse charge clause.

Post GST roll-out, a registered entity will have to pay the tax, take the credit and discharge the output tax liability.

Therefore, the burden of compliance is placed on the shoulders of registered entity. For instance, when a registered entity will receive the invoice, it will have to check the nature of services, figure out the applicable rate,

**the GST Council has  
decided to charge goods  
transport agencies  
(GTAs) at the rate of  
5 per cent under reverse  
charge mechanism**

pay the tax on reverse charge, ensure that it takes credit of it, fulfill the place of supply, time of supply and various





other conditions mentioned under the GST legislation.

The GST Council decided to charge goods transport agencies (GTAs) at the rate of 5 per cent without the provision of input tax credit (ITC) under reverse charge mechanism. Previously for GTAs, it was 15 per cent Service tax and 70 per cent abatement on the same, so in effect their rate was 15 per cent of 30 per cent of freight which worked out to be 4.5 per cent.

Earlier, all the GTAs were required to register not only at its main office but its branches as well, post GST implementation. Transporters failed to understand why a GTA was forced to register in all the states it was operating in, even when it was not eligible for any input tax credit (ITC) and did not collect tax from its customers as its services were covered under RCM. And the All India Transporters' Welfare Association (AITWA) decided to well place this concern before the government.

On several occasions, AITWA members requested the authorities to review the compliance issues which can adversely affect over 90 lac truckers pan India. The transporters' welfare organization appealed to drop the need for any returns to be filed by a GTA or truck owner for any inter branch transfer or between head office to branch nature or vice versa. It was put forward that each transaction involves more than one branch rather the whole organization is involved in providing services, which makes the segregation or record keeping difficult. Further, it was mentioned that as GTA won't be liable to pay tax under RCM by way of credit or collection; there is no point filing zero returns as GSTR1, GSTR2 and GSTR3 which shall only make the compliance a nightmare for GTA and at the same time load the GSTN with unnecessary data. Moreover, AITWA requested to



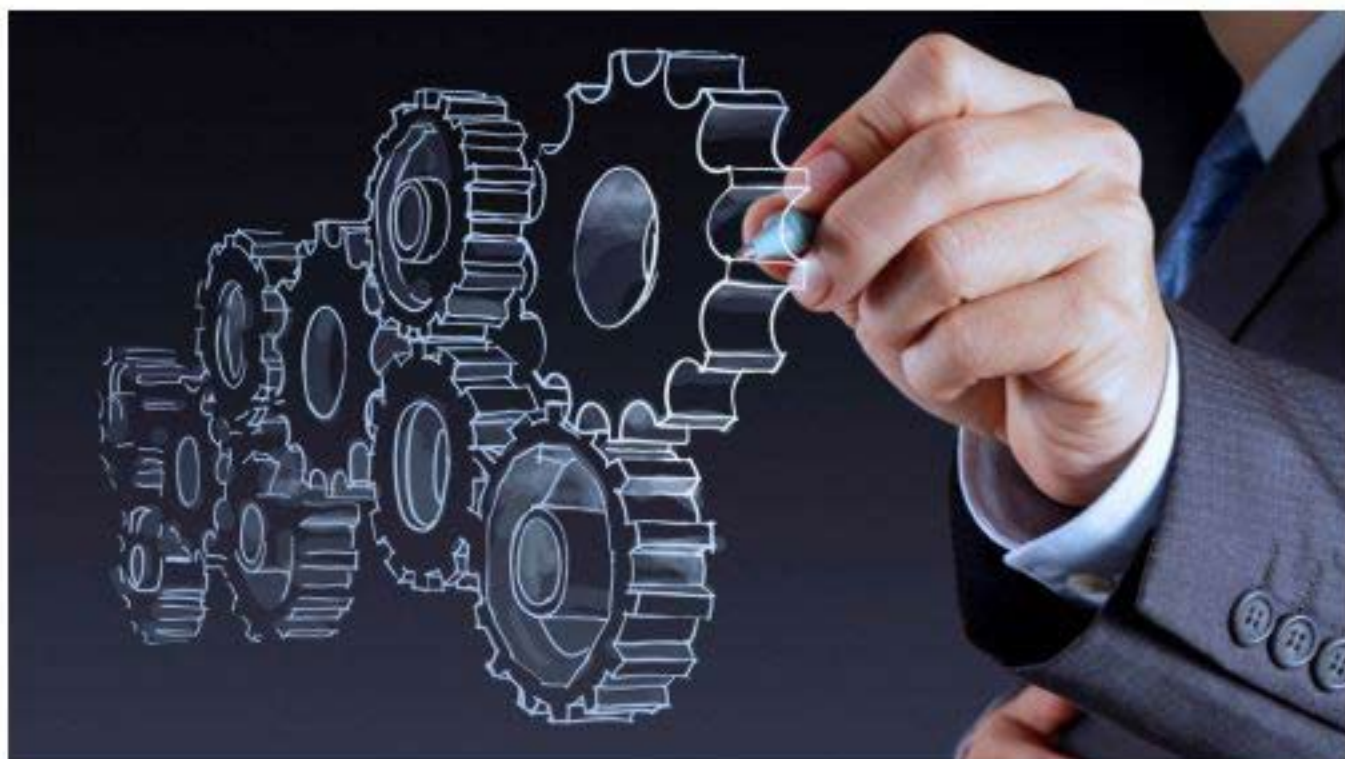
***short-term changes after  
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the economy is to get benefitted by  
the increased efficiencies and reduced  
tax costs in the long run***

exempt GTAs from registering in any state.

In response, the Central Board of Excise and Customs (CBEC) issued a notification providing relief to GTAs on June 19. The notification stated, "In exercise of the powers conferred by sub-section (2) of section 23 of the Central Goods and Services Tax Act, 2017 (12 of 2017), the Central Government hereby specifies the persons who are only engaged in making supplies of taxable goods or services or both, the total tax on which is liable to be paid on reverse charge basis by the recipient of such goods or services or both under sub-section (3) of section 9 of the said Act as the category of persons exempted from obtaining registration under the aforesaid Act," adding, "This notification shall come into force on the 22nd day of June, 2017."

AITWA along with the entire transport fraternity is preparing for the fact that India Inc. will have to go through an array of short-term changes after the implementation of GST, but the economy is to get benefitted by the increased efficiencies and reduced tax costs in the long run.





## Reverse Charge Mechanism And Its Application Under GST

India is very close to realising the Goods and Services Tax (GST) dream, which is touted as the savior of India Inc. Amid the buzz surrounding GST rates, attention needs to be paid towards its salient features too. And, 'Reverse Charge Mechanism' or RCM under GST is the new entrant that looks the most intriguing as the July 1 deadline is approaching.

### What Is Reverse Charge Mechanism?

Under the normal tax regime, where a supplier collects the tax from the recipient and deposits the same after adjusting his output tax liability with input tax credits. But, the game is reversed under the reverse charge mechanism. The liability to pay tax on a particular supply is on the recipient of supply under RCM.

As per the Section 2(98) of CGST Act, 2017, "reverse charge" means the liability to pay tax by the recipient of supply of goods or services or both instead of the supplier of such goods or services or both under sub-section (3) or sub-section (4) of section 9, or under sub-section (3) or sub-section (4) of section 5 of the Integrated Goods and

Services Tax Act.

### Who All Will Be Covered Under RCM?

Reverse charge will be applicable on both goods and service receivers post GST roll-out. The Section 9(3) of CGST Act'2017 says, "The Government may, on the recommendations of the Council, by notification, specify categories of supply of goods or services or both, the tax on which shall be paid on reverse charge basis by the recipient of such goods or services or both and all the provisions of this Act shall apply to such recipient as if he is the person liable for paying the tax in relation to the supply of such goods or services or both." Similarly, the Section 5(3) of IGST Act'2017 reads, "The Government may, on the recommendations of the Council, by notification, specify categories of supply of goods or services or both, the tax on which shall be paid on reverse charge basis by the recipient of such goods or services or both and all the provisions of this Act shall apply to such recipient as if he is the person liable for paying the tax in relation to the supply of such goods or services or both."



Moreover, reverse charge is also applicable in case of supply by an unregistered person to a registered person, where such supply is of taxable goods or services. The Section 9(4) of CGST Act'2017 says, "The central tax in respect of the supply of taxable goods or services or both by a supplier, who is not registered, to a registered person shall be paid by such person on reverse charge basis as the recipient and all the provisions of this Act shall apply to such recipient as if he is the person liable for paying the tax in relation to the supply of such goods or services or both." Similarly, the Section 5(4) of IGST Act'2017 reads, "The integrated tax in respect of the supply of taxable goods or services or both by a supplier, who is not registered, to a registered person shall be paid by such person on reverse charge basis as the recipient and all the provisions of this Act shall apply to such recipient as if he is the person liable for paying the tax in relation to the supply of such goods or services or both."

Further, if an e-commerce operator supplies services then reverse charge will apply on the e-commerce operator. He will be liable to pay the tax. Moreover, if the e-commerce operator does not have a physical presence in the taxable territory, then a person representing such electronic commerce operator for any purpose will be liable to pay tax. If there is no representative, the operator will appoint a representative who will be held liable to pay GST.

#### Registration Under GST

All persons who are required to pay tax under reverse charge have to register for GST irrespective of the threshold limit, i.e., turnover in a financial year exceeds Rs. 20 lakhs and Rs. 10 lakhs for northeastern and hilly states. The recipients of goods and services under GST's reverse charge provisions need to keep the following in mind:

- Exemption limit of Rs. 20 Lakh is not available.
- Registration is must from zero point and all the connected returns needs to be filed.
- Paying the required taxes on time and complying with all the rules and regulations stated under the new GST regime.

Further, the Section 12(3) of the model GST law says that the time of supply would be the earliest of the following dates:

- The date of the receipt of goods, or
- The date on which the payment is made, or



- The date immediately following 30-day period from the date of issue of invoice by the supplier.

#### Existence of RCM India and Abroad

Reverse charge is common to many countries like Canada where it is applicable on imports of services and intangible properties. It is introduced by the Government normally in unorganised sectors or partly-organised sectors for better tax coverage and better tax compliance.

In India, this is a partly new concept introduced under GST. The concept of 'Reverse Charge Mechanism' is already present in the Service Tax Act. Currently, service tax is payable by a service provider on rendering services but in few cases service tax is payable by recipient of services on reverse charge basis/partial reverse charge basis. At present, RCM is applicable on services from goods transport agencies (GTAs), insurance agents, aggregators, and non-resident service providers, service portion in execution of works contract, and legal, rent a cab, manpower supply, import, security and sponsorship services, among others. But currently, RCM is not applicable on goods except in states like Punjab where Purchase Tax is there on certain products.

As per the present VAT laws also, some states treat purchases from unregistered dealers as 0 per cent transaction, i.e., VAT is not applicable for them. For other states such as Karnataka, Purchase Tax is applicable on all purchases made by a registered dealer from an unregistered dealer, irrespective of the purpose for which such goods are purchased. Further, such tax paid by a registered dealer is available as input tax credit, subject to certain conditions as per the Karnataka VAT Act.

With the new GST regime, which will end the era of



Mechanism' will be applicable on both services and goods. Therefore, the increased coverage will up the collection of GST under reverse charge tremendously.

#### **What Are The Goods And Services Covered Under RCM?**

The GST Council broadly approved the GST rates for goods at nil rate, 5 per cent, 12 per cent, 18 per cent and 28 per cent. Also, transport services have been put under the 5 per cent category because their main input is petroleum, which is outside GST ambit. Further, services of goods transport agency (GTA) in relation to transportation of goods and used household goods for personal use have been placed under the 5 per cent bracket with no input tax credit. This means GTAs are not required to register their company, provided they are not doing any other activities in the same company which may require registration under GST. The Government issued a notification numbered 5/2017 on June 19, which exempts all entities

under RCM from registration.

Finance Minister Sh. Arun Jaitley had announced that GST rates will be revenue neutral; that means for every product and service the tax rate will be round about same what it was before GST regime. For GTA it was 15 per cent Service tax and 70 per cent abatement on that, so in effect our rate was 15 per cent of 30 per cent of freight which works out to be 4.50 per cent. In GST the nearest slab is 5 per cent hence this rate. In the same meeting, the council - chaired by the Finance Minister - a list of goods and services on which tax should be levied under Reverse Charge Mechanism was recommended too. The council suggested 12 services to be notified by the government on which Reverse Charge Mechanism shall apply. Not only services but reverse charges are applicable on supply of goods as well.

Below mentioned are goods and services on which reverse charges will be levied:

Sl. No.	Service	Provider of service	Percentage of service tax payable by service provider	Recipient of Service	Percentage of service tax payable by any person other than the service provider
1.	Taxable services provided or agreed to be provided by any person who is located in a non-taxable territory and received by any person located in the taxable territory other than non-assessee online recipient (OIDAR)	Any person who is located in a non-taxable territory	Nil	Any person located in the taxable territory other than non-assessee online recipient (Business Recipient)	100%



Sl. No.	Service	Provider of service	Percentage of service tax payable by service provider	Recipient of Service	Percentage of service tax payable by any person other than the service provider
2.	Services provided or agreed to be provided by a goods transport agency (GTA) in respect of transportation of goods by road	G o o d s T r a n s p o r t A g e n c y (GTA)	Nil	(a) any factory registered under or governed by the Factories Act, 1948; (b) any society registered under the Societies Registration Act, 1860 or under any other law for the time being in force in any part of India; (c) any co-operative society established by or under any law; (d) any person registered under CGST/SGST/UTGST Act; (e) any body corporate established, by or under any law; or (f) any partnership firm whether registered or not under any law including association of persons. (g) Casual taxable person	100%
3.	Services provided or agreed to be provided by an individual advocate or firm of advocates by way of legal services, directly or indirectly	An individual advocate or f i r m o f advocates	Nil	Any business entity.	100%
4.	Services provided or agreed to be provided by an arbitral tribunal	An arbitral tribunal	Nil	Any business entity.	100%
5.	Sponsorship services	Any person	Nil	Anybody corporate or partnership firm.	100%
6.	Services provided or agreed to be provided by Government or local authority excluding,- (1) renting of immovable property, and (2) services specified below- (i) services by the Department of Posts by way of speed post, express parcel post, life insurance, and agency services provided to a person other than Government; (ii) services in relation to an aircraft or a vessel, inside or outside the precincts of a port or an airport; (iii) transport of goods or passengers.	Government o r l o c a l authority	Nil	Any business entity.	100%

Sl. No.	Service	Provider of service	Percentage of service tax payable by service provider	Recipient of Service	Percentage of service tax payable by any person other than the service provider
7.	Services provided or agreed to be provided by a director of a company or a body corporate to the said company or the body corporate;	A director of a company or a body corporate	Nil	A company or a body corporate.	100%
8.	Services provided or agreed to be provided by an insurance agent to any person carrying on insurance business	An insurance agent	Nil	Any person carrying on insurance business.	100%
9.	Services provided or agreed to be provided by a recovery agent to a banking company or a financial institution or a non-banking financial company	A recovery agent	Nil	A banking company or a financial institution or a non-banking financial company.	100%
10.	Services by way of transportation of goods by a vessel from a place outside India up to the customs station of clearance in India	A person located in non-taxable territory to a person located in non-taxable territory	Nil	Importer as defined under clause (26) of section 2 of the Customs Act, 1962.	100%
11.	Transfer or permitting the use or enjoyment of a copyright covered under clause (a) of sub-section (1) of section 13 of the Copyright Act, 1957 relating to original literary, dramatic, musical or artistic works	Author or music composer, photographer, artist, etc	Nil	Publisher, Music company, Producer	100%
12.	Radio taxi or Passenger Transport Services provided through electronic commerce operator	Taxi driver or Rent a cab operator	Nil	Any Person	100% by Electronic Commerce Operator

#### Who Can Avail Input Tax Credit On Reverse Charges Paid?

Under the GST regime, tax paid on reverse charge basis will be available for input tax credit if such goods and/or services are used, or will be used, for business purposes. The service recipient, i.e., who pays reverse charges can avail input tax credit in the first year itself.

#### How Raise To The Tax Invoice For Reverse

#### Charges Paid?

The supplier must mention in his tax invoice whether the tax is payable on reverse charge or not. Further, the GST Compensation Cess will also be applicable on reverse charge.

The GST Compensation Cess will be levied and collected at a rate which will be notified later. This will apply on all the supplies of goods and services, including imports and





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reverse charge supplies. The purpose is to compensate states for loss of revenue on implementation of GST. This will be applicable for five years from the date GST gets implemented.

#### **What Are The Challenges GST Will Pose At Transport Industry?**

Under the present GST regime, the services of a goods transport agency (GTA) has been categorized under RCM at a GST rate of 5 percent without taking any input credit. But, it avails various input services, including packing support, material handling, loading, unloading, warehousing, storage, booking agent support, and payment collection, among others. On the other hand, a truck owner is exempted when supplying to GTA as the tax is collected at the last point. Therefore, a GTA is neither getting any credit/collecting any tax nor is it

depositing any tax under GST. Further, a GTA, if also a vehicle owner, is not entitled to any input credit on his inputs like diesel, vehicle and tyre purchase, lubes and other maintenance consumables and insurance cost.

Most of the purchases (food and lodging enroute, repair and maintenance, and others) by the truck owner and GTA are from unregistered vendor and the tax if paid under RCM cannot be claimed under ITC. Moreover, most of the items including vehicles, tyres, office equipment, and spare parts among others, are purchased at full value with full tax in retail. The issues related to input tax credit and double taxation are not easy to swallow for the industry.

GST is a completely new tax regime already taking India by storm. New concepts like reverse charge, continuous supply, mixed supply will mean challenges for businesses transition and application of GST.



# Impact of GST Rollout on Supply Chain & Logistics

*To capitalise on GST and become more competitive in a global market, paying attention to your supply chain & logistics will make all the difference.*

**Mr. Rubal Jain, Managing Director, Safexpress**

**W**ith the Goods and Services Tax (GST) rollout, the government and industry hope the country's ranking will improve as far as ease of doing business is concerned. Supply chain & logistics experts are also confident that our ranking will certainly improve in the new tax regime.

No wonder everyone has been waiting in anticipation of GST being implemented. After all, it has been cited as one of the biggest tax reforms since independence, by K Balamurugan, Additional Commissioner, Ministry of Finance, and rightfully so. With GST, India is set to gain USD 15-20 billion of additional revenues every year.

The proposed model of GST brings to the Indian economy the promise of becoming more competitive in a global market, with a better tax environment to conduct business in India. With GST, the indirect tax umbrella will increase in size. At the same time, the overall burden of GST on the goods will be much less.

## THE MANY BENEFICIARIES

As the white paper "Reckoning a Giant Leap in 2017", which has been co-authored by Prof Ravi Shankar of Department of Management Studies, IIT-Delhi and me, states, the new tax system will significantly impact the industry and agriculture. The paper aptly calls GST a "rational, scientific and modern but unified system of taxation, which is in tune with developed nations".

With GST, the final burden of tax would be much less for the consumers. For the government, there will be reduction in tax compliance efforts and administrative costs; and for businesses it will mean easier compliances, it says.

## SUPPLY CHAIN TO SEIZE THE DAY

GST will not only change the way India does business, it will also mean that the many State borders will no longer be the deciding factor for routes taken to transport goods and products. This will bring about a sea change in sectors such as pharmaceuticals, auto, and retail, since they rely heavily on the efficiency of their supply chain & logistics.

At present, it is a case of misplaced priorities. It is the

'fiscal concerns' that decide the supply chain & logistics operations in India. Additionally, manufacturing bases and distribution networks are established in places where companies get benefits such as incentives and tax rebates. This conflict of interest means the organisation's bottom line and the consumers' expectations, both suffer, since the company's operating efficiencies are compromised.

## WINNING WITH TECHNOLOGY

With GST paving the way for a more organised and consolidated supply chain & logistics industry, the players will have no option but to adapt to technological changes and become more process oriented. The logistics arms of

companies and 3PL operators will have to consider technology-enabled operations such as warehouse management systems, robotics, and smart trucking solutions. With warehouses becoming consolidated, the cost of enterprise resource planning (ERP) and other technical systems in smaller, far-flung warehouses can be brought down.

Apart from IT solutions, 3PL operators and logistics arms of companies will need to increase and improve their competitiveness with the effective use of mobile technologies and robotics. Smart trucking is also fast

catching on, with the convenience of real-time tracking, traffic information and several other apps leading to improved delivery times and less paperwork.

## WAREHOUSING WOES ADDRESSED

Warehousing is a crucial link in the overall logistics value chain. Although it is growing at a steady rate in India, there is immense potential for the warehousing space to expand in terms of the land occupied.

This growth in warehousing is driven by factors such as growing manufacturing activity, rising domestic consumption, increasing international trade, emergence of organised retail in the country, increasing private and foreign investment in infrastructure, and easing of government regulations. With GST, the supply chain & logistics industry is looking at better consolidation of warehouses.





# What's Dynamic Fuel Pricing?

## Let's Find Out



Adding another feather to its cap, the Modi-led Indian government rolled out its 'Daily Fuel Price Revision' policy from June 16. This involves changing transport fuel rates in line with global rates daily at 6 a.m. instead of midnight. Until now, diesel and petrol prices were reviewed and revised fortnightly on the basis of global crude oil prices by state-run oil marketing companies or OMCs (Indian Oil Corporation, Hindustan Petroleum Corporation and Bharat Petroleum), which operate 54,000 petrol pumps in the country.

Further, OMCs ran a 40-day pilot run, starting May 1, in five cities, including Chandigarh, Jamshedpur, Puducherry, Udaipur and Visakhapatnam - before deciding to roll out the fluctuating price system nationally. After the success of the five cities pilot run, OMCs decided to implement it across the country. "The daily price revision is an initiative for ensuring the best possible prices to the customers as well as improved transparency in the pricing mechanism," Indian Oil Corporation Ltd.

***“The daily price revision is an initiative for ensuring the best possible prices to the customers as well as improved transparency in the pricing mechanism”***

(IOCL) said in a statement adding, "This move will ensure that the benefit of even the smallest change in international oil prices can be passed down the line to the dealers and the end-users."

"Customers would be able to fetch daily updated prices of petrol and diesel at all cities through Indian Oil's mobile app Fuel@IOC. Alternatively, customers may cross-check the prices applicable in their cities by sending SMS RSP< SPACE >DEALER CODE to 92249-92249. The Dealer Code of each petrol pump would be prominently displayed in the petrol pump premises," IOCL said.



But the journey to its launch wasn't easy; dealers had represented for a change in timing as under the new regime they would have to deploy manpower everyday to change rates at midnight. The simmering differences between OMCs and retail fuel outlet dealers were doused with the intervention of Petroleum Minister Dharmendra Pradhan and the proposed strike by the petrol pump owners was called off.

After a meeting with dealers, Pradhan told the media that the dealer associations assured cooperation in the roll-out of the daily price revision of diesel and petrol prices starting June 16 pan-India as planned earlier. The minister was quoted as saying by IANS, "There were some practical difficulties which we have addressed in our meeting with leadership of all the three petroleum dealers association today (Wednesday). Daily prices will change from 6 a.m."

Further, the president of Federation of All India Petroleum Traders (FAIPT), Ashok Badhwar, said that they were withdrawing their call for the protest closure of vends on June 16 because the government had taken the decision of daily price revision in public interest. He said, "And in public interest, we are also withdrawing 'No Sale No Purchase' agitation planned for June 16."

Notably, private oil retailers are already offering differentiated prices and have fully automated retail outlets as well. But dealers associated with OMCs had contended they would be making losses after the prices change between the time fuel is purchased and it is actually delivered at the outlets, and had demanded that OMCs should absorb the shock of intermittent change in prices. Dealers also claimed that given not all retail outlets are fully automated, there will be downtime of around an hour every midnight as every nozzle point will be required to be reset manually, and stock of fuel sold and left in the tank will have to be ascertained before restarting sales.

FAIPT had also voiced concern about the impact of dynamic pricing on dealers' margins. "Dealers of five cities where it was launched have already burnt their

fingers. They are crying at the inventory loss that they have already suffered due to the fluctuations in the daily changing prices," FAIPT said in a statement.

To this, IOC responded, "The fear of dealers about inventory loss is unwarranted as the change of prices will happen both upwards as well as downwards, and thus both gain and loss would compensate each other." It added, "At a large number of Indian Oil's 10,000 automated fuel stations, daily price can be automatically updated centrally. Besides, technology also provides for scheduling the price change at midnight."

Moreover, the Delhi Petrol Dealers Association said that the automation system installed by oil companies at most of the pumps in the capital are "not supporting the



automatic price change in the dispensing machine". It stated, "Unless the price is pushed automatically through the automation system, the petrol dealers are not ready to do it manually or fetch the price on a daily basis as being advised by the oil marketing companies," adding, "This manual intervention can lead to errors and delays in operation of the petrol pump."

Though oil prices had earlier fallen by more than 50 per cent in less than two years, output cuts implemented by the Organization of the Petroleum Exporting Countries (OPEC) and non-OPEC producers this year have brought volatility in crude prices. These continued on their downward spiral following the OPEC cartel's decision last month to extend output cuts.



# Future Technologies To Avoid Road Crash



**W**hile Indian roads have grown infamous for increasing blood carnage on them, the government is struggling hard to get a safe passage for the Road Safety Bill in Lok Sabha. Further, a recent TOI report highlighted that at least 410 people lost their lives daily in road accidents across India last year compared to 400 lives in 2015.

Not just India but the issue is of great concern to other countries across the globe as well. According to the United States Department of Transport, over 81 per cent of annual vehicle crashed could be potentially prevented using modern technology like radar-based safety devices.

Further, automobile experts claim that smarter monitoring systems based on millimeter-wave radar are part of the solution to help reduce the number of accidents on roads

and railroads. In line with this, RISE Acreo, DENSO, Qamcom and Amparo are working together to develop next-generation radar sensors for safer traffic. Their research has highlighted that radar sensors, components

“

***Volvo introduced its radar-based safety systems with the launch of XC90 hybrid in India in 2016***

”

and systems that work across broader bandwidths at higher frequencies have significant advantages as an increased bandwidth offers significantly improved quality and precision in the identification of obstacles. Notably, Volvo introduced its radar-based safety systems with the launch of XC90 hybrid in India in 2016.

The automobile industry believes that new technology will allow movement beyond passive safety and focus more on active

safety. Also, they believe that learning from autonomous driving vehicles and new age sensor technology can help deliver solution to the problem.



Further, vehicle-to-vehicle communication can help prevent crashes and promote active safety. Cars in the future must communicate with each other for a smooth operation. Better understanding of GPS coordinates and speed along with the new age sensor technology will play a major role to facilitate the smooth run. Further, the sensors can detect pedestrians, bicycles within its proximity and adjust the vehicle's speed accordingly. This will also help to create a network based traffic management system. The vehicles will coordinate with traffic signals directly and keep any human error at bay.

These days, most of the high-end cars are equipped with features like blind-spot warning, lane-assist, heads-up display which helps in averting a collision. After proving their prowess to avoid crashes, these safety features are likely to make their way in more vehicles in the near future, which will certainly help curb road accidents.

To notch up the safety quotient of vehicles, manufacturers introduced traction control system (TCS), which prevents wheel spin when starting off or accelerating, particularly on a slippery or wet road surface. While the antilock braking

system (ABS) prevents the wheels from locking during braking by reducing the braking pressures, TCS ensures that the wheels do not spin when driving off or accelerating. To achieve this, the drive torque at each driven wheel is reduced correspondingly. Further, TCS improves the traction of the vehicle and increases vehicle safety by avoiding unstable driving situations within the limits of physics.

Some auto parts manufacturers, including ZF and Bosch, are also working on active kinematics control (AKC). Notably, if the rear wheels actively assist the front steering angle, a passenger car enjoys enhanced agility, stability, and comfort when changing direction. At speeds below

approximately 60 km/hour, the AKC system turns the rear wheels in the opposite direction to the front steering, which, in turn, enhances agility and maneuverability. From around 60 km/h, the system steers the rear wheels in the same direction as the front wheels, thus improving directional stability and driving dynamics.

Moreover, Bosch is working on its pedal-travel sensor (PWG) technology for contactless pedal-travel measurement. These sensors are a core component of electric brake pedals, which are required for regenerative braking systems in hybrid and electric vehicles. Further,



these pedals record the driver's desired level of braking, which the systems then implement electrically, hydraulically, or using a combination of the two.

Many automobile engineers have also invested in to test the Integrated Brake Control, which is expected to hit the floors in 2018. Further, the system supports both conventional braking technology and semi-automated driving features.

Apart from the above mentioned technologies and existing standard safety features like airbags and ABS, to prevent road crashes and boost automobile safety, manufacturers have started to accommodate features like GPS and automatic braking into their production.



## Jharkhand To Get New Industrial City

**R**oad Transport and Highways Minister Nitin Gadkari announced that the government plans to develop a new industrial city spreading over 5,000 acres near the multi-modal transport hub in Sahibganj district. Notably, Prime Minister Narendra Modi laid the foundation stone for the long-awaited bridge on River Ganga at Sahibganj and a multi-modal transport, recently.

While the multi-modal transport hub at Sahibganj would link Jharkhand to North-East, Bangladesh, Myanmar and other countries in the region, the union minister requested Jharkhand Chief Minister Raghubar Das to provide 5,000 acres land for a smart city near the hub.

Also, the minister informed that the National Highways Authority of India (NHAI) gave Rs. 400 crore for the completion of Ranchi-Jamshedpur NH-33. Notably, the four-laning work of NH-33 has been hanging in balance for more than five years now.

On the occasion of three years of the Modi government, the minister was reported as saying, "I assure you that the NH-33 project would be completed by December and I would come to inaugurate it. The NHAI has given Rs 400 crore for the project, which is now 50 per cent complete. The problems were the legacy of the old government. Puraani sarkar ke paap the; bank bhaag gaya tha (it was misdeeds of the old government; banks had backed out of the project)," reported Express News Service.

The union road transport minister added that a flyover in Ranchi to ease traffic congestion has also been given the go-ahead.



## Meghalaya-Myanmar Highway Project Likely To Start Soon

Road Transport and Highways and Shipping Minister Nitin Gadkari announced that work on the highway from Meghalaya to Myanmar is likely to start in June as part of the India-Myanmar-Thailand trilateral pact.

PTI reported the minister as saying, "We will probably start work on Meghalaya to Myanmar project from next month. The cost of the project is Rs. 5,000 crore."

India, Thailand and Myanmar are working on a 1,400-km-long highway that would link the country with Southeast Asia by land, which would give a boost to trade, business, health,

education and tourism among the countries.

Further, the union minister also said that the government is planning waterway connectivity up to Myanmar via Bangladesh using Brahmaputra river.

Moreover, Gadkari said, "Waterways are more cost effective than roads and railways and so any goods required to be traded to Myanmar or Bangladesh could be done in a very cost effective manner. This will finish before 2018."

Notably, the Cabinet approved Rs. 2,000 crore from a central fund for development of water transport.



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## Record: Damaged Bridge Replaced With New One In 165 Days Only

**T**he Road Transport and Highways Ministry rebuilt a damaged old Masonry Arch Bridge in a record time period of just 165 days, reported FE. A total cost of Rs. 35.77 crore has been spent and the rebuilding exercise was undertaken and completed in a record time of 165 days before the onset of monsoon rain. The 5.90 m wide and 184 m long bridge on Savitri and Kal rivers near Mahad in Maharashtra had collapsed due to heavy unprecedented rainfall on the night of Aug. 2, 2016.

Gadkari, along with Maharashtra Chief Minister Devendra Fadnavis, inaugurated the newly constructed Savitri Bridge. The new bridge is said to 16 meters wide and 239 m long with lighting and road safety arrangements. Made up of anti-corrosive steel, it has a footpath and flood alarm system, said ministry in a release.

It further read that work on the construction of bridge



started on 'war footing'. The Survey, design and the detailed estimate was prepared by the State PWD in-house within three weeks.

As per the ministry, a number of weak bridges are also proposed for re-construction with new 4/6 lane bridges.

Other than this, the Government has also approved four-laning of the Mumbai-Goa road under the NHDP-IV scheme. "The Panvel-Mahad-Panjim National Highway No. 66 is major importance highway which connects Mumbai to Goa State and in addition southern states of the country and one of the busiest National Highways of India having traffic about 19000 PCU," a government release stated.



## Haryana Government Sought Help To End Kherki Dhaula Toll Bottleneck

**T**he state government of Haryana government knocked the road transport and highways ministry door for solution to Kherki Dhaula toll plaza on Gurgaon Expressway, a traffic bottleneck, reported TNN. Chief Minister Manohar Lal Khattar has sought Nitin Gadkari's intervention to shift the toll plaza beyond Manesar.

According to sources, the CM highlighted how the toll plaza at Kherki Dhaula beyond Gurgaon has become a roadblock in investment flow to Manesar industrial area. He also sought directions to ministry officials and

executives of National Highways Authority of India (NHAI) to take up the issue with the present concessionaires of Gurgaon Expressway and Pink City Expressway, which are implementing the six-laning of highway between Gurgaon and Jaipur.

Notably, the Haryana government has been raising the need to suspend the toll plaza with NHAI. But, the highways authority did not accept it despite being offered a portion of the compensation that it would be required to give to the present concessionaire.

The demand for doing away with the Kherki Dhaula plaza had started soon after NHAI and the former concessionaire of the expressway had struck a deal to end toll collection at Sirhaul border near Udyog Vihar. Also, the toll rates for all types of vehicles have gone up since the first toll plaza was removed.

Further, TOI has learnt that in order to deal with the issue the Centre may consider shifting the toll plaza to Bilaspur, about 16 km away from the exiting toll plaza. But officials admitted that this will be a tricky issue since it involves two concessionaires. They added buying back the Gurgaon Expressway project is a huge loss-making proposition for NHAI.





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## NHAI Plans To Launch International Subsidiary

**R**oad Transport and Highways Minister Nitin Gadkari announced that the National Highways Authority of India (NHAI) is planning to launch a dedicated international subsidiary, namely NHAI International, for the construction of roads and highways abroad, especially in South Asia.

Further, India is also looking to set up joint ventures with neighbouring countries (except Pakistan) for large road construction projects, the union informed. He expressed the government's keenness to participate in road construction in neighbouring countries like Iran, Nepal, Bhutan, Bangladesh, Myanmar and Sri Lanka through joint ventures.

Road Transport and Highways Minister Gadkari told IANS in an interview, "We are promoting road construction joint ventures in Nepal, Bhutan, Bangladesh, Myanmar and Sri Lanka. Sri Lanka has already agreed to allot a couple of road projects in northern Sri Lanka to us."

On the domestic front, the minister has set his sights on achieving a target of construction of 40 km of roads per day in the next year or so. "If I could achieve 23 km per day from the rock bottom 2 km per day in three years, there is no reason I could not reach close to my next target of 40 km per day in the next one year or so," Gadkari said, adding, "We have plans to develop road projects in Iran as part of the development of Chabahar Port-related projects."



## Use Bioethanol, Urges Government

**R**oad Transport and Highways and Shipping Minister Nitin Gadkari informed that the Centre will shortly unveil a policy on the production of second-generation ethanol from biomass, which will be a "game changer" for farmers.

In an interaction with journalists at The Hindu, the union minister said that the petroleum ministry had taken the initiative to get pacts signed with 15 industrial units for bioethanol production.

Notably, ethanol could be produced from paddy and wheat straw, bagasse, biomass, segregated municipal waste and bamboo. Also, burning of paddy straw in parts of Uttar Pradesh and

Haryana causes air pollution in New Delhi and elsewhere. And, promoting bioethanol could solve the problem.

Further, the informed that 55 air-conditioned buses were being operated using "100% bioethanol". Moreover, vehicles with "flexi-engines", which can use 100 per cent ethanol or a mix of 22 per cent ethanol with petrol or a blend of 15 per cent ethanol with diesel, were available globally.

Also, converting agricultural waste into bioethanol would open new doors for farmers. He believes that as the farm sector is in a state of "crisis", agriculture should get diversified into energy and power sectors.



## Container Terminal At Kamarajar Port Inaugurated

**U**nion Road Transport and Highways and Shipping Minister Nitin Gadkari inaugurated the container terminal at Kamarajar Port in Ennore, reported Express News Service.

With the handling capacity of 1.4 million TEUS and a total quay length of 730 metres, the terminal is considered to change the dynamics of Kamarajar Port upon completion as it will help the port handling multiple cargoes. Sources also believe that there will be huge demand from exporters and importers to use the facility.

Notably, the container terminal is part of the port's plan to increase cargo handling capacity to 86 million tonnes.

The concession agreement to set up the terminal in two



phases at a cost of Rs. 1,270 crore was signed in March 2014 by Adani Group and Kamarajar Port. With the opening up of container terminal, Adani Ports will now be manning both Kattupalli and Kamarajar ports.

Further, the multi-cargo terminal is being set up along with Chettinad International Bulk Terminal Pvt Ltd at the port. An agreement was signed in March 2014 to develop multi-cargo terminal on DBFOT (design, build, finance, operate and transfer) basis.



## Foundation of Projects Worth Rs. 1,117 Laid At Jawaharlal Nehru Port Trust

**S**hipping Minister Nitin Gadkari laid foundation stone of eight connectivity projects worth Rs 1,117.03 crore at Jawaharlal Nehru Port Trust (JNPT) in order to boost port infrastructure. These projects include integrated common rail yard facility at JNPT, construction of coastal berth, and restructuring of

yard behind shallow water berth. Also, the projects will enhance connectivity of the hinterland to the port.

Notably, port connectivity is among the four pillars of the Ministry of Shipping's flagship Sagarmala programme.

"Huge investments are expected under the Sagarmala programme, which will lead to better infrastructure and creation of new

jobs besides giving a big push to Indian exports," Gadkari was reported as saying by PTL.

The minister said that a lot of companies have shown interest in acquiring land for setting up factories in the JNPT SEZ zone, which in turn will create a demand for skilled manpower. Further, he informed that a coordinator will be appointed to look into the requirements of these new companies and help train the local youth from Raigad and Konkan areas to meet their specific needs.





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## Jharkhand Chief Minister Meets Transport Ministry Chief

**J**harkhand Chief Minister Raghubar Das met Union Road Transport and Highways minister Nitin Gadkari in New Delhi and said that Jharkhand is getting important cooperation from the Road Transport ministry, reported PTI.

An official release read that the chief minister thanked him for giving the important cooperation for the development of roads.

Calling upon Gadkari, the chief minister said that it was a matter of joy that through NHAI 722 km national high ways are being executed worth Rs. 11,000 crore in Jharkhand. And, the state government is also discharging its responsibility, he added.



## 10 Waterways To Get Operational By Next Year

**U**nion Transport Minister Nitin Gadkari told that after securing Rs. 2,000 crore from a central fund for the development of water transport, operationalising at least 10 of the 111 National Waterways next year is on the top of government's agenda.

Notably, the government last week approved allocation of 2.5 per cent of the Central Road Fund (CRF) for NWs that would result in about Rs. 2,000 crore proceeds a year for their development.

"The Cabinet has approved Rs 2,000 crore from CFR and we can easily get works done worth Rs 12,000 crore from that by raising more funds. It is my endeavour to operationalise 10 waterways before December 2018," the road transport and highways and shipping minister told PTI in an interview.

Further, the minister told that massive work worth Rs. 5,000 crore is already underway on Ganga (1,620 km) with World Bank assistance which is the National Waterway No 1. The work

includes development of three multi-modal hubs at Varanasi in Uttar Pradesh, Haldia in West Bengal and Sahebganj in Bihar.

The Inland Waterways Authority of India, under the shipping ministry, is also facilitating cruise operations on NW-1 from Kolkata to Varanasi in collaboration with private cruise operators.

Disclosing government's plans further, Gadkari said that the development of NW-2, which is Brahmaputra (890 km stretch), is one of the ministry's priorities too. He added, "After Ganga and Brahmaputra, work will begin on Mandavi and Zuari in next three months." The minister said that the ministry's the third project will be Amba and then on Brahmani river between Talcher and Paradip.

Notably, the shipping ministry has a target to start work on 24 NWs in the next three years. Last year, Parliament had enacted National Waterways Act, 2016, for developing and maintaining the existing five NWs and 106 new NWs across the country.



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## Truck Manufacturers Hit By Shortage of BS IV Parts



**T**he sole supplier of fuel injection system for BS-IV diesel commercial vehicles, Bosch is facing shortfall in supply of the component, reported ETAuto. Bosch India said that the shortage is 20 per cent at present and normal supplies are likely to be restored by June. Notably, India adopted BS IV emission norms from April this year.

The scarcity of fuel injection systems had led to a production cut of almost 50 per cent at Tata Motors, the country's largest truck maker. Also, it has affected 20 per cent to 40 per cent of output at other manufacturers in April, according to people familiar with the matter. Certainly, this is going to contribute to the subdued sales of medium and heavy trucks in India this quarter.

Jan-Oliver Roehrl, additional director at Bosch, told ET that meeting the higher demand for BS IV systems will be a challenge. He said, "At Bosch, we rely heavily on our international production network, which is spread across several locations across the globe. With most of the components and subcomponents being sourced from other markets, there was a lag in meeting the Indian market's peak demand immediately."

Further, Bosch said its production network is ramping up capacity to meet increased demand. The current shortage will affect production volumes at Indian truck makers in the first quarter of FY18. The executive said, "At Bosch India, we are trying to settle this issue to a great extent by June."

Ravindra Pisharody, ED for commercial vehicles at Tata Motors, told ET that while the first half of the financial year may remain subdued, the market may still grow by 10-15 per cent in FY18.



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## Maharashtra Initiates Industry Rating To Check Air Pollution

**I**n order to check emission levels, the government of Maharashtra decided to rate industries in the state on the basis of regular monitoring of particulate matter and other air pollutants. Notably, it houses over 75,000 industries and 12,500 are identified as having high pollution potential.

the Maharashtra Pollution Control Board (MPCB) launched a first-of-its-kind five-star rating system that aims to identify and share information on pollution with the public and the respective industry.

Researchers from the Abdul Latif Jameel Poverty Action Lab (JPAL), the Energy Policy Institute at the University of Chicago, Yale University and the Evidence for Policy Design at Harvard University have worked closely with the MPCB to develop the project that aims to use technology to minimise the health and environmental hazards. Also, similar programmes have been launched in the U.S., Canada, China, Ghana, the Philippines and Ukraine.

"Each industry is rated based on the concentration of fine particulate pollution coming from their smoke stacks," Anant Sudarshan, India Director of the Energy Policy Institute at the University of Chicago (EPIC-India), told


IAN. He added that those with the lowest levels of pollution would receive five stars while those with the highest concentrations would get only one star.

Further, the official stated, "Currently, we are only focusing on the launch in Maharashtra and want to ensure that the programme is set up for success in one state. We would certainly encourage other state pollution control boards to implement such a programme."

When quizzed about the support lent by the three universities, he said, "The role of our research team is to work with the MPCB on the question of how to take the data and create a ranking system and at the same time how to use the data as a basis to understand the exact impact of the programme."







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## Ashok Leyland Showcases iEGR Technology At Its Zonal Conference 2017

**A**shok Leyland showed its range of future ready products based on indigenously developed, Intelligent Exhaust Gas Recirculation (iEGR) technology at its Zonal Conference 2017 in Delhi. The company displayed a mix of over 30 innovative products and services, including trucks, buses, light commercial vehicles (LCVs), simulators and gensets. Notably, this expo is the largest by any OEM in this part of the country.

With eyes on the North India market, Ashok Leyland's iEGR technology will further help bolster its base in the region. Further, the Hinduja Group company is the only domestic OEM to implement this technology successfully for its products above 130 Horse Power (HP), read a company statement.

The Intelligent Exhaust Gas Recirculation (iEGR) technology is a simple yet innovative solution to achieve the desired results in order to meet the BS IV norms. This technology is not only better suited to Indian conditions compared to Selective Catalytic Reduction (SCR)

technology (based on European technology) but will also prove to be hugely cost effective, easy to operate and hassle-free to maintain.

Anuj Kathuria, President - Global Trucks, Ashok Leyland, said, "Ashok Leyland has been leading from the front in the commercial vehicle industry and our iEGR technology is yet another example of Indian innovation which will benefit our customers immensely. We have been receiving very good response from almost all regions in India and North being the most important, we hope for a similar response. Displaying our range of products and services in Delhi is a significant step towards amplifying our position further in the region. Delivering on our brand promise of 'Aapki Jeet, Hamari Jeet', introducing technologies like iEGR and other industry-first innovations has helped us gain our customers' trust. Our persistence and aggression in delighting our customers has helped us reach a market share of 25% in FY17 from 19% in FY15 in the North region," reported ETAuto.





# GST

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## 50,000 BharatBenz Trucks On Indian Roads!

**B**haratBenz, recently, crossed an important milestone of having 50,000 trucks on Indian roads. The commercial vehicle manufacturer handed over its 50,000 truck, a 4928 TT tractor to a customer in Hyderabad, read a company statement.

ETAuto quoted Erich Nesselhauf, Managing Director and CEO, Daimler India Commercial Vehicles (DICV), as saying, "50,000 truck sales in less than five years - no other new market entrant in India has achieved this before. BharatBenz is today firmly established in the world's toughest CV market and will continue to push the industry limits in terms of safety features, environmental friendliness and fuel economy."

Further, Rajaram Krishnamurthy, Vice President of Sales and Marketing said, "We have seen a very positive growth momentum following the introduction of the new BS-IV standard, and we aim to further capitalize on this. Customers understand our superior BS-IV solution based on proven SCR technology. They also clearly appreciate the host of additional features that our new BharatBenz heavy-duty range offers, true to our 'Profit Technology' tagline."

DICV maintains that its BharatBenz brand is custom-made for the Indian market by Daimler AG. After its market launch in September 2012, the brand crossed the first major milestone of 10,000 units in April 2014 and has come this far in a span of three years. In order to give its customers more value for their money, BharatBenz updated its truck portfolio with the medium-duty range in 2016 and the all-new heavy-duty range in 2017.

Moreover, DICV achieved a milestone of exporting 10,000 trucks from its Chennai plant in less than four years after the kick-off. The milestone vehicle was a Mercedes-Benz 40-ton heavy-duty tractor for a customer in Indonesia, read a company statement.







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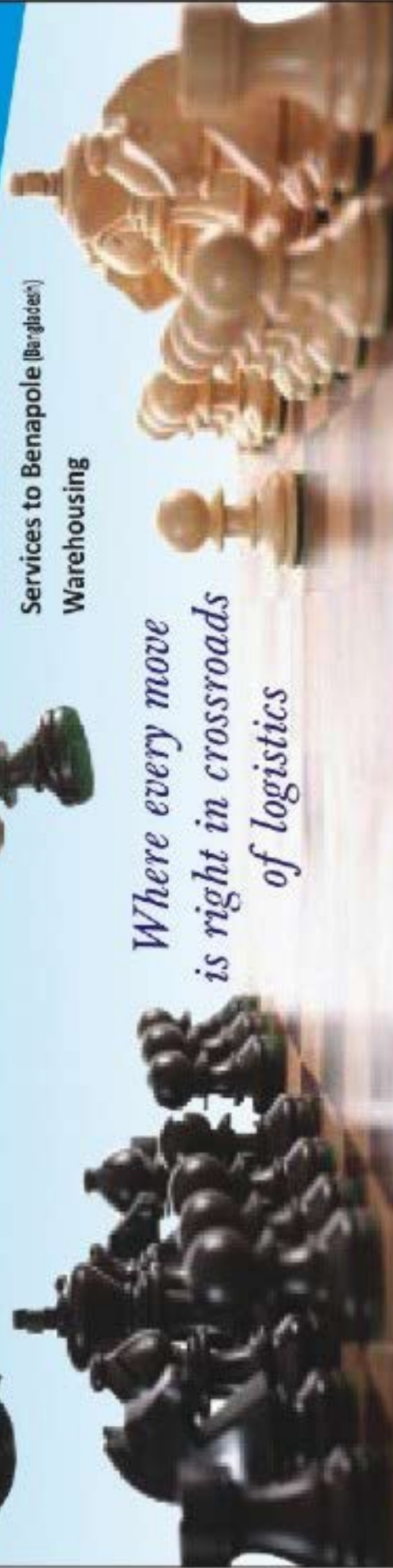
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## Can This BS IV-Compliant Heavy Duty Truck Become 'The Golden Truck'?

**W**ith the introduction of the new BSIV emission norms, the commercial vehicle segment was the worst hit due to existing inventory of BSIII vehicles. While some companies took back the inventory from their dealers, some dealers offered heavy discounts on their existing BSIII models. Keeping in mind the new BS IV emission norms implemented from April 1, 2017, BharatBenz has introduced a new range of commercial vehicles, which are BS IV-compliant, with customers, financiers and dealers from New Delhi and NCR.

Further, the company announced that the new models are introduced at the price range of the brand's earlier BS III-compliant trucks. Moreover, the company has priced its BS IV vehicles lower than established firms like Ashok

Leyland. It seems like that as BharatBenz tries to expand its sales in a subdued market, existing firms can be hard-pressed to protect their market share.

The new truck range by BharatBenz is said to be equipped with a system based on the SCR technology to meet the new BS IV emission standards. The prowess of SCR technology has been proven in hundreds of thousands of Daimler commercial vehicles in many markets for over a decade. DICV had tested this technology in Indian operating conditions for over a million kilometres before starting to roll it out to customers in 2015.

The SCR technology uses an aqueous urea-based fluid called AdBlue, which is sprayed into the exhaust stream to break down dangerous nitrogen oxides emissions into



harmless nitrogen and water. AdBlue consumption is only a fraction of fuel consumption, so refill intervals are fewer. Also, AdBlue is available nationwide at all BharatBenz dealerships and other outlets.

Unlike the transition from BSII to BSIII, which brought in lower fuel efficiency and higher maintenance and initial cost, the new range of BS IV trucks are lower on maintenance and have better fuel economy, which would benefit a commercial vehicle operator.

Under the new BSIV compliant variants, BharatBenz has introduced three product families of haulage trucks, construction trucks, and tractors. In order to enhance the safety quotient, the new heavy-duty trucks will be offered with ABS (Anti-lock Braking System) as a standard fitment. Moreover, the new range of BSIV compliant trucks has been equipped with cruise control, reverse parking camera, tubeless tyres and an air-conditioned cabin.

In a statement, the company said, "The BharatBenz

product range of trucks above 9 to 49 tonnes has been available as BS-IV variants since August 2015. Even before the transition to the BS-IV standard on 1st April 2017, more than 1,000 BharatBenz BS-IV trucks had been delivered to customers and clocked up more than 42,00,000 kilometres," reported ETAuto.

At the launch, Rajaram Krishnamurthy, Vice President, Marketing and Sales, Daimler India Commercial Vehicles Pvt. Ltd. (DICV) said, "Delhi and NCR remains one of BharatBenz's key focus markets. With our all-new

**“  
BS IV  
trucks are  
lower on  
maintenance  
and have  
better fuel  
economy  
”**



BharatBenz heavy-duty trucks, we aim to convince many additional customers in the region - thanks to our best-in-class 'profit technology' package of productivity, efficiency and safety with BSIV emission norms."

Notably, DICV is a 100 per cent subsidiary of Daimler AG, Stuttgart, Germany, which currently produces and sells a range of 9 to 49 tonne BharatBenz trucks for the Indian market, and produces FUSO and Mercedes-Benz trucks for exports to markets in Asia, Africa, the Middle East and Latin America. Also, DICV has noted an increase in exports over the past few years. Recently, it confirmed that their trucks exports from India have crossed 10,000 units. Also, the company is looking at achieving domestic v/s exports sales of 50:50 in the next three years even

as it plans an additional production line for exports from its Chennai plant in India.

Telangana Today quoted Erich Nesselhauf, Managing Director and CEO, DICV, as saying, "We are

witnessing huge potential in our exports business and over the years we have only doubled this segment. Currently the domestic v/s exports ratio stands at 70:30, but with our renewed focus on the emerging markets in the Southern Hemisphere we are confident of achieving a 50:50 ratio in the next three years."

When quizzed about GST, the executive said that the new tax regime will help modern segment using high-end technology grow faster than the older technologies.



# AIR FREIGHT (INT'L+DOM.)

## April 2017 Vis-a-Vis April 2016

		Freight (in MT.)		
S.no.	Airport	For The Month		
		April 2017	April 2016	% Change
(A) 18 International Airports				
1	Chennai	32536	28433	14.4
2	Kolkata	12749	11405	11.8
3	Ahmedabad	7154	5387	32.8
4	Goa	368	370	-0.5
5	Lucknow	442	365	21.1
6	Trivandrum	2504	1955	28.1
7	Guwahati	2424	1288	88.2
8	Jaipur	1069	1152	-7.2
9	Calicut	1647	1040	58.4
10	Bhubaneswar	694	635	9.3
11	Coimbatore	807	640	26.1
12	Srinagar	423	460	-8.0
13	Varanasi	75	110	-31.8
14	Mangalore	185	94	96.8
15	Amritsar	152	86	76.7
16	Trichy	622	554	12.3
17	Portblair	396	400	-1.0
18	Imphal	331	295	12.2
Total		64578	54669	18.1
(B) 6 JV International Airports				
19	Delhi (Dial)	78995	65572	20.5
20	Mumbai (Mial)	72447	59816	21.1
21	Bangalore (Bial)	26276	24602	6.8
22	Hyderabad (Ghial)	10452	8940	16.9
23	Cochin (Cial)	7075	6880	2.8
24	Nagpur (Mipl)	366	447	-18.1
Total		195611	166257	17.7
(C) 8 Custom Airports				
25	Pune	2771	2794	-0.8
26	Visakhapatnam	427	483	-11.6
27	Patna	621	342	81.6
28	Chandigarh (JV Airport)	621	507	22.5
29	Bagdogra	225	318	-29.2
30	Madurai	96	68	41.2
31	Aurangabad	110	115	-4.3
32	Gaya	0	0	-
Total		4871	4627	5.3
(D) 50 Domestic Airports				
33	Indore	777	580	34.0
34	Raipur	325	325	0.0
35	Agartala	507	561	-9.6
36	Jammu	165	159	3.8
37	Vadodara	169	223	-24.2
38	Udaipur	1	1	0.0
39	Ranchi	517	314	64.6
40	Dehradun	14	7	100.0
41	Bhopal	69	77	-10.4
42	Vijavawada	0	0	-

S.no.	Airport	Freight (in MT.) For The Month		
		April 2017	April 2016	% Change
43	Leh	76	276	-72.5
44	Tirupati	0	0	-
45	Rajkot	32	12	166.7
46	Jodhpur	1	1	0.0
47	Dibrugarh	48	57	-15.8
48	Rajahmundry	0	0	-
49	Silchar	32	21	52.4
50	Surat	0	0	-
51	Bhuj	1	2	-50.0
52	Juhu	36	35	2.9
53	Jabalpur	1	0	-
54	Dimapur	47	9	422.2
55	Guggal(kangra)	0	0	-
56	Tuticorin	0	3	-100.0
57	Belgaum	0	0	-
58	Jamnagar	0	8	-100.0
59	Khajuraho	0	0	-
60	Jorhat	7	7	0.0
61	Gorkhpur	0	0	-
62	Allahabad	0	0	-
63	Agatti	1	0	-
64	Hubli	0	0	-
65	Bhutar	0	0	-
66	Bhavnagar	0	0	-
67	Diu	0	0	-
68	Gwalior	0	0	-
69	Barapani (shillong)	0	0	-
70	Pantnagar	0	0	-
71	Lakhimpur (lilabari)	0	0	-
72	Agra	0	0	-
73	Tezpur	0	0	-
74	Bhatinda	0	0	-
75	Porbandar	1	0	-
76	Kanpur(chakeri)	0	0	-
77	Cuddapah	0	0	-
78	Bikaner	0	0	-
79	Jaisalmer	0	0	-
80	Ludhiana	0	0	-
81	Kolhapur	0	0	-
82	Shimla	0	0	-
<b>(D) 50 Domestic Airports</b>		<b>2827</b>	<b>2678</b>	<b>5.6</b>
<b>(E) St.Govt. / Pvt Airports</b>				
83	Lengpui(aizwal)	48	39	23.1
84	Durgapur	0	0	-
85	Nanded	0	0	-
86	Mundra	0	0	-
<b>(E) State Govt. / Pvt Airports</b>		<b>48</b>	<b>39</b>	<b>23.1</b>
<b>(F) Other Airports</b>		<b>0</b>	<b>0</b>	<b>-</b>
<b>Grand Total (A+B+C+D+E+F)</b>		<b>267935</b>	<b>228270</b>	<b>17.4</b>

Source: A.A.I.



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

(\*) TENTATIVE

(IN '000 TONNES)

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/L NG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers FIN. RAW	Thermal & Steam	Coal Coking & Others	Containers Tonnage	TEUs	Other Misc. Cargo	TOTAL	% VAR. AGAINST 2016-17
KOLKATA												
	TRF APRIL-MAY'2017	122	135	-	32	9	-	13	1563	103	858	2732
	TRF APRIL-MAY'2016	127	117	-	22	-	-	252	1659	110	642	2819
	TRF APRIL-MAY'2017	1278	795	370	70	49	321	1724	448	24	1102	6157
	TRF APRIL-MAY'2016	847	803	19	33	20	299	2049	228	16	1036	5334
TOTAL: KOLKATA	TRF APRIL-MAY'2017	1400	930	370	102	58	321	1737	2011	127	1960	8889
	TRF APRIL-MAY'2016	974	920	19	55	20	299	2301	1887	126	1678	8153
PARADIP	TRF APRIL-MAY'2017	5140	322	1699	3	820	4519	2141	10	1	1545	16199
	TRF APRIL-MAY'2016	4282	387	502	8	676	5102	1536	10	-	1523	14026
VISAKHAPATNAM	TRF APRIL-MAY'2017	2788	331	2071	210	171	1022	907	1017	59	1471	9988
	TRF APRIL-MAY'2016	3097	265	1801	130	182	1819	655	953	55	1401	10303
KAMARAJAR(ENNORE)	TRF APRIL-MAY'2017	684	18	-	-	-	4310	-	-	-	412	5424
	TRF APRIL-MAY'2016	674	22	-	-	-	4111	-	-	-	369	5176
CHENNAI	TRF APRIL-MAY'2017	1946	251	-	-	34	-	4964	257	837	8032	-
	TRF APRIL-MAY'2016	1988	207	-	12	46	-	4724	245	1568	8545	-6.00
V.O.CHIDAMBARANAR	TRF APRIL-MAY'2017	122	130	-	-	140	1647	693	2197	110	1226	6155
	TRF APRIL-MAY'2016	80	142	-	-	110	2000	674	2122	107	1016	6144
COCHIN	TRF APRIL-MAY'2017	3121	57	-	15	28	-	1294	90	197	4712	0.18
	TRF APRIL-MAY'2016	2436	79	-	-	40	44	-	1147	80	199	3945
NEW MANGALORE	TRF APRIL-MAY'2017	3678	282	617	60	27	473	639	215	14	181	6172
	TRF APRIL-MAY'2016	3540	239	102	73	19	717	815	147	10	221	5873
MORMUGAO	TRF APRIL-MAY'2017	117	69	3772	25	-	609	1567	70	5	742	6971
	TRF APRIL-MAY'2016	111	87	3521	35	-	778	1453	67	4	690	6742
MUMBAI	TRF APRIL-MAY'2017	5804	291	1366	35	30	542	1542	107	8	1277	10994
	TRF APRIL-MAY'2016	5927	402	1349	59	-	498	827	91	7	1413	10566
J.N.P.T.	TRF APRIL-MAY'2017	808	419	-	-	-	-	-	9852	821	160	11239
	TRF APRIL-MAY'2016	721	410	-	-	-	-	-	9458	757	152	10741
KANDLA	TRF APRIL-MAY'2017	10491	1546	72	644	1	2706	82	230	15	3092	18864
	TRF APRIL-MAY'2016	10076	1207	184	539	45	2960	-	49	2	2379	17439
ALL PORTS	TRF APRIL-MAY'2017	36099	4646	9967	1094	1309	16149	9308	21967	1507	13100	113639
	TRF APRIL-MAY'2016	33906	4367	7478	911	1138	18328	8261	20655	1393	12609	107653
% Variation from previous year		6.47	6.39	33.28	20.09	15.03	-11.89	12.67	6.35	8.18	3.89	5.56

Source: P.A.L.



# दिखते हैं, हैं नहीं

ये एक अनबूझ पहेली है। इसको कहा तो जा सकता है पर समझाया नहीं जा सकता। “दिखते हैं पर हैं नहीं” प्रकृति की हर कृति की एक अपनी आकृति है जिसे हम देख सकते हैं परंतु प्रकृति की कुछ क्रियाएं ऐसी भी हैं जिसे हम देख नहीं सकते। अगर वो न हों तो जीवन संभव नहीं जैसे सृष्टि के सभी प्राणी सांस लेते हैं और छोड़ते हैं। इसको हम देख नहीं पाते पर यह प्रक्रिया सतत चलती रहती है। ऐसे ही आकाश दिखता है, पर है नहीं। निराकार और साकार का यही भेद है। इसी भेद के कारण हम झूठ मान लेते हैं। आज जहां देखे, जिसे देखो धर्म की दुहाई देने में व्यस्त है। वास्तविक रूप में धर्म है क्या? इसे सबसे पहले हम सभी को समझना होगा। धर्म तो उस मौलिक सत्य का नाम है, जिसने सबको संभाला है, जिसके बिना सब बिखर जाएगा, जो सबको जोड़े हुए है, जो सबका सेतु है। जैसे हम फूल की माला बनाते हैं। ऐसे फूल की माला बनाते हैं। ऐसे फूल का ढेर लगा हो और फूल की माला रखी हो फर्क क्या है? ढेर अराजक है। उसमें कोई एक फूल का दूसरे फूल से संबंध नहीं है, सब फूल असंबंधित हैं। माला में एक धागा पिरोया। वह धागा दिखाई नहीं पड़ता वह फूलों में छिपा है। लेकिन एक फूल दूसरे फूल से जुड़ गया। इस सारे अस्तित्व में जो धागे की तरह पिरोया हुआ है, उसी का नाम धर्म है। जो हमें वृक्षों से जोड़े है, चांद-तारों से जोड़े है, जो कंकड़-पत्थरों को सूरज से जोड़े है, जो सबको

जोड़े है, जो सबका जोड़ है वही धर्म है। धर्म धागा जो पिरोया जा सकता है, ओढ़ा नहीं जा सकता। जबकि आज हमने धर्म को ओढ़ लिया है पिरोया नहीं। इस कारण हमने एक बहुत बड़ी भूल पाल ली है। धर्म को संस्कृति का पर्यायवाची मान रखा है जबकि धर्म का संस्कृति से कोई लेना-देना नहीं है। इसलिए तो रूस की संस्कृति हो सकती है वहां कोई धर्म नहीं है। चीन की संस्कृति है वहां अब कोई धर्म नहीं है। नास्तिक की संस्कृति हो सकती है, आस्तिक की हो सकती है। धर्म से संस्कृति का कोई

लेना-देना नहीं है। धर्म का हमारे होने से वास्ता है, हमारे रहन-सहन से नहीं। धर्म तो हमारा स्वभाव है। धर्म से कोई परंपरा नहीं बनती। धर्म परंपरा नहीं है। धर्म तो सनातन, शाश्वत सत्य है। परंपराएं तो आदमी बनाता है, धर्म, आदमी से पूर्व है। धर्म के द्वारा, आदमी बनाया गया है, आदमी के द्वारा निर्मित व्यक्ति धार्मिक मनुष्य है। धार्मिक मनुष्य का सबसे बड़ा सहारा उसका आत्मविश्वास होता है वो कभी भी जनमत के लिए, भीड़ के लिए अपने आत्मविश्वास की हत्या नहीं करेगा। धार्मिक मनुष्य कभी भी असत्य के आगे नतमस्तक नहीं होगा। धार्मिक मनुष्य

आपकी चेतना का अनुसरण करेगा किसी दूसरे का अनुगमन नहीं।

दिखते हैं, हैं नहीं’ का भावार्थ है जिसको हम सच कहते हैं तो झूठ है और जिसको हम झूठ कहते हैं वो सच है। झूठ और सच के इस अंतर को समझना ही ज्ञान है। ज्ञान की प्राप्ति ध्यान के द्वारा ही हो सकती है या फिर ग्रन्थों की गहराई में जाकर ज्ञान को पाया जा सकता है। आकाश दिखाई देता है, पर है नहीं और इसी प्रकार परमात्मा सब में है परन्तु दिखाई नहीं देते। ये ज्ञान की बात है। ज्ञान की इसी परिभाषा को हम कह सकते हैं दिखते हैं पर हैं नहीं।



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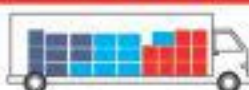
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राज्य सभा

अतारांकित प्रश्ना सं. 4270

सोमवार, 10 अप्रैल, 2017/20 चैत्र, 1939 (शक)

समेकित परिवहन और संभार-तंत्र नीति

4270. श्रीमती विजिला सत्यानंत:

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

- (क) क्या सरकार एक समेकित परिवहन और संभार-तंत्र नीति का आरंभ करेगी जिसका लक्ष्य राजमार्गों पर मालभाड़े की औसत गति को 50 किमी प्रति घंटा तक बढ़ाना और लागत को 50 प्रतिशत से कम करना है;
- (ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) क्या इस योजना में 5 लाख करोड़ रुपये की लागत से 50 आर्थिक गलियारों, 35 संभार-तंत्र पार्कों तथा 10 इंटरमॉडल स्टेशनों का निर्माण शामिल है; और
- (घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

(क) से (घ): देश में माल के सरलीकृत व सुचारु आवागमन के सुनिश्चयन के उद्देश्य से सड़क परिवहन और राजमार्ग मंत्रालय ने एक अध्ययन कराया था जिसमें, अन्य के साथ-साथ, आर्थिक गलियारों, अवरूद्ध स्थलों तथा संभार-तंत्र पार्कों के लिए उपयुक्त अवस्थाशनों का अभिनिर्धारण किया गया है। भारतीय राष्ट्रीय राजमार्ग प्राधिकरण ने राज्य सरकारों और अन्य हितधारकों की भागीदारी में अभिनिर्धारित अवस्थानों पर संभार-तंत्र पार्कों का चरणबद्ध तरीके से विकास करने का कार्य शुरू कर दिया है।





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## Celebi Launches Bonded Trucking Road Feeder Services from Ludhiana and Kanpur to IGI Delhi

**C**elebi Delhi Cargo Terminal Management India Pvt Ltd, in collaboration with their business partners OM Logistics Ltd, ICD Kanpur Logistics Park Pvt Ltd (KLPL) and ICD Overseas Warehousing Pvt Ltd (OWPL) Ludhiana, have commenced a dedicated bonded trucking service from Ludhiana and Kanpur to Celebi Terminal, Delhi IGI Airport, to provide their customers a possibility to move air cargo in an efficient, safe, process driven and cost effective manner. Service Ludhiana from was launched on 1st Feb 2017 while Kanpur on 6th April 2017.

Bonded trucking is relatively a new concept in India and Celebi Delhi Cargo Terminal has taken a step forward to start a Hub & Spoke project. This bonded trucking service

will open tremendous opportunities to airlines to solicit business from offline stations.

Now, cargo from Amritsar, Jalandhar, Phagwara and Ludhiana can be custom cleared at OWPL ICD facility in Ludhiana while Varanasi, Bhadoi, Gopiganj, Khamaria, Mirzapur, Patna, Allahabad, Kanpur and Lucknow cargo can be cleared at KLPL ICD facility in Kanpur.

### Celebi's Future plans:

"We plan to start bonded trucking from Indore, Ahmedabad, Jaipur, Durgapur, Pune, Agra, Moradabad and Rishikesh – Roorkee belt in 2017. Besides starting temperature controlled road transport to Delhi from Indore and Ahmedabad" says Ramesh Mamidala, CEO Celebi Cargo.

## AIRPORTS AUTHORITY OF INDIA

### Financial results of **AAI** for **FY2016-17**

New Delhi, 07th June, 2017: Airports Authority of India (AAI) recorded all time High Total Income of Rs.12542 crores (previous year Rs.10824 crores), and Operational Income of Rs.8024 crores (previous year Rs.6876 crores) in FY2017.

The Annual Financial Statement was approved by the AAI Board on 06.06.2017.

AAI achieved a record of Rs.4557 crores of PBT (previous year Rs.3697 crores) and PAT of Rs.3115 crores (Previous

year Rs.2537 crores) in FY 2017.

AAI has declared Dividend of Rs.934 crores payable to GOI. An Interim Dividend of Rs.560 crores has already been paid on 22.02.2017.

The networth of the Organization as on 31st March, 2017 is Rs.15029 crores (previous year Rs.13038 crores) and Capital Employed as on 31st March, 2017 is Rs.11282 crores (previous year Rs.10540 crores).



## Carriage By Road Cost Index (CRI) - JUNE 2017

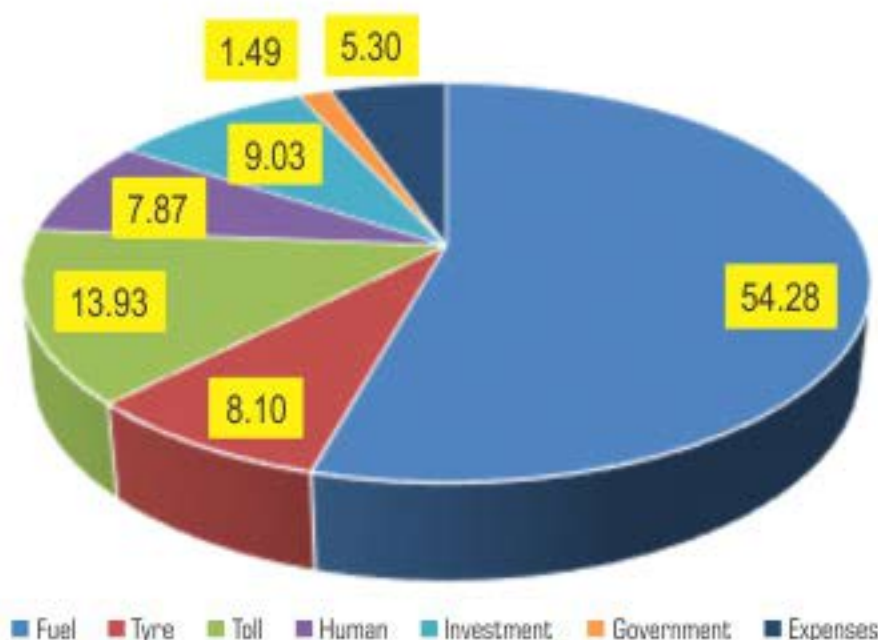
**CRI JUNE 2017 - 116.89**

Data Updated upto MAY 31, 2017

Average Diesel Price as on MAY 31, 2017 - **Rs. 58.78** per litre.

Cost Distribution Pie May 2017

CRI PIE Chart May 2017



Changes: Matrix - May 2017	
Diesel	-0.89%
Toll (Annual Revision)	+4.97%
Change in Index	+0.23

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](mailto:mahendraarya@gmail.com)



Mr. Ashok Gupta,  
CMD of IRC Supply Chain Solutions Ltd.,  
being honoured with the Award for the  
**“BEST LOGISTICS  
PARTNER FOR EXPORT OF PARTS”**  
from Ayukawa San M. D. of Maruti Suzuki,  
Nozaki San Advisor PACC/Logistics,  
and R.S. Kapoor San Vice-President.



Meeting on CRI Index at  
Udhyog Bhawan with DIPP and  
MoRTH-TRW

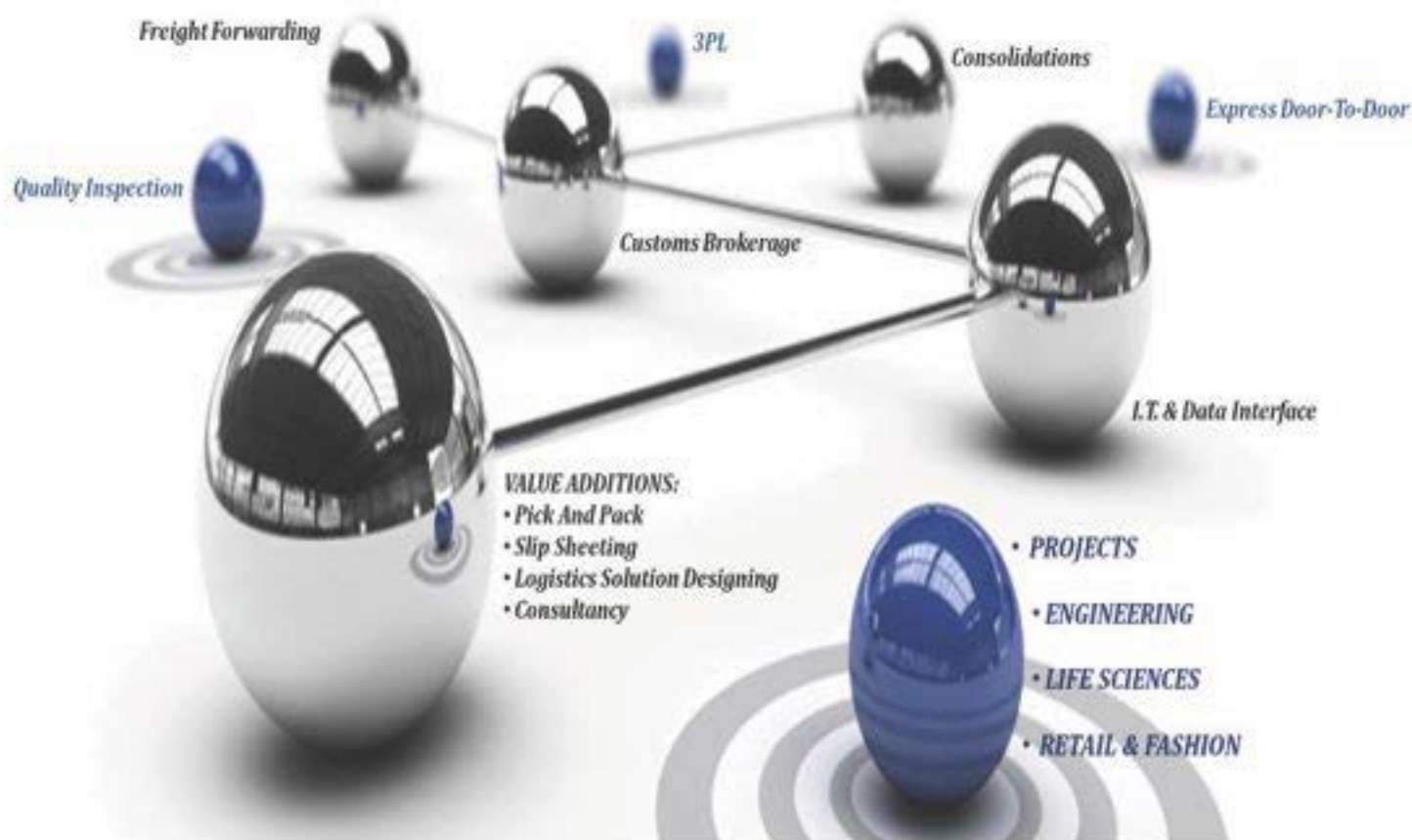


Meeting on GST Awareness /  
Implementation / Clarification on  
Transport Sector at MoRTH



Meeting of Transporters’  
Associations and Sh. Upender Guptaji on  
May 23, 2017 at Kalpavriksh Hall





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## Delhi now has over 1 crore vehicles, over 31 lakh cars

The biggest chunk of the registered vehicles - 66,48,730 - in the city is, however, motor cycles and scooters that are known as major air polluters due to poor emission standards.

The number of registered vehicles in the national capital has crossed the one crore mark, amid growing concerns over rising pollution levels and poor traffic conditions in the city. Data released from the transport department of Delhi government puts the total number of registered vehicles at 1,05,67,712 till May 25. There are 31,72,842 registered cars in the city.

The biggest chunk of the registered vehicles - 66,48,730 - in the city is, however, motor cycles and scooters that are known as major air polluters due to poor emission standards.

Other major categories of registered vehicles in the national capital include goods carriers (2,25,438), motor cabs (1,18,634), rickshaws (1,16,092), passenger three wheelers (1,06,082), goods three wheelers (68,692), buses (35,112), e-rickshaws (31,555) and auto cabs (30,297), the data said.

Several reports suggest that vehicular pollution is one of the major contributors in polluting the air in the national capital.

Concerned over the increasing level of air pollution in Delhi, the National Green Tribunal had on November 26, 2014 barred all vehicles private cars, bikes, commercial vehicles, buses and trucks over 15 years old from plying in the capital.

In its recent audit study, EPCA (Environmental Pollution, Prevention and Control) had also found that Delhi has lakhs of vehicles plying without the mandatory 'pollution under control' certificates.

The latest violations, that potentially imperil the health of millions, have put the spotlight on around 970 centres in the city, that are certified to check the emission content of around 70 lakh vehicles in the city, the report had stated.

## Govt to build 15 multimodal logistic parks, will invest Rs 33,000 crore

The proposed logistics parks will bring down the overall freight costs, reduce vehicular pollution and congestion and will enable reduction of warehousing costs.

The government plans to build multimodal logistic parks at 15 places across the country with an investment of Rs 33,000 crore in a bid to bring down costs incurred on logistics.

The National Highways Authority of India (NHAI) today inked a pact with the Tamil Nadu government for one such park.

The NHAI signed an MoU with the Tamil Nadu Industrial Development Corporation Ltd (TIDCO) in New Delhi today, for the development of a multimodal logistics park in the Pooneri Industrial Node area near Kamarajar Port in Tamil Nadu.

The MoU was signed in the presence of Union Road Transport and Highways and Shipping Minister Nitin Gadkari and Tamil Nadu's minister for industries M C

Sampath.

Speaking on this occasion, Gadkari said that it is an important agreement for the development of an integrated, multi-modal transport infrastructure in the country.

The Ministry of Road Transport and Highways is planning to develop multimodal logistics parks under its Logistics Efficiency Enhancement Programme (LEEP) in 15 locations all over India at a cost of Rs 33,000 crore, including Rs 1,295 crore investment for the Chennai region.

The proposed logistics parks will bring down the overall freight costs, reduce vehicular pollution and congestion and will enable reduction of warehousing costs.

## Safer roads Ahead



A million people are crisscrossed by the National Highways every day. To ensure people travel safely and secure highways, road safety initiatives are imperative. MoRTH is on a mission mode to create a tough but transparent system to ensure road safety. This includes the introduction of the entire transport management system.

MoRTH is implementing global best practices to create a National Road Safety and Traffic Management Authority to look after all issues related to vehicle regulation and road safety, identification of black spots, automated driving license testing system, road of safety vehicles, and heavy penalties for design and manufacturing

defects which put passenger safety at risk.

MoRTH has reiterated its commitment to reduce road accidents by 50% by 2020, at the World Road Safety Conference in Brazil.

**PRADHAN MANTRI SURAKSHA SADAK YOJANA (PMSSY)**

Under the Pradhan Mantri Suraksha Sadak Yojana, MoRTH will engage with State Governments, prominent engineering and technical institutions along with consultants to identify accident prone black spots on Highways India.

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Special Anniversary Issue

June 06, 2017 - 107

## Nitin Gadkari lays foundation of Rs 1,117 crore projects at Jawaharlal Nehru Port Trust



JNPT chairman Anil Dighekar said that the Port Trust is focused on creating world-class infrastructure to enable hassle-free trade and contribute to the ease of doing business.

To boost port infrastructure, Shipping Minister Nitin Gadkari today laid foundation stone of eight connectivity projects worth Rs 1,117.01 crore at Jawaharlal Nehru Port Trust (JNPT).

The projects include integrated common rail yard facility at JNPT, construction of coastal berths, and restructuring of yard behind shallow water berth, the Ministry of Shipping said in a release.

These projects will enhance connectivity of the hinterland to the port.

Port connectivity is among the four pillars of the Ministry of Shipping's flagship Sagarmala programme, the release said.

"Large investments are expected under the Sagarmala programme, which will lead to better infrastructure and creation of new jobs besides giving a big push to Indian exports," Gadkari said.

He said a lot of companies have shown interest in acquiring land for setting up factories in the JNPT SEZ zone, and this in turn will create a demand for skilled manpower.

Gadkari informed that a committee will be appointed to look into the requirements of these new companies and help them the local youth from Palghat and Kollam areas to meet their specific needs.

JNPT chairman Anil Dighekar said that the Port Trust is focused on creating world-class infrastructure to enable hassle-free trade and contribute to the ease of doing business.

"Efforts aimed at improving the infrastructure at JNPT have already started bearing results as container handling has come down to one and average handled has reached a record high of 5.5 million TEU for the year ended March 2017," the release quoted Dighekar as saying.

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June 15, 2017 - 30



Trans Logix

June 14, 2017 - 20



# A Century Young, Still Going Strong



**Mr. Cyrus Katgara**

Mr. Cyrus Nariman Katgara was born on 26th February, 1960, in Mumbai. A commerce graduate (1982 batch) from the Mumbai University, he decided to join the family business, Jeena & Company, a global logistics and freight forwarding firm. After learning intricacies of the trade, he tied the knot with Ms. Farida on 22nd November, 1993. Today, Mr. Cyrus Nariman Katgara is a member of following national and international associations:

• Customs Simplification

Committee. • Advisory Committee of the Delhi International Airport Private Limited for air export. • Air Cargo Agents Association of India. • Federation of International Air Transportation Association. • Paul Harris Fellow – The Rotary Foundation of Rotary International.

Mr. Cyrus Nariman Katgara, a CHA license holder (Rule 9) for owners, was appointed as the ambassador to the port of Halifax. While discharging his duties under this role, he arranged top-level ministerial delegations, and liaising between Canadian Embassy and business associations such as CII, FIEO, etc. Further, Who's Who Historical Society recognizes Cyrus Katgara for exemplary achievement and distinguished contributions to the freight forwarding business community.

At present, the business of Jeena & Company is being operated by Cyrus and Sam (Nariman's sons) and Homi (Adi's son), who have already created a name for themselves in the freight forwarding and air cargo industry, both in India and abroad.

The success of Jeena & Company is mainly due to the integrity, vision and philosophy of its founders, Pallon ji and Jehangir ji. Their motto which has always been "to give satisfaction to your customers" is even more relevant in today's competitive world as this brings in goodwill and business.

## Questionnaire

(1) How long have you been in operation?

Our company has been operational for over 100 years. I am

personally involved with the operations of the company for over 35 years.

(2) What is the kind of business model your organization follows? How many branches/employees do you have? Ours is a time-tested conventional business model where our own staff directly handles our sales, marketing and all the operations. We are a zero debt company. We have 27 branches pan India with 1200 employees.

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

Growing global economy has witnessed ever increasing scale and complexity of global supply chains, and entry of numerous specialized intermediary service providers. Timely, accurate and secured information exchange between numerous stake holders like manufacturer, multiple transport and other intermediary service providers, regulatory authorities, buyers, etc., located across the world in the entire supply chain, is at the core of efficient logistics models. Electronic exchange of documents, information, instructions and approvals, is now a minimum necessity for a functional logistics model.

Our organization is fully IT enabled with inhouse developed ERP by the domain experts and evolved over the last 10 years to integrate all our operations and transactions. We are geared up to handle any complexity of operations requiring multiple agencies sharing information on real-time basis through APIs or EDI.

(4) Who are your present clients?

We serve a variety of customers, majorly global retail chains, telecom service providers, pharmaceutical firms, automotive manufacturers and OEMs, scientific research institutions, e-commerce suppliers, integrated logistics service providers and many Fortune 500 corporations.

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

We provide all services involved in the supply chain, including warehousing and distribution for conventional supply chain and e-commerce supply chains, pick and pack, inspection services, garments on hangers, and project logistics for odd dimensional cargo. Further, we offer conventional cross border logistics for import and export by air and sea including customs clearance.

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

The logistics industry is going to witness a radical change after the introduction of GST. Only the IT enabled service providers will be able to handle the complex compliance requirements of this new tax regime. Small players will find it difficult to meet the requirements of such a tax implementation.





Darcl logistics is one of the India's leading transportation and logistic companies with annual turnover of over ₹ 1500 crores catering to nation's leading private and public sector corporates through a pan india network of nearly 200 branches and a strong and experienced team of over 3000 professionals covering all major port cities and industrial towns in the country. Company growth genesis can be traced back to more than four decades.

#### ● Freight Movement and Handling Services

- ★ Full Truck Load ★ Multimodal Logistics ★ Rail Freight Forwarding

#### ● Project Logistics & ODC Movement Services

- ★ Turnkey Solutions ★ Over Dimensional Consignments
- ★ Heavy Lift Consignments ★ Route Mapping & Surveys

#### ● In-Plant Logistics and Handling Solutions

- ★ Last Mile Connectivity ★ Handling Services ★ In-plant Logistics

#### ● Container Train Operations

- ★ Owned Trains ★ Parcel Vans ★ Shared Train operations

#### ● Global Freight Forwarding Services

- ★ Ocean Import / Export freight Management services
- ★ Air Import / Export freight Management services
- ★ Custom Clearance services

#### ● Value Added Services

- ★ Vehicle tracking through GPS
- ★ Safety & Transit Insurance
- ★ Expedited Delivery
- ★ Reverse Logistics
- ★ Freight on Delivery
- ★ Supply Chain Optimization

#### ● Ancillary Services

- ★ Stevedoring
- ★ Insurance



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As a multi-faceted organization, our prime objective is to deliver your expectations, no matter what comes our way. Reaching you safe and on time remain our top priority. After all, our journey is not about covering miles, it is also about discovering your smiles - then only will we know, you are satisfied with our services.



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