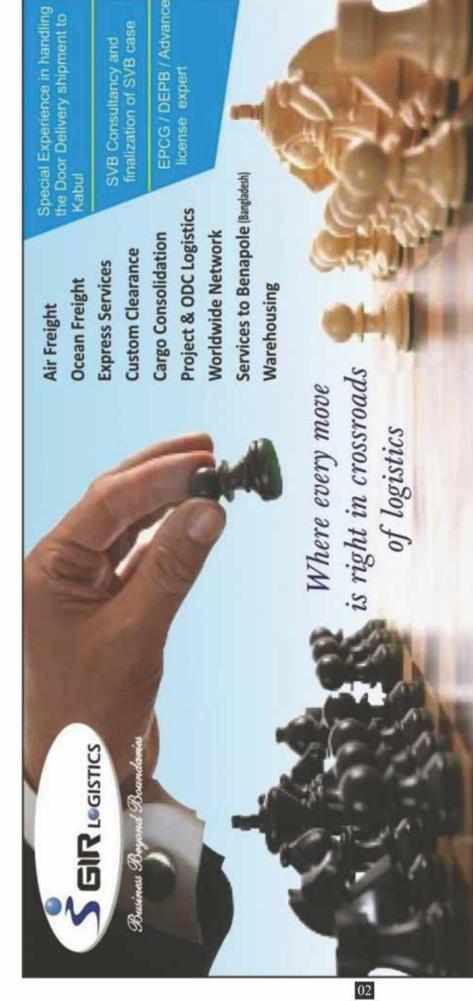
Monthly Magazine of All India Transporters Welfare Association

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# Plenty Of Challenges, Raising Logistics Cost



#### Mahendra Arya, Editor-in-Chief

Hello to all!

With a market size of around USD 160 billion, compound annual growth rate (CAGR) of 7.8 per cent during the last five years, and an industry employment of over 22 million people, the logistics sector of India has grown as one of the most attractive in the world today. Not just this, the Economic Survey 2017-18, which was tabled in Parliament early this year, also highlighted that 'the Indian logistics market is expected to reach about USD 215 billion in 2020, growing at a CAGR of 10.5 per cent'. Undoubtedly, all these factors have cumulatively attributed towards making the Indian logistics sector, an area of priority.

However, the sector remains stuck in several complexities which have always tried to hold it back. One major impact of these challenges faced by the logistics sector has been the high logistics costs.

Though the union road transport and highways minister Sh. Nitin Gadkari has stated that the cost will fall down with the implementation of integrated transport and logistics policy, which aims at increasing the average freight speed on highways to 50 km per hour and cutting costs by half, we will have to understand one thing that is the logistics cost increasing just because of not delivering the goods on time.

To me, there are several other issues that are actually playing a key role in logistics cost increase. And, these include considerable inefficiencies in transportation, poor storage system, complicated tax structure, low rate of adaptation of technology, and poor skills of logistics professionals.

Over the years, the road has become the most preferred mode of freight cargo movement in India. According to an India Brand Equity Foundation (IBEF) report, nearly 60.2 per cent of the freight is transported by road, 32.1 per cent by rail, and rest by the other means. But, recent studies have highlighted that the road is less efficient than railways but roads still are preferred over rail. Reasons being:

- Freight and passenger traffic has grown at a CAGR of nearly 55 percent and this has made high density corridors oversaturated.
- Indian rail freight rates are very high, one of the highest in the world.
- A freight train takes around 6-8 days time for a 2000km journey and that too without a guarantee on the transit time.
- Most rail terminals (goods shed) used for loading/unloading of freight are antiquated.
- · Less flexibility in carrying different types of products
- Indian railways have a preference for customers who can provide full train load.

But road movement has its own set of challenges, including:

- Indian national highways bear the brunt of freight movement in India. While NH constitutes only about 2 per cent of the road network of India, they carry 40 per cent of total traffic.
- The quality of roads is still poor. Surveys suggest that motorable roads are still less than 10 per cent of the total road network.
- Union minister may have claimed to reduce the logistics cost by developing expressways but to develop such network is a time-taking affair.
- The Indian trucking industry is unorganised. With nearly 70 per cent of the truck owners having 1-5 trucks, there is fierce competition amongst operators leading to truck owners resorting to overloading to recover investments.

In addition to the poor transport system, the Indian storage system also needs significant improvement. The land requirement for setting up ICD/CFS at an appropriate place is difficult as many obstacles need to be cleared. Besides, the difficulty level of setting up a facility there are several issues that create hindrances. Restriction of day movement of trucks is one. Inadequate parking, lack of available land for expansion and more, are others.

The condition of several warehouses is poor, as they do not offer leak-proof facility, no proper arrangement for security systems, racking facilities, etc. The condition of cold storages is also in the similar state. It is believed that up to 40 per cent of the fruits and vegetables grown in India get wasted due to the poor quality of cold storages.

To add on to the list, the multi-modal logistic parks have not taken off yet. There is an urgent

requirement of large logistics parks for **To meet the** with integrated logistics, provision of transportation hub and value addition, current demands, among others.

the logistics firms A complicated tax structure has thrown several challenges at the require resources with logistics industry. The tax payment of multiple states and the Centre has technical, safe driving, resulted in the significant loss of time in transit for road freight in order to and multitasking skills, pay such taxes. Though the as well as business implementation of GST is aimed at offering hassle-free experiences to understanding transporters, pertaining to confusions there is lots desired to be done. Another tax issue is related to the segmentation of warehousing space, especially for low-margin products, thereby providing a disincentive to create a large integrated warehousing space. A uniform tax structure is proposed under the GST, which is being highlighted as the panacea for the existing situation. If implemented in spirit, GST will enable logistics services to be provided without consideration for

The logistics industry is also held back by the low rate of

ex-boundaries.

technology adoption and poor skill levels. However, as far as the technology is concerned, the logistics sector now seems to be paying serious attention to the use of RFID, vehicle tracking technologies, warehouse management system, etc. Perhaps, the acceptance is not an issue anymore but the affair between IT and domain

> requirement needs to be sorted.

In addition to the technology-related issues, the skill levels in the logistic industry require to be upgraded urgently. Also, the logistics industry is still not looked at as the industry of choice for young graduates thereby making the hiring of quality professional manpower challenging. To meet the current demands, the logistics firms require resources

To meet the with technical, safe driving, and multitasking skills, as well as business understanding.

to all of us. Various challenges that come across is undoubtedly is the reason. But, the astonishing part is that even after the cheaper labour cost, how the logistics cost is increasing. It is indeed worrisome to notice that the logistics costs usually include transportation, warehousing, inventory management and other value added services such as packaging but how it can soar drastically, especially when the

quality of services provided is not very exemplary. Further, the increase in the fuel price is resulting in sharp rise in the logistics cost. And, the ever increasing congestions at ports are resulting in high levels of ground rents, leading to increase in logistics cost.

Certainly, the high level of logistics costs in the economy adversely impacts the competitiveness of the Indian economy, as well as the financial well-being of the citizens. It is for the Government of India to look out to seal the issue.

# Increase In Transportation Cost Affects Business Double

Dear Friends,

With every passing day, the logistics cost in India is also accelerating. No doubt, its effect is predominantly visible on the industry. The government, on the other hand, is working on to bring down the cost to around 12 per cent, which currently stands at 18 per cent. And, the union minister for road, transport and shipping, Sh. Nitin Gadkari, in one of his statements, said that the process has already begun to achieve this.

The government has already identified the waterways to give a boost to the industry. Further, the planning and

### With work already in progress on 10 rivers, rest 101 rivers will soon also join the mega plan to significantly reduce the logistics cost

strategies have been hatched to develop the waterways more effectively. With work already in progress on 10 rivers, rest 101 rivers will soon also join the mega plan to significantly reduce the logistics cost. As for the roadways what is significant is that even as the government is motivated to develop waterways, they haven't ignored it at all, in fact, new strategies are implemented to bring down the logistics cost on roads as well.

Introduction of electronic toll collection soon will start paying off. A Delhi to Mumbai road trip, which was earlier completed in 28 hours, can now be covered in only 18 hours. This time saved, around 8-10 hours, is a huge achievement and hope for the logistics industry. Once the e-toll collection will be effectively functional, no freight will have to stop for paying toll tax; all state barriers will be abolished.

We know, not one but various factors cumulatively act on to increase the logistics cost. The transportation cost is one of the most prominent and influencing one. The constant raise of fuel cost and ever-evolving marketing techniques,



Pradeep Singal
National President, AITWA

distribution systems, salary structure and locations are the forefronts of increasing transportation cost. But the choice of a transportation mode to route freight between the origin and destination is very crucial, along with it, the nature of the goods, available infrastructure, technology, and particularly their respective distances play a pivotal role in deciding the cost of a consignment.

In brief, the transportation cost is a financial measure that a transport provider needs to spend to offer transportation services. The cost is divided into two parts. First, fixed (infrastructure), and second, variable (operating) costs,

The cost is divided into two parts.

First, fixed (infrastructure), and second, variable (operating) costs, which depend on a variety of factors that include geographical location, infrastructure, administrative barriers, energy, and on how freight is carried

which depend on a variety of factors that include geographical location, infrastructure, administrative barriers, energy, and on how freight is carried. The transportation cost by road is the highest, today, followed by railways and waterways, respectively. If the on-road transportation cost is Rs. 10, then it is Rs. 6 for railways and Rs. 1 for waterways. Since the roadways services are offered by private sector the rates vary according to the demand and supply. However, in case of railways and waterways, the rates remain fixed as both are government-operated sectors. But, it is not about the demand and supply conditions every time, there are others situations as well which affect the transportation rate.

Geography or Location D istance and accessibility are the most basic situations which influence transport costs. The length, time, economic costs or the amount of energy used attribute towards the cost.

Product Type - There are products that require special attention. Bulky

and perishable products need proper packaging and special handling while products like coal do not give much botheration, as they are easier to transport.

Product Volume - Volume of a product can affect the transport cost. If products are transported in large quantities it is most likely that one can obtain lower unit transport costs. Energy (coal, oil), minerals and grains are a few products that make most of it.

Energy - Transportation activities consume 60 per cent of all the global oil used. But the costs of maritime and air transport are particularly vulnerable to fluctuations.

Empty Backhauls - It is not most likely that an inbound and a return trip will have a consignment. Many a time an inbound transport comes back empty. This attributes towards transportation cost.

Infrastructure - The infrastructure has a direct impact on transport costs. A below par infrastructure always results in higher transport costs. Transportation Mode - Generally, when multiple modes compete directly for the same market, lower transport cost is often the result. But, each mode has its own capacity, limitations and operational conditions, thus, it is characterized by different transport costs.

Competition and Regulation - Besides, the challenge of competition, regulations, such as tariffs, cabotage laws, labour, security and safety add to the transport costs.

Surcharge - When fares are regulated, operators find other means to generate revenue. Commonly, the surcharge is

> imposed on fuel, security and geopolitical risk.

Taxes and Tolls - There are numerous taxes levied on transport activities. From vehicle sales taxes to registration fees, fuel taxes to road taxes. Tolls are also imposed on state borders and other various points. All



affecting the transportation costs.

Cross-subsidies - When an expensive infrastructure is introduced for public or a particular industry, it is offered at a subsidized rate initially but over the years the amount is recollected by the means of taxes and tolls.

The time of transportation is another important factor that needs consideration, as it is associated with the transportation service. From the order time to transport time, the punctuality to frequency, all play a major role in the transportation cost.

If we have to summarize and think from the perspective of the logistics industry, transport costs have significantly affected the economic structure and its activities. The international trade has also got a jerk. A survey has suggested that the rise in transport costs by 10 per cent reduces the business volume by more than 20 per cent. The government will have to find a way to limit the transportation cost as early as possible. Or, else, the major attributor to Indian economy will constantly keep getting hurt and as a consequence, the economy will persistently keep facing troubles.

# Addressing High Logistics Costs In India Is The Need Of The Hour!



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

It is no news that the cost of logistics is very high in India. While India does not have an official figure on the nation's logistics cost to the GDP, many estimates have put it at around 13 per cent of GDP. And, this stands higher than 8 per cent in Germany and 9 per cent in the United States.

Undoubtedly, the higher logistics cost makes products costlier and exports uncompetitive. And, this was also established by a 2016 study by ASSOCHAM, which

highlighted that a country can save \$50 billion if logistics costs reduce from 14 per cent to 9 per cent of GDP.

Notably, transportation services are the third highest contributor to the cost of a logistics chain in India. Considering this, improving transportation is the need of the hour. Certainly, this includes the coordinated development of railways, roads and waterways.

While railways is more energy efficient, about 60 per cent of the freight cargo in India is moved through roads. But what is more interesting is that the Press Information Bureau has stated that Inland Water Transport (IWT) mode is widely recognized as an environment friendly and cost effective mode of transport.

As per a RITES Report on "Integrated National Waterways Transportation Grid (INWTG)", one litre of fuel moves 24 tonne - km on road, 95 tonne-km on rail and 215 tonne-km on IWT, which means waterways is significant to logistics cost saving. In a recent statement, the minister for road transport, shipping and water resources has talked of government taking initiative to promote the Inland Water Transport to reduce the overall logistics cost. The government has developed the three

National Waterways (NWs) viz. Ganga-Bhagirathi— Hooghly river system (NW-1), River Brahmaputra (NW-2) and West Coast Canal (NW-3) with targeted depth, fixed and floating terminals with mechanized facilities for cargo loading, unloading and Navigational Aids.

Along with promotion of infrastructural development, the government should also focus on the improvement in logistics. And, the concept of logistics parks holds the potential to bring a revolutionary change in the Indian

logistics industry.

As known to all, the trucking industry in India is unorganised. Nearly, Rs. 1.2 trillion is spent on warehousing alone. Further, India spends Rs. 2.45 trillion on inventory management, including inventory carrying and order processing costs, which makes 57 per cent of the total logistics spend. This shows that not the storage system alone but Indian transportation system needs

considerable improvement. By and large, high logistics costs adversely affect a company's profits.

Further, McKinsey & Company estimates the current wastage or value loss in India's transport system to be around \$80 billion. And, the sad part is that it expects the inefficiencies to grow further owing to the unorganized nature of the industry, where 90 per cent of the logistics service providers are the truckers who own one or two trucks.

But, the logistics industry in India is on its way to becoming a \$200-billion opportunity by 2020. Not to forget, the government plan to build 34 mega multi-modal logistics parks with an investment of Rs. 2 lakh crore across the country. And a lot more can be expected in this direction with the amendment in the Allocation of

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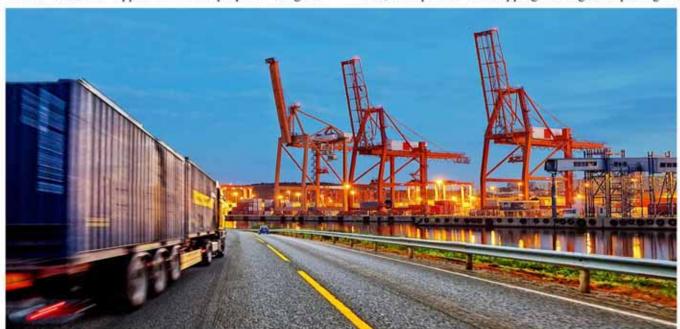
Business Rules of 1961, last year.

A new logistics division under the Ministry of Commerce and Industry has come into existence. Notably, logistics was earlier handled by at least seven ministries, including

This was a celebratory move for the industry. Not only, it is expected to provide a big boost to attracting more funding at competitive rates, but offering multiple instruments to raise the money

railways, road transport and highways, shipping, civil aviation, commerce and industry, finance and home affairs. And, the approval of its proposal to grant Indeed, there is scope for further improvement of India's ranking in the Logistics Performance Index (LPI) by World Bank. Notably, it rose from 54 in 2014 to 35 in 2016. And, the new logistics division can contribute a lot to achieve this easily. In this direction, drawing the most cost- and time-effective modes of transport across India through a digital platform can offer great help.

Well, there is no denial of the fact that the government's decision to house a separate logistics division is a good move. Also, the transport and logistics industry sees it as a saviour. It is expected that the new division will facilitate the industry and remove glitches in the path of development. Moreover, the transport fraternity expects to get the industry status soon as the new division is clear about its aim to reduce logistics costs in India. At the same time, transporters fear capping the logistics pricing in



infrastructure status to the logistics sector is marked as its first achievement. This was a celebratory move for the industry. Not only, it is expected to provide a big boost to attracting more funding at competitive rates, but offering multiple instruments to raise the money.

Recently, Commerce and Industry Minister Suresh Prabhu also accepted high logistics cost as an impediment coming in the way of India becoming a super economic power. Currently, the government has two immediate targets that include bringing down logistics cost to less than 10 per cent of the GDP and increasing jobs in the logistics sector to 40 million by 2019. Not just reducing costs but increasing speed is also something the government needs to focus on simultaneously.

order to bring down overall logistics costs.

Above all, if the government wants to match logistics operations in developed countries, speedy development is

#### Above all, if the government wants to match logistics operations in developed countries, speedy development is required

required. From the development of logistics parks to wellplanned warehousing and IT initiatives, the transport and logistics industry hopes to get an exemption from excise duties, reduced delivery times and improved support facilities.



# Increasing Logistics Cost: What're The Core Factors?

well-conceived product, which is attractively and usefully packaged and properly advertised, becomes worthless if it is unavailable to the customers when it is needed the most. And, it is the responsibility of the logistics company to Further, an ensure that the right product is delivered at the right place at the right time in the right amount in the right condition. From a company's perspective, the logistics cost involved also plays a deciding role in choosing the logistics carrier, as companies are always in look out for a slower with the cust replace the ex in order to be in orde

Experts are of the opinion that the logistics
cost in India rests around 13 per cent of GDP,
which is way too high than the United States, Germany
and Japan. Further, an ASSOCHAM report stressed on
other

reducing logistics costs in order to save the industry along with the customers. Certainly, there is a dire need to replace the existing logistics model with an effective one in order to benefit both the parties.

ASSOCHAM report inland transit time for exporting a container from Delhi till loading on to vessel can vary from 7-15 days. But, for a similar route in China, the inland transit time would be 5-6 days. Unorganized facilities, lack of specialization, weak ICT support, high operational costs, poor management skills,

inefficient supply chains and poor infrastructure, among others, are some of the deficiencies logistics in India is

poor back-end operations, lots of intermediates,

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suffering from.

A few of the other significant reasons for high logistics cost in India include:

- State level regulations related to warehousing, agriculture logistics, and labour laws vary big-time from one to state to the other. And, this adversely impacts the delivery of logistics services.
- · Institutionalized corruption is another major obstacle
- in the development of efficient nationwide transporters.
- There is a low level of ICT (information and c o m m u n i c a t i o n s technologies) usage and penetration in the transport and logistics sector in India. And, this restricts the scope of increasing efficiency and productivity.
- Another major issue is logistics security, especially with more and more containerization of the trade cargo. Certainly, this puts additional pressure on firms and customs departments and poses a serious threat to human lives and other cargo.

In the first place, it is believed that direct costs are the key reason for India's high-priced logistics. But, the reality points fingers at the indirect

costs are the real culprit. Notably, direct logistics costs are those incurred in the process of moving goods. And, this includes transportation, warehousing, and value-added services. Further, indirect costs include inventory carrying costs, theft, damages and losses in transit. And, these account for 40 per cent of India's total logistics costs of \$270-310 billion. Remember, indirect costs are caused owing to the inefficiencies in the supply chain.

It is also believed that increasing the use of rail can significantly reduce the cost of logistics in India. But, the reality is that there is limited room for growth given the prevalence of short-haul movement of goods in India. Notably, Indian railways carry no more than a third of the country's freight. And, almost all the rest (around 60 per cent) goes by roads. Experts opine that this mix contributes to high logistics costs in India. While the great majority of the country's cargo routes are less than 800-

km-long, rail makes economic sense only on the routes longer than that.

To check this menace and initiate the reform process, a unified taskforce or department for the development and implementation of policies to promote the logistics services in the

country and their export potential is much needed. And to do this job, the Government of India, last year, created a new logistics division under a special secretary-ranked officer in the Ministry of Commerce and Industry. Earlier, logistics was handled by at least seven ministries, including railways, road transport and highways, shipping, civil aviation, commerce and industry, finance and home affairs.

hat home affairs.

Undoubtedly, the main focus of the new division is promoting logistics services in the country as an integrated holistic unified approach. Also, the organization will act as a single task force that could focus on empowering private players to develop multi-modal logistics capabilities, promoting hinterland connectivity, oversee the various projects under PPP model and facilitate attracting FDI in the logistics sector. Foremost, it



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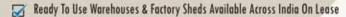
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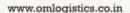
















needs to realize that infrastructural development needs to go hand in hand with improvement in logistics.

In a major move, the government granted infrastructure status to the logistics sector in India on the division's proposal only. This was done to meet the long-pending need for integrated logistics sector development. As per the government statement, "High logistics cost reduces

the competitiveness of Indian goods both in domestic as well as export market. Development of logistics would give a boost to both domestic and external demand thereby encouraging manufacturing and 'job creation'. This will, in turn, be instrumental in improving country's GDP."

Working towards development, the Modi-led government, over the past four years, laid emphasis on the infrastructure growth with plans to develop highways, railways and rural roads, and revive unused

airstrips and airports. The government also announced the revival of the Sagarmala project for port modernisation and port automation, development of multimodal logistics parks, smart cities project and dedicated freight corridors, such as the Delhi Mumbai Industrial Corridor. Undoubtedly, the successful and timely completion of these proposed projects can help ensure cost-effectiveness and operational efficiencies in the transport and logistics sector.

Recently, the road transport and highways ministry identified about 300 projects for completion by March 2019. And, around 100 of these projects are likely to be completed by December this year. Notably, infrastructure projects are beset by time and cost overruns emanating from delay in execution, which leads to disputes between private partners and government agencies. Controlling the availability and cost of credit in the favour of developers is

very important. Remember, the logistics infrastructure forms the backbone of logistics industry in particular and industry in general.

Also, a lot needs to be when it comes to the last-mile connectivity. Notably, the bottlenecks in hinterland connectivity result in higher lead times in cargo movement and lower turnaround time in the supply chain.

> So far, 75,000-km-long roads have already been constructed under the Pradhan Mantri Gram Sadak Yojana, a nationwide plan to provide good allweather road connectivity to unconnected villages in India.

Further, a unified tariff development of digitalisation,

structure - the Goods and Services Tax (GST) - was formulated for the logistics sector to reduce complexities in multi-modal transactions. If the resolution to other pending issues on land acquisition, environmental clearances and

among others, is offered at the earliest then it could further help reduce the delays in the transport and logistics infrastructure development.

While good things are coming the way of the logistics sector in India, its fragmented nature is throwing a major challenge when it comes to reaping benefits of the same. The need of the hour calls for the massive improvement in infrastructure and increased information technology penetration to help tackle operational inefficiencies. Once this is done, the battle stands almost won.

Additionally, there is a requirement to shift focus to the multi-modal transport hubs because the current modal mix for cargo transportation is skewed towards roads with under utilisation of low-cost modes, including rail, inland waterways and coastal shipping. Last year, the Government of India approved a plan to build 34 mega

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multi-modal logistics parks at an investment of Rs 2 lakh crore. Then, Road Transport and Highways Minister Nitin Gadkari told ET, "Logistics parks will act as freight aggregation and distribution hubs and will enable long-

haul freight movement between hubs on larger sized trucks, rail and waterways. It will reduce freight transportation costs."

Further, the government is working towards increasing the market share of cheaper modes of freight carriage like railways, inland and costal waterways. This would avoid excess capacity build-up in one segment along with the frequent creation of bottlenecks in others, which is

the case in the current scenario. Not just this, emphasis should be laid on devising policies that enable the Indian shipping firms to offer attractive freight rates and reliable. For this, the country's overall tonnage capacity needs to be

For this, the country's overall tonnage capacity needs to be increased manifold along with reducing the operational costs for shipping firms operating from India

increased manifold along with reducing the operational costs for shipping firms operating from India. And to achieve this, standardizing and reducing operational taxes and relaxing manning norms for Indian vessels is a must.

Besides, the transport and logistics industry needs to focus its resources on the better training and working conditions of its workers. Certainly, this would lead to an increase in the motivation level of the ground level employees and consequently improve the work quality with reduced operational risk. Indeed, there is a need for a focused plan for skill development in the wider Indian logistics landscape. Proper training sessions or workshops should be conducted to upskill the staff. They should be



encouraged to embrace new technologies that organize things for better of all the parties involved in the business.

She highlighted that the concept of logistics parks, which she said would usher in a revolution in the Indian logistics industry.

Lowering logistics cost is also important in order to attract foreign investment. Experts believe that looking at the proactive behavior of the government and enthusiasm of the industry, logistics cost in India will come down to match global average in the next two years. According to the Managing Director and CEO of Invest India, "With the kind of road projects and infrastructure development being done, the trucks will be able to move in four days from Delhi to Kolkata by 2019, when our logistics cost will meet the global average of 10-12 per cent." Notably, a truck going from Delhi to Kolkata takes between 13-16 days in the current scenario.

Development does not come with just asking for it, from industry players to the government, all will have to continuously make efforts to make things fall in place. Then only, the logistics family can grow and flourish in India.



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#### MasterCard Advances Digitalisation For Transporters

This was billed as a brainstorming session involving Transporters and Technology service provider MasterCard, with the Confederation of All India Traders (CAIT) as the facilitator. Praveen Khandelwal, National Secretary General of CAIT, said that Goods movement was to be digitalised in the near future with Government of India actively considering implementation of "FASTag electronic toll collection" system and other "RFID" applications on movement of transportation, which makes it critical for the Transporters and Traders communities to be with each other in the interest of trade in the country.

MasterCard (MC) is involved as they have their footprint all over the world and are technology oriented. Ravinder Ahuja, Group Head, Sr. VP Global Policy Affairs & Community Relations of MC, who flew in from the US specifically to attend the meeting, mentioned that MC has a presence in 210 countries and provides tech enabled frictionless, seamless service. Some of their achievements are the London Oyster Card for local travel and the efficient system in Singapore, where taxes and tolls are debited automatically even while the vehicle is on the move. MC was all for brainstorming on the pain points and also wanted feedbacks to enable them to digitalise.

Rahul Chanana, Manager Business Development, MC, said that to start with, they would try to build a framework for MC to follow-FASTag is a Pilot Project and there are a number of areas where digitalisation will help Transporters and Traders to get some additional credit. Their example was that Drivers need to be provided with cash to permit filling of fuel anywhere on the highway. If this could be digitalised, the process would be much simpler.

The All India Transporters Welfare Association (AITWA) was represented by its President Pradeep Singal, who for a moment stumped them by saying that digitalisation was not the real challenge. He was more interested in knowing about how MC could help in getting bill discounting facilities. Assessment of creditworthiness is critical and eventual receipt of payment is very important. If MC could guarantee eventual payment, AITWA members are prepared to offer the necessary credit themselves.

P. Ramdas, Sr. GM Administration of Aash Logistics, said that FASTag does provide seamless movement, but we need much more smoother movement. Pradeep Singal opined that most of the issues with FASTag appear to have been resolved by now, hence was keen to know about any challenges still existing there. What he believed is that Transporters need something like a Risk Insurance where some 100 clients or so are bundled and the Insurance Company takes responsibility for making any defaulted payment. To the undersigned it sounded like a Fidelity Insurance among the fraternity of Independent Transport companies.

Rohan Mishra, Director Public Policy, Global Policy

Affairs of MC said that earlier Debit Cards could charge 0.3 - 0.4 % upto usage of Rs. 20 lacs and 0.7 % for usage above Rs. 20 lacs. Nowadays, Debit cards can charge nil and Credit card users get a cashback of 75 basis points.

Pradeep Singal had another thought that if FASTag can capture the truck number / location and place it on the e-way bill, that would solve some major problems with the government, who are functioning on the premise that Transporters are operating more than one truck with the same e-way bill and thus they are making it very unbearable for Transporters with penalties, fines and seizures. Analytics can be done at leisure.

Rohan Mishra mentioned that MC had suggested to the government that QR Code can be renamed as Bharat QR Code. Pradeep Singal felt that QR Code is not necessary for GST, as it will not simplify matters and the data is not needed. Rohan Mishra was thinking aloud when he wondered if one product could create an ecosystem which covers 6-7 points/connected devices to resolve issues.

Pradeep Singal was concerned about too many fake challans being issued. He felt that all payments towards penalties, etc. must be paid only vide digitalised mode and suggested that MC should make an app. to link all RTOs in the country. He continued, stating that earlier Rs. 8000/= crores was the collection towards National Permits @ Rs. 25,000/= per vehicle. Today, Rs. 12,000/= crores is the collection for the same purpose @ Rs. 16,500/= per vehicle. He felt that Non-Commercial vehicles should be out of the purview of tolls, etc., as the Transporters are covering the revenue differential with significantly improved movement. He also indicated that a Parent - Child sort of card should be helpful to Transporters.

Rohan Mishra stated that Tokenisation will come to India in a few months. This is an advanced security feature where the main card number is replaced with a random number / token at all points needed. The Main Card number is never divulged, even under re-engineering conditions, hence is rated very safe by the industry. Ravinder Ahuja said that they would try to improve Supply Chain model and end-pricing transparency. They are working on a pilot project on this at Hyderabad, which is going live in July. Based on the learnings there, MC will improve on and scale up this model. As it is a technology service provider, it does not charge interest / costs, which is done by banks.

This exchange of ideas brought to mind a major campaign by MC a few years back, which can be extrapolated for this situation as: Digitalisation-----Priced ABC

Transparency-----Priced XYZ

Tokenisation-----Priceless

Vinod Kaul

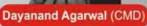
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VECV includes the complete range of Eicher's commercial vehicles, components and engineering design



businesses as well as the sales and distribution of Volvo trucks. Each of its business units is already well established and backed by a sizable customer base.

VECV comprises of five business verticals:

#### EICHER TRUCKS AND BUSES:

Eicher Trucks and Buses (ETB) is present in the LMD and HD segment with a strong presence in the 4.9T-49T truck segment. Eicher's new Pro series trucks and buses promise to deliver best-in-class fuel efficiency, higher loading capacity and superior uptime.

#### VOLVO TRUCKS INDIA

Volvo Trucks in India is synonymous with the mining and the construction industries. Volvo is the first truck manufacturer to introduce the European design, high performance trucks with the latest technologies.

#### EICHER ENGINEERING COMPONENTS

EEC is the automotive component division of VECV. It came into existence in 1992 and has become an



established player in its segment of manufacturing Powertrain components (Differential Gears, Transmission Gears & Shafts) and Gear Boxes.

#### VEPOWERTRAIN

Commemorating successful completion of five years of partnership between Volvo Group and Eicher Motors in India, VE Commercial Vehicles Limited announced start of commercial production at the technologically most advanced engine manufacturing plant in India in July 2013.

#### NONAUTOMOTIVE ENGINES

Eicher (VECV) is manufacturing diesel engines from 38 HP to 201 HP for Power Generation, Industrial, Marine and Agro application. Eicher Engines are frugal engineered products with world class latest technology and offer high reliability, low operating cost and superior uptime.



The person at the helm, currently, is Vinod Aggarwal as the MD & CEO of VECV, who has been much feted and awarded by the Industry, articulated as follows:-.

"2017-18 was an eventful year in the annals of VECV. What started off as a weak Q1, after the Bharat Stage IV transition and later the GST rollout teething issues, the economy started gathering momentum and post September grew leaps and bounds with a peerless performance. The culmination was a fantastic year ending March 2018, with best ever performance figures in the history of the company.

Eicher Trucks and Buses recorded its best fiscal year in 2017-18 with highest ever monthly sales in March at 9245 units. With full year Net Sales at Rs. 9800 crores, and a sale of 65,932 trucks and buses, the company touched new peaks in all Business areas. With several new introductions and industry first initiatives, there were some milestones in 2017-18 worth recounting:

 In March last year, the company introduced automated manual transmission (AMT) technology in commercial vehicles adapted from OptiDrive technology designed and developed by auto component maker Wabco. The AMT technology will be available in the company's complete range of buses -- from 9 tonnes to 16 tonnes and also in the medium duty haulage truck application in the first phase and will be extended to other applications as well.

- With the launch of Pro 5000 series of Heavy Duty trucks in April 2017, Eicher today has the widest range of HD trucks at various price points to deliver a superior value and suit the needs of all application segments of customers in basic, value and premium category of trucks
- In February 2018, Eicher also entered the EV space by partnering with KPIT Technologies to integrate the indigenously developed electrification technology, Revolo, on its Skyline Pro platform.

As a wrap up of the year, here's a break-up of the sales highlights during the financial year 2017-18:

- Eicher HD trucks TIV grew 19%, year on year, to 2,67,000 units and Eicher market share of 4.6%, while March 2018 market share was 5.9%.
- LMD trucks (5-15T) TIV surged to 93,000 units, a growth of nearly 29%. Eicher market share for the year was 32.2% while March 2018 market share was 33.8%
- In 3.5-5T truck segment, Pro 1049 sales in 2017-18 at nearly 3000 units delivered us a market share of 24.6%.
- In the 5-15T bus segment we improved our market share to 17.1% in 2017-18 as against 16.8% in 2016-17
- We ended the year with record exports of 9001 units against 8035 units last year with all time high monthly exports of 1265 units.
- An all-time high parts sales of Rs. 391.3 crore in 2017-18 against Rs. 340.5 crore in 2016-17 in Eicher.
- Non-automotive business crossed Rs. 100 crore for the first time in 2017-18 clocking Rs. 102.8 crore sales
- Production at ETB was all time high with huge effort on supply chain and productivity thus testing our capacity beyond 8000 units in a month.
- VE Power Train with sales of 3, 50,000 units, ended the year with a growth of 46.8%.

The last year marked the much needed revival for the CV industry after a hiatus of nearly six years during which growth had stalled. Driving this buoyancy were factors like: Massive government infrastructure investments

into roadbuilding, irrigation, railways and metro rail projects; GST led accentuation of the hub and spoke model, leading to massive growth in multi-axle and tractor segment growth; Overloading strictures in several key states driving fleet augmentation. The GDP poised is to grow at 7.4%, with prospects of a good monsoon and hence improved rural sentiments, besides growth in the retail consumption demand all point towards a robust growth in 2018-19. Therefore, the outlook for this year is sanguine and to leverage this opportunity we have outlined a slew of initiatives and strategies covering new product launches, widening the product range across LMD Trucks, Buses and HD trucks, Quality and Competence improvement initiatives besides customer facing programs, with a clear target of over 85,000 units.

The key success factors and initiatives that we will be driving this year will be:

- Delivering Differentiated After Market experience to our customers through: Excellent aftermarket infrastructure, Improved parts availability, high dealer engagement, Improved competence of the front end teams in sales and service, besides Customer oriented mindset.
- 2. Establishing a strong brand image for HD trucks: By living our Brand Promise of "Leading the way to Prosperity" through Best in Class Fuel efficiency, Superior Uptime and Relevant Modernization. We plan to deliver this by exhibiting our brand values of keeping "Customer First" through a Friendly, transparent and highly responsive approach.
- Value Selling: Intense focus and drive will be on articulating and demonstrating our superior value proposition to customers and selling profitably by reducing discounts.
- 4. Improving Feet on Street Competencies: Be it DSE's or Technicians this will be a key area with heightened training programs to build a professional sales and aftermarket team. Controlling attrition is yet another focus area.

- Delivering World Class Quality: Predominantly, while it will be in manufacturing, we will be focusing on quality of customer interfacing processes like VIP and in Service Processes.
- 6. Process Focus: Leveraging to the fullest the UDAAN-Customer Relationship Management (CRM) tool at the dealership sales and workshop areas."

The powerhouse organization has a very proactive way to respond to customer demands which is well articulated "the competition is expected to intensify and therefore we have to be at least two steps ahead in every customer interaction that we know as 'Moments of Truth'. Hence, we closely decode customer requirements, towards making this mission a reality and a huge success".

#### Takeaway from this experience

The VE JV brings together the best of both worlds, Western technological advancement and Indian manufacturing quality at very reasonable costs. It is a Win: Win situation for both the parties. As a relevant example, Euro Standards VI were introduced in the year 2014, hence VECV had to make engines compliant with such standards from 2013, for export to Volvo. As a result, VECV is already in a position to roll-out Bharat Stage VI engines into the Indian market, well before the April 2020 launch of its implementation.

This is the Business model that India needs to encourage, where high technology is transferred and production process is completed in our country. We gain the best technology that the world has to offer and avenues open up to create decent level jobs for our people. Contrary to the view held by some well-meaning souls, especially in the government, we do not have to reinvent the wheel in all cases, as there are a fair number of international hi-tech companies, in various fields, who see value addition in this sort of tie-up in India.

Vinod Kaul

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## Let's Learn About The Experiences Of E-way Bill Users!



It was

inally, after the long wait of 9 months of Goods and Services Tax (GST) roll-out, India announced the launch of another major reform under the new tax regime - e-way bill system for the intra-state movement of goods from April 1, 2018. used to Undoubtedly, the e-way bill system was much-needed to smooth the goods monitor the movement in the country.

movement of Notably, an e-way bill is a document goods to and/or required - mandated by the section 68 of the from a state GST Act - while carrying any consignment of goods of value exceeding Rs. 50,000. It in order to needs to be generated from the GST common check tax portal for the e-way bill system by the evasion registered persons/transporters who are causing the movement of goods before its commencement. Also, the e-way bill system allows the transporters to raise complaints, in case a vehicle is detained for more than 30 minutes.

Further, e-way bills have replaced the way bills, which were prevalent in most states under the erstwhile VAT regime in the name of road permit. It was used to monitor

the movement of goods to and/or from a state in order to check tax evasion. While e-way bills under the

> GST regime are governed by a uniform set of rules applicable throughout the country, way bills were subject to state-specific rules and had to be generated through different statespecific portals.

Also, the government seems determined to develop an effective tool for tracking the movement of goods and ensure various benefits to the industry. In order to achieve this, it has

started to focus on road infrastructure. Further, to boost the development in the transport and logistics sector, it has been given the infrastructure status. Not just this, many check posts have been abolished in most parts of India, which will have a positive impact on the transport



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businesses in the near future.

The government planned to implement the e-way bill system across India in a phased manner latest by June 1, 2018, for both inter- and intra-state movement of goods. While the e-way bill system for inter-state movement of

g o o d s w a s implemented in April, the interstate thing has hit the floor this month with the state of Karnataka being the first to make it operational. As of now, the states accepting e-way bills for intra-state movement of goods include Andhra Pradesh, Guiarat,

Kerala, Telangana, Uttar Pradesh, Bihar, Jharkhand, Haryana, Himachal Pradesh, Tripura and Uttarakhand.

With many positives, the e-way bill system is facing some resistance from the users owing to things like mentioning HSN on the e-way bill, lack of functionality to update the details mentioned, acceptance of E-way bill by the recipient, and limited validity, among others. And, these few challenges and concerns need to be addressed by the government

immediately in order to make this journey relatively smooth.

Additionally, transporters are concerned about the duplicity caused due to the extension of validity of e-way bills. This results in the generation of multiple way bill numbers against a single invoice. Further, the timeline provided for the extension, i.e. four hours before and after the expiry of validity, seems too short. There is also no

mechanism to track delivery and closure of transportation of goods on the portal. Moreover, the e-way bill portal should maintain a system in place for the modification of details entered in the e-way bill.

Besides, businesses with operations across the country are



There is also no mechanism to track delivery and closure of transportation of goods on the portal. Moreover, the e-way bill portal should maintain a system in place for the modification of details entered in the e-way bill

facing a new set of c o m p l i a n c e c h a l l e n g e s. Businesses having m u l t i p l e movements of goods on a daily b a s i s n e e d a software solution to generate the e-way bill in a timely manner. Also, the software should track the e-way bills generated by

suppliers in order to enable reconciliation of purchases with the e-way bill as these would be required during audits.

While the Modi-led government has always remain receptive to feedback, this time is no different. Moving ahead, let's talk about the two new functionalities which have been added to the GST portal. And, these include the facility to change return frequency for the normal taxpayer and the payment of the reduced penalty.

Taxpayers whose turnover is above Rs. 1.5 crore and who have wrongly selected option as quarterly filing, now has been provided with the provision to change the option to monthly, provided the taxpayer has not filed any return, as per the wrongly selected quarterly option of filing return. Further, the GST Portal now allows reduced payment of the penalty in case Demand ID is created under section 74 of the Central Goods and Services Tax (CGST) Act.

X





## Will The Increasing Prices Of Petrol-Diesel Take Rest Anytime Soon?



We

ince last year, the prices of petrol and diesel are skyrocketing in India. Further, the prices have reached their respective all-time high owing to a non-stop increase in the oil prices in the international market. Moreover, the Government of India is mulling over the options to offer respite to the general public.

Recently, Road Transport and Highways the subsidy on Minister Nitin Gadkari said that the Centre is making efforts to find long-term petrol and solutions to tackle the increase in petrol and diesel prices. He suggested that India should change its approach and move to "alternative" fuels as soon as possible.

Further, the minister shared that the government is making efforts to find long-term solutions to tackle the fuel price

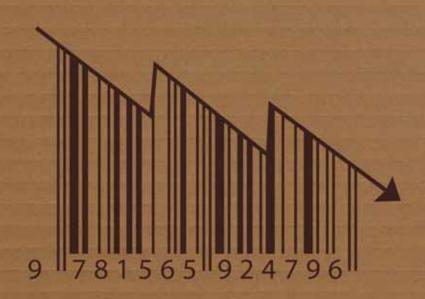
hike issue. He said, "We have already stopped the subsidy on petrol and diesel, and we are giving LPG connections to 8 crore people. "We could give the LPG connections to so many people because we could give the stopped the subsidy on petrol and diesel," reported PTI. LPG connections

While making a pitch for alternative fuel to so many people such as ethanol, methanol, bio-diesel, because we stopped bio-CNG and electric ones, Gadkari said, "India is importing petrol and diesel worth Rs 8 lakh crore and long-term efforts are being taken to bring the expenditure down." The minister added, "To do this we need to move towards alternative fuels," Gadkari said. Assured about the arrival of alternative fuel vehicles within the coming six months, he stated, "As far as electric vehicles are concerned, 13 companies are being set up to

diesel

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manufacture lithium-ion batteries."

Moreover, he assured that by moving towards alternative fuels, people could save up to Rs. 4,000 per month. He also mentioned that by bringing petrol and diesel under the Goods and Services Tax, fuel prices can be reduced by around Rs. 8.

Notably, Road Transport and Highways Minister Nitin Gadkari has advocated bringing fuel under the GST to curb the fuel price hike on many occasions. He shared, "Petrol and diesel should have been brought under the Goods and Services Tax. I asked officials during a presentation if we bring fuel prices under GST will it benefit the states or not," reported IANS. He added, "They said 'yes', they will benefit."

But, the states were worried about losing revenue on



account of taxes collected from fuel prices and liquor. The minister pressed again, "It will be good if fuel prices are brought under GST. This will not only reduce the fuel

It will be good if fuel prices are brought under GST. This will not only reduce the fuel prices but will also increase the government's revenue

prices but will also increase the government's revenue." But, he also mentioned that the ultimate decision on this remained with the petroleum ministry.

Notably, the fuel prices were surging owing to the increasing international crude oil rate. The road minister Earlier, we were giving subsidy on the import (of fuels). When the rates came down, the subsidy was removed. We are part of a global economy...

The price of petrol and diesel are increasing due to rise of their price in international rates

added, "Earlier, we were giving subsidy on the import (of

fuels). When the rates came down, the subsidy was removed. We are part of a global economy...The price of petrol and diesel are increasing due to rise of their price in international rates."

Further, oil PSUs are estimated to have lost about Rs. 500 crore on absorbing higher cost resulting from the spike in international oil rates. Not just this, there are other factors

that indicate oil prices will remain on fire. And, the rupee's fall to one-year low against the USD will only amplify the impact. Also, the threat of US sanctions on Iran is holding up the petrol and diesel prices.

Besides, he shared that the money saved from removing subsidy on fuel has allowed the government to give free liquid petroleum gas (LPG) connections to around 8 crore families throughout the country.

While increasing prices of fuel is one problem, the sales of petrol and diesel, by volume, are witnessing sharp increases as more people move places besides, increased industrial activity.



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### Government Vows For Better Facilities For Unorganised Workers

Union Road Transport and Highways Minister Nitin Gadkari called for better amenities for unorganised workers, including access to health care, housing and education facilities.

"There are laws that take care of the needs of workers in the organised sector and trade unions also look after them. However, unorganised workers should get proper housing, health and education facilities for themselves and their families," Gadkari was quoted as saying at an event marking the International Workers' Day, by Business Standard.

Notably, the International Workers' Day, or May Day, was originated in 1884 when the Federation of Organised Trades and Labour Unions of the United States and Canada demanded an eight-hour workday. In India, Labour Day was first celebrated on May 1, 1923, in Chennai. And it was observed by the Labour Kisan Party of Hindustan, which was founded by Malayapuram Singaravelu Chettiar, one of the founders of the Communist Party of India.

In addition, Gadkari pitched for speedy justice for workers in the labour courts. The minister said, "Workers do not get justice in courts for over five years. The labour courts hear the cases but do not take a decision on them. We need to fast-track decision-making in courts through information technology," adding, "We need to encourage investments but at the same time ensure that employers do not exploit workers."

While highlighting the poor health services provided to the formal sector workers and suggesting the private participation in hospitals and dispensaries under the Employees' State Insurance Corporation (ESIC), the minister stated, "It's not the government's job to run hospitals."



## Government Reviews Progress Of Road And Highway Projects

Righways Minister Nitin Gadkari reviewed the progress of the ongoing projects of his department in the country. Recently, he chaired a review meeting of the ongoing projects of the Ministry of Road Transport and the National Highways Authority of India (NHAI).

"In all, 427 projects are being undertaken by the NHAI, while the Ministry of Road Transport is working on 369 projects - each of them costing Rs 100 crore and above," read a statement issued by the Press Information Bureau (PIB).

In addition, it mentioned that the minister expressed unhappiness over the status of projects in Goa. Further, the ministry shared in the meeting that out of the over 700 projects undertaken, 300 will be completed before March 2019. The statement also read, "The minister took step by step and project by project review of the ongoing projects," reported PTI.

Moreover, Gadkari gave directions to officers and contractors to complete the work on 27,000 km road and highway projects that were awarded before March 2015.

The statement also said, "2018 has been declared the 'construction year' by the Ministry of Road Transport and Highways."







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#### Government Plans To Hike Truck Axle Load By 20-25 Per Cent

The Government of India plans to increase the maximum axle load of heavy vehicles by 20-25 per cent in order to bring at par with the international standards. Notably, this is after a gap of three decades that the government is preparing to roll-out a related policy. Undoubtedly, this move will offer a big boost to the logistics and trucking industry as it is likely to reduce the transportation costs.

Currently, a two-axle truck (two wheels in the front axle and four wheels in the rear) is allowed to carry 16.2 tonnes including the vehicle weight. The plan is to increase this to 19 tonnes, states a TNN report. Similarly, there would be about 25 per cent increase in the load for each additional axle in heavy vehicles. Notably, the allowed load of an axle is the maximum pressure between the tyre and the road.

Road Transport and Highways Minister Nitin Gadkari discussed this issue with all the private highway developers so that everyone is on the same page. As per the sources, most of the road builders admitted that the construction quality has improved and overloading up to 100 per cent is common. In addition, they mentioned that



truckers often avoid stretches where road builders collect 10-fold toll from overloaded trucks. Further, officials, related to the matter, said that the transport ministry would introduce graded penalty linked to the scale of overloading.

A think tank from IFTRT shared, "Once the government fixes new axle load, it must stop allowing any overloaded vehicle. Any penalty, which can be passed on, can never be a deterrent. Permit of overloaded vehicles and licence of their drivers should be suspended. For repeat offence of overloading, both permit and licence should be revoked."

It seems like the government is all geared up to end overloading. Also, installation of weigh-in-motion bridges on highway stretches to detect overloading has initiated.

#### Government Eyes Methanol From Coal For Trucks

In order to beat the volatile global oil prices, the road transport and highways ministry is working on a proposal to run diesel-guzzling heavy commercial vehicles like trucks and buses on the coal-based methanol.

According to an estimate prepared by the transport ministry, 2 litres of methanol is equivalent to 1 litre of diesel. Further, 2 litres of ethanol can be produced at Rs. 30 and it will be cost effective to reduce dependence on imported crude. Notably, methanol can be produced from natural gas, coal and renewable sources such as municipal waste and biomass.

In a meeting chaired by Road Transport and Highways Minister Nitin Gadkari, the discussion was all about how to push methanol production and reduce dependence on crude in the following 4-5 years. It was suggested that coal blocks should be allocated to oil marketing companies so that they can develop industrial parks within 50 km of the identified coal producing mines in Jharkhand, Madhya Pradesh, Chhattisgarh, Odisha and Telangana.

Gadkari told TOI, "We have to find our own way out to produce more ethanol, methanol and electric vehicles



rather than depending on imported crude." According to official estimates, about 110 million tonnes of crude worth Rs 3.4 lakh crore was consumed by the transportation sector in 2016-17.

Notably, China has taken lead in methanol economy across the globe.

A ministry official stated, "The proposal of coal-based methanol production is also a viable option as the trends suggest that coal consumption by power sector is set to decline because of the increased focus on generating power from renewable sources, particularly solar," adding, "It's estimated that by 2027, the power sector would require about 745 million tonnes of coal against the projected scenario of 1,150 million tonnes if other sources are tapped."

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# Road Accident Victim To Get Rs 5 Lac. Death Claim 10 Times Then The Previous Provision In The Act But Victim Should Be Stopped To Opt For Both Provision To Claim Compensations As Available In The Act

e welcome the increase in compensation to road accident victim from Rs. 50000 to Rs. 5 lac by notification dated 22-05-2018 for death & prorata for injury.

The amount decided by authority is good enough for road accident victim. Govt. of India and state Govt. used to give almost same compensation to the victim of other national tragedies such as bridge accident in UP state etc. In such cases just after paying compensation of lump sum amount

of Rs. 2 to 5 Lac the compensation matter was resolved. But in case of road accident, victim first claim for no fault compensation & then go for unlimited claim as tribunal gets more compensation. This is increasing the burden on Motor Accident Claim Tribunals (MACT). Advocates, on most occasions, also delay the process to get more claim

amount. Often these cases are taken up by advocates for free but go on to collect up to 30% of the claim amount from the victim, after winning the case. This way, the primary aim to support the accident victim with quick financial assistance is hampered. As per IRDA record on the basis of IIB it takes 7 to 8 years time to settle the MACT claim.

We humbly place a request to the government that for the best interest of road accident victims, a victim should be allowed to opt only one option either for no fault liability or for unlimited liability process. By doing so, most of the cases will be sorted out at no fault liability level & there will be very less burden on MACT courts. Victims who are

very much well to do and are not in need of any financial help will go for unlimited liability.

The burden on MACT will get reduced and the claim burden on insurance companies will also come down year after year. With cut down on long processing time, the interest amount will also be saved, which is around 25% to 30 % today. All such factors will reduce burden on insurance companies & finally IRDA need not to increase T.P premium every year which has become unbearable for

truck transport industry. A small step of yours can save insurance companies and truck transport industry as well from the unwanted burden of MACT awards which are in favor of wealthy victim only who are not satisfied with no fault compensation.

Putting restriction to avail both the options of no fault liability and unlimited compensation option we can reduce the

burden on MACT courts, compensation awards and hence less burden on insurance companies, who are at loss and will also reduce third party premium rate.

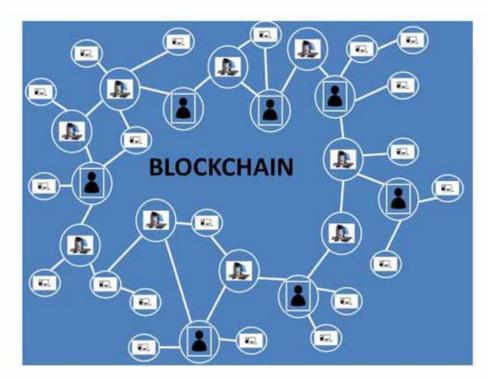
If government can listen to our request and consider this minor correction in the act of The Second Schedule, it will be in the best interest of road accident victims, insurance companies and the truck transport industry, which is facing unbearable burden of T.P premium year after year by IRDA.

Regards,

Ishwar Chand Goel (9327004175) -

Advisor & Chairman Insurance Committee - AITWA

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# **Blockchain Technology**

# To Advance Supply Chain Vision Further

rom Waymo to Tesla all are eying the autonomous driving technology to be the pioneer to change the face of trucking across the globe. But, the time

calls for concentrating energies on combining autonomous driving with the blockchain technology for the good of supply chain logistics.

Blockchain in Transportation Alliance (BiTA), an organization formed to promote the integration of blockchain technology into the trucking and global shipping industries, has members like FedEx, UPS, Uber Freight, JD Logistics, Salesforce, and SAP, among others. This member pool

showcases the impact of blockchain in the autonomous trucking and shipping industry. And, it will be interesting to watch how blockchain-based systems are developed. One of the most important roles played by BiTA would be creating higher industry standards for blockchain-based

trucking.

Before we proceed further, let's understand what is the blockchain technology and how does it work. The blockchain is a decentralized technology that is used to record transactions across many computers so that the record cannot be altered retroactively. With a blockchain, many people can write entries into a record of information, and a community of users can control how the record of information is amended and updated. And,

Bitcoin and Ethereum are the perfect examples of blockchain projects, which are focused on building public

The blockchain is a decentralized technology that is used to record transactions across many computers so that the record cannot be altered retroactively. With a blockchain, many people can write entries into a record of information, and a community of users can control how the record of information is amended and updated

P2P payment systems.

For the autonomous trucking industry, the blockchain technology would function as a private B2B logistics

Means everyone would not have access to shipment information, except the relevant parties, including manufacturers, shippers, carriers, brokers, and the end customer

system. Means everyone would not have access to shipment information, except the relevant parties, including manufacturers, shippers, carriers, brokers, and the end customer.

Certainly, it can help optimize autonomous trucking fleets by matching shippers and carriers in the most efficient manner. With the help of blockchain, an autonomous truck that has just been unloaded could find a new shipment to pickup in the same or nearby area. Not time alone, this would help companies reduce and/or eliminate the possibility of empty trucks.

In the current scenario, it takes hours or even days to line up the next shipment for smaller trucking companies. Considering that most of the trucking companies have fewer drivers, this is a real problem. Further, the blockchain technology would make fleets more eco-friendly by reducing fuel consumption.

Further, the blockchain-backed trucking solutions will make the life of consumers extremely easy. For instance,

Also, the blockchain will add another level of time optimization by improving the efficiency of trucking routes and the shipment/truck matching system

shipments would be faster from the warehouse/ manufacturer to the end customer. Also, the blockchain will add another level of time optimization by improving the efficiency of trucking routes and the shipment/truck matching system.

With the arrival of blockchain-backed trucking solutions, greater transparency will seep into the system. Certainly, it will allow consumers to track packages in real time while making logistics even more transparent. Besides, standardization would be achieved easily. Say, if hundreds of companies create their own proprietary blockchain-based logistics systems, the number of problems to be solved will reduce.

Not to forget, the ability to coordinate logistics and communicate with other parts of the supply chain is one of the greatest benefits of blockchain to the trucking



industry. If smaller companies realize that the blockchain is there to optimize their supply chains, they will most likely agree on using a common matching system.

Also, many industry experts have started to highlight the need of blockchain in order to solve many of the current market problems. They believe that the biggest push to adopt this distributed ledger technology is the trucking industry's ongoing fragmentation.

It cannot be ignored that in currently logistics companies across the globe are facing increased driver shortages. And, at the same time, they are trying hard to remain profitable without having to increase prices on shipments. While autonomous driving and blockchain technologies have come for their help, many are concerned about the displacement of trucking jobs owing to automation.

# Golden Truck Title: This e-Truck Is The New Competitor For Tesla Semi!



aking up a challenge and delivering through it is what decides the survival of the fittest. And

considering the same, one of the largest truck makers in the world - Daimler has launched an electric version of their Cascadia to compete with Tesla Semi. Not just this, the German truck manufacturer is retorting with the unveiling of two more electric trucks.

Notably, Daimler had already launched the FUSO eCanter program. This includes a small electric truck that is meant for urban routes with a range of only 100 km. Further, the small e-truck has a load

capacity of up to 3.5 tons. As part of the same program, a bigger all-electric truck was unveiled, which has a 26-ton capacity, a massive 212 kWh battery pack, and ~125 miles

of range.

But, both the e-trucks could not stand tall in front of Tesla's

We were first-movers
on electric trucks and
strive to set the standard
in each relevant segment
in which we compete.
With the formation of our
new global E-Mobility
Group, we will maximize
the impact of our
investments in this key
strategic technology

electric truck, which is a class 8 with 80,000-lb capacity and a range of up to 500 miles on a single charge. And, that is why the company is launching a new unit called E-Mobility Group to consolidate its electric truck efforts.

At the launch of E-Mobility Group, the head of Trucks and Buses at Daimler said, "We are the undisputed global leader of the trucking industry and we intend to remain in that position with electric trucks. We were first-movers on electric trucks and strive to set the standard in each

relevant segment in which we compete. With the formation of our new global E-Mobility Group, we will







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maximize the impact of our investments in this key strategic technology. Thus, we can pursue the best



solutions in batteries, charging solutions and energy management," read a company statement.

Notably, the new group will develop electric powertrains for electric trucks and buses made by Daimler's many truck and bus companies. At the launch, Daimler's main truck company Freightliner unveiled eCascadia, which is a heavy-duty electric truck for long-distance operations (>15 t GVW). Also, it is said to be a class 8 truck with a range of up to 250 miles.

A company statement read, "The Freightliner eCascadia is based on the Cascadia, the most successful heavy-duty long-distance truck (class 8) in the North American market. 730 hp is almost silently generated under the characteristically long, U.S.-style hood, At 550 kWh, its batteries provide enough energy for a range of up to 400 km (250 miles), and can be recharged to around 80 per cent within 90 minutes to cover a further 320 km (200 miles)."

Besides, Daimler also unveiled a smaller electric truck for "local distribution", which consists of an electric version

### The batteries can be recharged to around 80 per cent within 60 minutes, sufficient for a range of around 300 km (184 miles)

of the M2 106. This is a fully-electric variant covers the medium segment (9 to 12 t GVW). And, the company

further stated, "The Freightliner eM2 106 is intended for local distribution operations and last-mile delivery

services. The batteries of the new electric version provide 325 KWh for up to 480 hp. The range of the eM2 is around 370 km (230 miles). The batteries can be recharged to around 80 per cent within 60 minutes, sufficient for a range of around 300 km (184 miles)."

Further, the company plans to deliver the first ~30 units of these two trucks to customers in North America by the end of 2018. And, the series

production is planned beginning 2021. Notably, the two etrucks from Freightliner, the Mercedes-Benz eActros, the

Notably, the two e-trucks from
Freightliner, the Mercedes-Benz
eActros, the FUSO eCanter, the
fully-electric Mercedes-Benz
Citaro city bus and the Thomas
Built Saf-T Liner C2 Jouley
school bus, have allowed Daimler
Trucks & Buses to have the
broadest portfolio of fully-electric
commercial vehicles

FUSO eCanter, the fully-electric Mercedes-Benz Citaro city bus and the Thomas Built Saf-T Liner C2 Jouley school bus, have allowed Daimler Trucks & Buses to have the broadest portfolio of fully-electric commercial vehicles.

While the competition is heating up, it will be interesting to watch the developments in the e-vehicle story. And upping the ante again, Tesla CEO Elon Musk announced that the production version of the Tesla Semi next year will have even better specs than what they unveiled last year.

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## Concern Over Industrial Growth: Burning Issues And Way Forward

The above seminar held at the PHD Chamber of Commerce (PHD) focussed on the issues confronting Industrial growth in India. Industrial sector is the backbone of any economy as it fuels growth, productivity, employment, etc. and strengthens other sectors.

### The seminar focused on following areas:

- \*Draft New Industrial Policy 2017
- \*Ease of Doing Business (EODB)
- \*Labour Reforms/Land banks
- \*Level playing field
- \*Trade wars and protectionism
- \*Impact on industry due to regulatory announcements by Reserve Bank of India, such as ban on LOCs/LOUs, Prompt Corrective Action framework for banks, among others.

After the opening remarks by **Dr. SP Sharma**, Chief Economist, PHD Chamber, who was the Moderator, **Rajeev Talwar**, Sr. VP, PHD Chamber, came forward to give his welcome remarks. What are the issues in the industry? He started with the Walmart takeover of Flipkart and the reaction is worldwide. What is the progress with Start-ups? The PM wanted our economy to touch \$12 trillion earlier, but now wants to target for a \$20 trillion economy.

Rajeev Talwar continued in the same vein - When do we catch up with China? Impractical, so let us keep our ambitions at a more realistic level, he said, in the same breath. The western countries are preaching about the environment and equitable laws when they have degraded the environment most. Slavery and child labour was legal in United Kingdom much earlier. Japanese production standards were looked down upon earlier, but today, they are excellent. China is in a somewhat similar situation today, improving qualitatively. India needs to think quality. Former PM Rajiv Gandhi started the Food Industry hype, but there are inadequate quantity of silos and cold chain facilities even today, though a full ministry was set up for it. Dr SP Sharma added that India's presence in the global economy is very low, at only 1% of the total Industrial output.

Sanjay Aggarwal, Chairman, Industry Affairs Committee, came next to present the Theme for the seminar. He was happy with the World Bank (WB) EODB ranking having improved to no. 100, but we still need to clean up a number of aspects in this regard. He referred to the "Hindu" rate of GDP growth we were accustomed to earlier. Draft Industrial policy has been formulated, for which we need inputs. Minimum wages are creating a number of problems, as it is prohibitive. It is difficult for many companies to pay this and remain competitive. We need to ensure that WTO rules are followed to avoid issues with protectionism. Trade and Industry have to go on, without knee-jerk reactions. One scam involving Nirav Modi and the entire letter of Credit system has been stopped. This is equivalent to one accident and all vehicles are stopped from moving on the roads. This apart, small industries are encouraged, while medium industries are not.

The Keynote address by Dr. Ajay Dua, Former Secretary, Union Ministry of Commerce and Industry, came straight to the point and stated that EODB ranking improvement has encouraged us and also investors to put in money. It has become easier in India to get electricity, money, credit, etc. Insolvency Court has been enacted and other positives. One negative is that after the Nirav Modi fraud came to light, banks have become reluctant to encourage credit requirements. Another is in Electricity, which is seeing very slow additions, with only 60% of the total of approx. 2, 00,000 megawatts being used. Maybe, price and need are responsible for this. Larger good is in making power cheaper. Instead, putting Countervailing duty on Chinese products, is like cutting your own leg. We have 12 companies making solar panels. Should we protect them or improve the issues of the people?

In EODB, we have been awarded the lowest marks in Cross border trade (Export / Import). Dua thinks that this will improve further, though unlikely to the hoped for extent of taking India to a rank of underno. 50. WB ranks are based on studies in only two cities. Obviously, this is not adequate, but WB has its problems. We also need to mull over the fact that we still need 27 licenses to start a new Industry in our Commercial Capital, Mumbai.

GST seems to be doing well. However, Industrial Policy has to be drafted better. Earlier, they meant something, but not anymore. They must talk about what the issues are

today. Are we to consider Manufacturing sector to create jobs or to create value or maybe to improve exports, which are languishing at only \$300 bn. today? This includes \$120 bn. in Petroleumrefining and \$60 bn. on cutting and polishing of Gems and jewellery. The buyer is not keen on details, only about value for money. They want high standards, uniformity and other quality standards and not about how many jobs were created. If government wants jobs to be created, it will need the incentives to be stated fully and clearly in the Draft Industrial Policy. We cannot continue to be the world's biggest importer of arms. We need to make what we can in our country. Initially, of course, there will be production problems and quality issues but will, eventually, even out. Otherwise, President Trump's style can be a problem and we can be left high and dry without supplies. Too many Ministries today makes coordination difficult. Earlier, at Independence, there was only one Ministry of Production. In Japan, there is only one Ministry of Economy, Production, Trade, etc.

Industrial Labour Laws are still archaic, with 80 laws on labour. This must be reduced drastically, but there is no consensus with the states, on the Concurrent list. Most of the jobs are coming from the informal, not formal sector.

Next came a presentation on Industry, by **Dr. Niti Bhasin**, Associate Professor, Department of Commerce, Delhi School of Economics. She referred to Trade Wars owing to Protectionism due to Populist Nationalism, like US President Trump and UK leaving Eurozone, thinking they can go it alone and do not need to give concessions. The perceived fallout of Globalisation are:

- Loss of Jobs in US due to outsourcing.
- Resentment in the US due to increased Immigration.
- Protectionism using Trade tariffs.
- India has an opportunity as US companies are redesigning their supply chain. "Make in India" has to be tied up into the Global supply chain.

We cannot insulate ourselves from the impact of Trade Wars. There can be outflows of capital from India. We must look at separate parameters, not just overall (no. 100) ranking regarding EODB. For example, in Enforcement of Contracts we are at no. 164, whereas China is at no. 5. In getting construction permit we are at no. 181. While China is placed much higher, even Pakistan is better. Our GDP helps in some ways—our focussing on Domestic market and not on the Global market.

Dr. Bornali Bhandari, Fellow, National Council of

Applied Economic Research (NCAER), spoke on Outlook on Industry. After the Demonetisation and GST shocks things are improving. Ram A. Poddar, Co-Chairman, Industry Affairs Committee, PHD gave his viewpoint on Industrial sector. However, we need to deregulate, like China did. Growth is not the worry, but rate of growth is.

### The Summing Up

A number of dynamic reforms have been announced by the Government for the growth and development of our industrial sector, but they fall short somewhere down the line. Either the required credit is not forthcoming, or there is no incentive for an aggressive thrust, or the reforms needed are inadequate (euphemism for half-baked), or there is a kneejerk reaction to a setback elsewhere. The predominant feeling that permeates is that we are seeing only parts of the jig-saw and not the full picture.

It is a fact that we have a long way to go to improve our Industrial output from the current 1 % of the world's Industrial output. This is the status even after our much hyped liberalisation in the early 90's. After the start of the process, they lost nerve and the liberalisation remained half-baked. The champions of this partial effort should be reminded of our Industrial "policy" even earlier, when Manufacturers were given targets that was the upper limit for production. Exceed that quota and get slapped with a fine / penalty. This led, (among other factors) to the Inspector Raj, where people learned that "management" of the "de facto" regulators was more important than following the law / procedures or even common-sense... After the partial liberalisation, while production constraints were no longer there, the government has hardly ever come up with meaningful incentives to encourage production, which continues even today.

The rot had grown roots earlier, with Income Tax peak rates at 97.25%, which did more to convert even legitimate, responsible business people into conniving, parallel economy operators. What would you do with the equivalents of "Robber Barons" grudgingly leaving you 2.75% in the highest bracket, to keep you going till the next visit? Wink, wink, nudge, nudge, if you were practical.

The present dispensation, with all its faults, appears to be making structural changes to take India into the 21st century. Takes time—transition time.

Vinod Kaul

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# उत्तर प्रदेश में फाफामऊ, इलाहाबाद में गंगा नदी पर 6 लेन के नए पुल के निर्माण को मिली स्वीकृति

प्रधानमंत्री श्री नरेन्द्र मोदी की अध्यक्षता वाली आर्थिक मामलों की कैबिनेट सिमिति ने इलाहाबाद के फाफामाऊ में राष्ट्रीय राजमार्ग-96 पर गंगा नदी पर 9.9 किलोमीटर लंबे 6 लेन के नए पुल के निर्माण की परियोजना को स्वीकृति दे दी है, पीआईबी पर छपी एक प्रेस रिलीज के अनुसार।

इस परियोजना पर 1948-25 करोड़ रुपये की लागत आएगी। साथ ही निर्माण अवधि तीन साल है जिसके चलते इसके दिसंबर 2021 तक पूरा होने का अनुमान है। नए पुल से इलाहाबाद में एनएच-96 पर मौजूद 2 लेन के फाफामऊ पुल भीड़भाड़ की समस्या दूर होगी।

नए पुल से कुंभ, अर्ध कुंभ, प्रयाग में होने वाले वार्षिक स्नान के दौरान ज्यादा से ज्यादा लोगों के लिए तीर्थ नगरी इलाहाबाद में पहुंचना आसान हो जाएगा। इससे तीर्थाटन पर्यटन और पवित्र नगरी प्रयाग की अर्थव्यवस्था को बढ़ावा मिलेगा।

यह 6 लेन का नया पुल मध्य प्रदेश से राष्ट्रीय राजमार्ग-27 के माध्यम से और निलनी ब्रिज होते हुए राष्ट्रीय राजमार्ग-76 से लखनऊ/फँजाबाद आने वाले यातायात के लिए फायदेमंद होगा। इसके अलावा नए पुल की इस परियोजना के निर्माण के दौरान 9.20 लाख कार्यदिवसों के बराबर रोजगार पैदा होंगे। वर्तमान में इलाहाबाद आने वाले वाहन राष्ट्रीय राजमार्ग-96, राष्ट्रीय राजमार्ग-24 बी, एशियाई राजमार्ग-1 से और अन्य स्थानीय राजमार्गों से फाफामऊ स्थित गंगा नदी पर 2 लेन के पुल को पार करके आते हैं। सामान से भरे व्यावसायिक वाहनों को सुबह 6 बजे से रात 11 बजे तक इस पुल पर प्रवेश नहीं दिया जाता है। वर्तमान में पुराने पुल से लगभग 40,000 पीसीयू (यात्री कार) गुजरते हैं, जो उसकी कुल 15,000 पीसीयू क्षमता से कई गुना ज्यादा है। इसके परिणामस्वरूप पुल पर पूरे दिन और रात भर जाम की स्थित बनी रहती है। इन नए 6 लेन के पुल से पुराने पुल पर यातायात सुगम होगा और तेज व सुरक्षित यातायात सुनिश्चित होगा।

ध्यान देने की बात है कि मई, 2014 से पहले इलाहाबाद से फरक्का के बीच गंगा नदी पर सिर्फ 13 पुल थे। 2014 के बाद 20 नए पुल बनाने की योजना बनाई गई थी, जिनमें से 5 यातायात के लिए खोल दिए गए और 7 कई टुकड़ों में निर्माणाधीन हैं। इस प्रकार कुल पुलों की संख्या 33 हो जाएगी। बाकी 8 प्रस्तावित पुलों के लिए जल्द ही फरक्का, साहेबगंज और मोकरनाथ काम शुरू होने की उम्मीद है। इस प्रकार यह फाफामऊ पुल इलाहाबाद और फरक्का के बीच गंगा नदी पर बनने वाला 29वां पुल होगा।

X



# जीएसटी स्कोरकार्ड : अर्थव्यवस्था नियमित हुई, करदाताओं की संख्या बढ़ी

1 जुलाई, 2018, को वस्तु एवं सेवा उत्पाद कर (जीएसटी) कर रहा है एक साल पूरा। इस ऐतिहासिक कर सुधार, जीएसटी, ने अर्थव्यवस्था का नियमतीकरण किया है जिसके परिणाम स्वरूप मिलने वाली सूचना से न केवल अप्रत्यक्ष करों के संग्रह में वृद्धि होगी बल्कि प्रत्यक्ष करों के संग्रह में भी वृद्धि होगी। पहले केंद्र सरकार के पास छोटे उत्पादन कर्ताओं और खपत के बारे में बहुत कम सूचना थी क्योंकि उत्पाद कर केवल विनिर्माण के चरण पर लगता था जबकि राज्यों के पास स्थानीय व्यापारियों के राज्य से बाहर के कामकाज के बारे में बहुत कम जानकारी थी। जीएसटी के तहत एक ही तरह के आंकड़े केंद्र और राज्यों को बिना किसी अवरोध के प्राप्त होंगे जिससे प्रत्यक्ष एवं अप्रत्यक्ष करों का संग्रह और अधिक प्रभावी बनेगा।

पीआईबी पर छपी एक प्रेस रिलीज के अनुसार करदाताओं की संख्या में वृद्धि के शुरुआती संकेत मिल रहे हैं। जून-जुलाई 2017 के बीच में 6.6 लाख नये एजेंटों ने जीएसटी में पंजीकरण के लिये आवेदन किया है, ये लोग पहले कर ढांचे के बाहर थे। इस संख्या में लगातार वृद्धि की उम्मीद है क्योंकि अर्थव्यवस्था के नियमतीकरण से होने वाले फायदे बढ़ रहे हैं। वस्त्र उद्योग की पूरी श्रृंखला अब जीएसटी के तहत है। इसके अलावा भूमि और भवन निर्माण क्षेत्र में लेन-देन का एक हिस्सा 'काम के लिये ठेका देना' भी कर ढांचे के अंदर आ गया है जो कि उन भवनों का संदर्भ रखता है जिनका निर्माण किया जा रहा है। यह सीमेंट, इस्पात और दूसरे क्रय-विक्रय के नियमतीकण की प्रक्रिया में अधिक पारदर्शिता लायेगा जो कि पहले कर

ढांचे से बाहर रहते थे। नियमतीकरण की प्रक्रिया चलेगी क्योंकि भवन निर्माता को इनपुट टैक्स क्रेडिट लेने के लिये आवश्यक दस्तावेज चाहिये होंगे।

जीएसटी का लागू होना, जो कि राज्य सरकारों एवं केंद्र सरकार के लिये एक साझा अप्रत्यक्ष कर है, जिसमें की पूरी प्रक्रिया शुरू से अंत तक इलेक्ट्रानिक है, सुधार का सबसे बड़ा कदम है जो कि संगठित क्षेत्र में ज्यादा रोजगार के अवसरों का सृजन पहले ही कर रहा है और उन लेन-देनों को समाप्त कर रहा है कि जिनका पहले बही-खातों में हिसाब नहीं रखा जाता था और जो इस वजह से कर दायरे से बाहर थे। जीएसटी को इस तरह से विकसित किया गया है कि वह कर प्रणाली में ज्यादा पारदर्शिता और बेहतर अनुपालन को सुनिश्चित करे। यह ईमानदारी को प्रश्रय देता है। यह उन लोगों के लिये कर दायरे से बाहर रहने को कठिन बना देगा जिन्हें की कर तो देना चाहिये था लेकिन वो कर दायरे से बाहर थे।

1 जुलाई 2017 को जीएसटी लागू होने के बाद से इसे सरल बनाने के लिये कई प्रक्रियागत बदलाव किये गये हैं। कर दाताओं के शिक्षण और सुविधा के लिये एक सघन अभियान चलाया गया था जिसमें अन्य चीजों के अलावा ज्ञान को साझा करना, सूचना का प्रसार और चुनिंदा प्रश्नों का उत्तर शामिल था। इसके अलावा कर दाताओं की सुविधा के लिये और उपभोक्ताओं के लिये लाभ के लिये इसे लागू करने की प्रक्रिया को और सरल बनाने के कदम उठाये जा रहे हैं।

Carriage By Road Cost Index (CRI) - May 2018

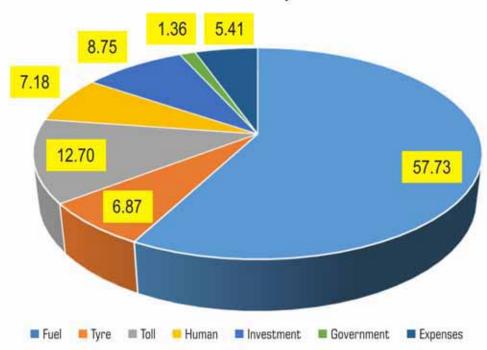
# CRI May 2018 - 128.21

Data Updated upto May 1, 2018

Average Diesel Price as on May 1, 2018 - Rs. 68.58 per litre.

Cost Distribution Pie APRIL 2018





Cha	nnges: Matrix - April 2018	
Diesel	2.07%	
Change in Index	1.50	

Note: Percentage in pie chart rounded off to nearest number. Warning: This index is a work of an independent research body IRTDA, agreeing with its finding is not mandatory for people. Research team is open to logical suggestions. For any query in this regards contact-Mahendra Arya (9821021323) mahendraarya@gmail.com



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# No overloaded vehicle to be allowed on EPE from June 15

No overloaded vehicle will be allowed on the newly opened Eastern Peripheral Expressway (EPE) from June 15 when tolling starts on this bypass for the national capital. The access-controlled highway also offers an opportunity for the enforcement agencies to end the menace of overloading, officials said.

TOI has learnt that the Delhi Traffic Police had recently raised concern with NHAI officials that strict enforcement of barring overloaded vehicles after installing weigh-in-motion (WIM) bridges may lead to such vehicles passing through Delhi.

"Plying of overloaded vehicles is not allowed as per the Supreme Court order. Such vehicles must be stopped and allowed only after unloading the extra weight. The transporter is responsible for taking care of the unloaded weight," said an official adding that despite the court's direction, local transport departments and police have been allowing overloaded vehicles after collecting fine.

"As per the Motor Vehicles Act, only transport department officials and not traffic police are empowered to penalise overloaded vehicles. Now with the e-way bill in place, the enforcement agencies can easily identify which vehicle is destined for Delhi and can stop the ones from entering the national capital, which are not destin ed for the city," said S P Singh of IFTRT, a Delhibased think-tank on transport issues.

Officials admitted that strict enforcement will bring discipline and transporters will stop this practice. NHAI's toll rules specify that vehicle overloaded by more than 10% will have to pay 10 times of the toll and that will become a major deterrent.

NHAI has created space for vehicles to unload their extra weight along the EPE at designated entry points so that they can comply with the law.

# फर्जी परिवहन अधिकारी बन ट्रक चालक से ठगी

परिवहन विभाग अधिकारी रसीद को फर्जी मानते हुए ओवरलोड वाहन को कर लिया जब्त

बीकानेर। हाईवे पर फर्जी परिवहन अधिकारी बन टक चालक से टमी का एक और मामला सामने आया है। बीकानेर के शोभासर गांव के पास जब प्रादेशिक परिवहन विभाग के दल ने एक ट्रक चालक को रोककर दस्तावेज मांगे तो चालक ने दस्तावेज के साथ 25 हजार रुपए का जुर्माना जमा करवाने की रसीद भी दिखाई। रसीद

### CRIME # fraud

देख परिवहन विभाग अधिकारी सकते में आ गए लेकिन बाद में उन्होंने उस रसीद को फर्जी मानते हए ओवरलोड वाहन को जब्त कर लिया। टक में नमक भरा हुआ था, जो जोधपुर की बाप तहसील से लाया जा रहा था।

विभाग के परिवहन निरीक्षक बलराज के अनुसार चालक की ओर से दिखाई गई रसीद में ओवरलोड नमक भरा हुआ था, इस कारण लगाया था। उसका नाम सुनील कुमार है और अधिकारियों के हस्ताक्षर से मेल नहीं खाते।

पहले भी सामने आ चुके हैं मामले

परिवहन विभाग की मिलती जुलती चालान बुक से रसीद काटने का यह मामला नहीं है। इससे पहले भी ऐसे मामले पकड में आ चके हैं। हालांकि मंगलवार को हए इस खलासे के संबंध में चालक और विभाग ने कोई मामला दर्ज करवाया है। मीडिया रिपोट्स में इससे पहले भी ऐसा मामला सामने आया था और उन्होंने विभाग का ध्यान इस ओर कंद्रित किया था।



फ्लाइंग दल को जांच में सामने आया कि चालक के पास रसीद फर्जी थी। विभाग के रसीद क्रमांक और उसेक कागड़ से दिखाई गई रसीद अलग है। चालक की ओर में कोई प्रार्थना पत्र सर्वोतन थाने में फिलहाल कोई मामला दर्ज नहीं करवाया है। आवरलाड के चलते उसके ट्रक को जब्ज कर लिया गया है।

-राज्य स्वामी, जिला परिवतन अधिकारी, बोकानर

उसे नियमानुसार छोड़ दिया जाएगा। चालक ने बताया कि परिवहन अधिकारियों ने दो दिन पहले फोटो कॉपी लग रही थी। उन्होंने बताया किट्क 🏻 ही उसके खिलाफ 25 हजार रुपए का जुर्माना 📑 हैं, लेकिन यह विभाग की वास्तविक रसीद और

ट्रक को जब्त किया गया। जुर्माना अदा करने पर वह रघुनाथपुरा (विजयनगर) का रहने वाला है। बलराज ने कहा कि चालक की रसीद पर विभाग की मुहर और उप-निरिक्षक के साइन हमारी मांगों पर सरकार दो महीने में स्थिति साफ करे: एआईएमटीसी

# मांगें नहीं मानी तो 20 जुलाई से अनिश्चितकालीन चक्काजामः मित्तल

एसके मित्तल ने कहा कि टांसपोर्ट इंडस्टी झठे आश्वासनों से परेशान हो चकी है

व्हेरिकी,टी.टी.१५.। ऑलइंडिया मोटर ट्रांसचेर्ट कप्रिस (एआईएमटीसी) ने अपनी मुख्य मांनों को लेकर केंद्र सरकार से स्थिति 20 जुलाई

टक साफ करने को कहा है। ऐसा नहीं करने पर देशव्यापी हडताल की चेतावनी दी गड है। एअईएमटीमी प्रधान एसके मिलत ने कहा कि वे प्रधानमंत्री मरेंद्र मोदी,

वित्तमंत्री असग नेटारी और परिवहन मंत्री निर्दित गडकरी को कई पत्र लिखकर राहत की मांग कर चुके हैं, लेकिन वहां से सिर्फ आश्वासन ही फिले हैं, कोई कार्रवर्ड नहीं की गई।

नितात ने बबा कि ट्रांसपेर्ट इंडस्ट्री व अब सरकार के आने एक में फैसाना आने का



COVER STORY # aimte # protest

ऑफोटर झुटे आश्वासनों से फोशान हो चुकी है। बहुना, टोल कलेकरान नीति में बदलाब, दुरिस्ट कीकरम के लिए नेशनल परिषट, रोड सा-इंतनर है ताक उन्हें राहत मिल सके। उन्होंने इड करफान पर लगान कसवा, जीएसटी, ई-बे रही बेतहारा बढ़ोतरी, बर्ड पार्टी प्रीनियम का करनी चाहिए। उन्होंने कहा कि नेशनल लेवल

पर एआईएमटी के कार्यकर्ताओं ने जमीनी स्तर पर काम करना शुरू कर दिया है और जिला, तालुक व जोन लेवल पर ट्रांसपोर्टरों को सरकार की नीतियों के प्रति जागरूकर करना शुरू कर दिया है ताकि अगर देशाव्यापी इड्ताल होती है तो उसे सफलता पूर्वक किया जा सके। उन्होंने कहा कहा कि मुख्य नुद्दे डीजा की कीमतों में हो . बिता आदि है जिनल सरकार की नियति साफ . कि एउर्ख्यूपरीसी करद ही अपनी अपनी मांगें संबंधी ब्लूपिट जल्द जारी करेगा।

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### AIR FREIGHT (INT'L+DOM.)

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

S.	Airport	For	The Mo	nth	For The I	Period Apri	l To Marci
no.	10000000000 at 1000000	April	April	%	2017-18	2016-17	%
		2018	2017	Change			Change
(A)	20 International	Airports					
1	Chennai	34726	32536	6.7			
2	Kolkata	12616	12749	-1.0			
3	Ahmedabad	7469	7154	4.4			
4	Goa	269	368	-26.9	100	-	-
5	Jaipur	1359	1069	27.1	-	-	
6	Lucknow	1097	442	148.2		-	-
7	Guwahati	1994	2424	-17.7	-	- 3	-
8	Trivandrum	2325	2504	-7.1	-	-	
9	Bhubaneswar	670	694	-3.5	-	-	
10	Calicut	1600	1647	-2.9	-	1	
11		421	423	-0.5		1	
12	Srinagar Coimbatore	889	807	10.2		-	-
13			152	-23.0	-	-	
	Amritsar	117				-	_
14	Mangalore	188 95	185	1.6	-	34	-
15	Varanasi		75	26.7		-	-
16	Portblair	447	396	12.9		-	_
17	Trichy	516	622	-17.0		-	-
18	Imphal	378	331	14.2	-	-	-
19	Vijayawada	0	0	+			-
20	Tirupati	0	0			25	1
Tota	ıl	67176	64578	4.0	1.0		
(B)	6 JV Internation	al Airpor	ts				
-				Tay Car	100	1	
21	Delhi (DIAL)	80064	78995	1.4		-	-
22	Mumbai	79608	72447	9.9		-	-
-	(MIAL)						
23	Bangalore	30134	26276	14.7	- 7		- 5
-	(BIAL)	-seamon	- worzes				
24	Hyderabad	11229	10452	7.4		54	
	(GHIAL)						
25	Cochin(CIAL)	6013	7075	-15.0		-	-
26	Nagpur	625	366	70.8	-	12	-
	(MIPL)	1 15.7 15.4		12 100			
Tota	ıl	207673	195611	6.2	(14)	78	
(C)	8 Custom Airpo	rts					
_	Pune		2271	48.5	1	100	-
27		4115	2771			-	_
28	Patna	647	621	4.2		1.9	-
29	Visakhapatnam	553	427	29.5		-	-
30	Bagdogra	418	225	85.8			
31	Chandigarh	370	621	-40.4	-		-
32	Madurai	265	96	176.0			
33	Aurangabad	142	110	29.1			-
34	Gaya	0	0			-	-
Tota		6510	4871	33.6		24,	
(D)	59 Domestic Ai	rports					
35	Indore	853	777	9.8		14	-
36	Ranchi	525	517	1.5		- 4	-
37	Raipur	358	325	10.2	-		-
38	Jammu	145	165	-12.1	3 4	-	-
39	Agartala	393	507	-22.5	-	(#	-
40	Udaipur	0	1	-100.0		-	-
41	Dehradun	10	14	-28.6		-	-
	Vadodara	183	169	8.3	-	12	-
42		102	69	47.8		-	
	Bhonal	0.3536		17.0		-	-
43	Bhopal	100	76	454			
43 44	Leh	109	76	43.4	-		
43 44 45	Leh Surat	0	0	-	- 2	2	-
43 44 45 46	Leh Surat Jodhpur	0	0	-100,0	-	- 12 - 12	
42 43 44 45 46 47 48	Leh Surat	0	0	-	- 2	2	

				Freight (			
S.	Airport		The Mo	nth	For The I	Period Apri	
no.		April 2018	April 2017	% Change	2017-18	2016-17	% Change
D)	59 Domestic Air	ports					
50	Rajahmundry	5	0			14	
51	Jabalpur	1	1	0.0		7-	-
52	Dimapur	64	47	36.2			
53	Bhuj	2	1	100.0		- 1	
54	Juhu	31	36	-13.9	0 12	- 4	
55	Belgaum	0	0	-	10-		-
56	Guggal(kangra)	0	0	£		- 4	-
57	Gorkhpur	0	0	*		74	
58	Tuticorin	0	0				
59	Jorhat	4	7	-42.9		-	-
50	Jamnagar	0	0		14	- 4	-
51	Khajuraho	0	0			-	-
52	Hubli	0	0	-	-	-	-
53 54	Allahabad Cuddapah	0	0	. 2	-	1.0	-
55	Porbandar	0	1	-100.0	-		1-
56	Agatti	1	1	0.0	- 4		-
57	Kandla	0	0	0.0	-		-
58	Jaisalmer	0	0	-	-		-
59	Bhavnagar	0	0	-	-		-
70	Pondicherry	0	0		-		-
71	Bhuntar	0	0	- 2			-
72	Gwalior	0	0	-			-
73	Bikaner	0	0			-	-
74	Diu	0	0	-			
75	Mysore	0	0	- 20	1		
76	Bhatinda	0	0	-			
77	Pantnagar	0	0				-
78	Agra	0	0			-	
79	Lakhimpur (lilabari)	0	0	*	1	- 6	- 5
80	Barapani (shillong)	0	0	*	5 <del>†</del>	-	
81	Ludhiana	0	0		1 4	-	
32	Shimla	0	0			-	-
33	Tezpur	0	0.	- 2			-
34	Kanpur(chakeri)	0	0	-	72	- 3	- 2
85	Kota	.0	0	- 5	1.	- 12	12
86	Salem	0	0	-		-	
87	Jalgaon	0	0	- 2			
88	Kishangarh	.0	0		1 1	- 2	
39	Sholapur	0	0	*:	139	:41	- 5
90	Kolhapur	0	0		( + )		-
91	Adampur (Jalandhar)	0	0	*	157	3	-
)2	Pathankot	0	0		140	- 4	
93	Pakyong	0	0		-	-	
	9 Domestic Airports	2939	2827	4.0	7/2	- 12	
(E)	7 St.Govt. / Pvt.	Airports					
)4	Lengpui(aizwal)	37	48	-22.9		-	-
)5	Nanded	0	0	-	12		-
96	Shirdi	0	0	-	7.4	-	-
7	Vijayanagar	0	0	-	-	-	-
8	Durgapur	0	0	-	-	-	-
9	Nasik(Hal ozar)	0	0	-		-	-
	Mundra	0	0	-	-	134	-
	t.Govt. / Pvt Airports	37	48	-22.9		-	
	Other Airports	0	0	-	-		
	nd Total						-
	·B+C+D+E+F)	284335	267935	6.1	- 5		334

# (DURING APRIL TO MAY'2018\* VIS-A-VIS APRIL TO MAY'2017) TRAFFIC HANDLED AT MAJOR PORTS OCEAN FREIGHT

(\*) TENTATIVE

(IN '000 TONNES)

KOLKATA  Kolkata Dock System  TRF				Lou Ore	.er	·erti izers	Coa	_	Confainers	ners	Other	TOTAL	% VAR.
	PERIOD	(Crude, Prod., LPG/L NG)	Liquids	Incl. Pellets	FIN.	FIN. RAW	Thermal & Steam	Coking & Others	Tonnage TEUs	TEUS	Misc. Cargo		AGAINST 2017-18
		100			ě	47.7	- 1		1		- 6		
	TRF APRIL-MAY'2018 TRF APRIL-MAY'2017	143	136		37	13	6 ,	235	1570	104	921	2844	2.00
Hotelia Pools Complex TRF	TRF APRIL-MAY'2018	1399	804	154	31	53	487	2333	486	29	1373	7120	
	APRIL-MAY'2017	1278	795	370	70	49	321	1725	448	24	1101	6157	15.64
TOTAL: KOLKATA TRF	TRF APRIL-MAY'2018	1529	903	154	85	99	496	2568	2237	141	1983	10021	1
TRF	APRIL-MAY'2017	1421	931	370	107	19	321	1750	2018	128	2022	1006	11.33
PARADIP TRF	APRIL-MAY'2018	5284	257	1571	) L	805	5764	2178	25	2	1547	17431	
TRF	TRF APRIL-MAY'2017	5140	322	1699	3	820	4519	2141	10	I	1545	16199	7.61
VISAKHAPATNAM TRF	TRF APRIL-MAY'2018	2410	363	1700	423	150	1688	935	1296	72	1633	10598	
TRF	APRIL-MAY'2017	2788	331	2071	210	171	1022	200	1017	59	1471	8866	6.11
KAMARAJAR(ENNORE) TRF	TRF APRIL-MAY'2018	725	21		0.00	30	4596	188		X	528	6058	28.50
TRF	APRIL-MAY'2017	684	18	(*	H		4310				412	5424	11.69
CHENNAI	APRIL-MAY'2018	2013	291	10	()(	14	194		5179	268	1085	8958	
TRF	APRIL-MAY'2017	1946	251	*	34	34		.*	4964	257	837	8032	6.67
V.O.CHIDAMBARANAR TRF	APRIL-MAY'2018	116	118	45	78	53	1843	634	2356	116	268	1109	
TRF	APRIL-MAY'2017	122	130		1//4	140	1647	693	2197	109	1226	6155	-2.34
COCHIN TRF	APRIL-MAY'2018	3555	99	7	101	44	9		1296	94	171	5122	
TRF	APRIL-MAY'2017	3120	57	(0.1	5	28	19	9/2	1294	90	198	4712	8.70
NEW MANGALORE TRF	TRF APRIL-MAY'2018	3408	330	526	47	44	1306	448	322	21	152	6583	
TRF	APRIL-MAY'2017	3678	282	617	09	27	473	639	215	14	181	6172	99'9
MORMUGAO	APRIL-MAY'2018	92	87	2277	37	(4)	228	894	99	2	029	4351	
TRF	APRIL-MAY'2017	1117	69	3772	16		989	1495	71	2	735	1969	-37.49
MUMBAI TRF	APRIL-MAY'2018	6075	374	1196	77	32	495	926	52	4	880	10157	
TRF	APRIL-MAY'2017	5804	291	1366	35	30	542	1542	107	00	1057	10774	-5.73
J.N.P.T. TRF	APRIL-MAY'2018	737	464	10.	0	11	60	9	10275	839	196	11702	
TRF	APRIL-MAY'2017	808	418		6	ì		i.	9851	821	161	11239	4.12
KANDLA	TRF APRIL-MAY'2018	8396	1593	235	809	60	2862	126	268	35	9905	19655	
TRF	TRF APRIL-MAY'2017	8338	1888	72	644	1	2706	82	230	15	4843	18864	4.19
ALL PORTS TRF	TRF APRIL-MAY'2018	34340	4887	7704	1556	1194	19278	8947	23672		14679	116257	and the second
TRF	TRF APRIL-MAY'2017	34027	4988	2966	1090	1312	16226	9249	21974	1507	14688	113521	2.41
% Variation from previous year		0.92	-2.02	-22.70	42.75	-8.99	18.81	-3.27	7.73	5.97	-0.06	2.41	

Source: 1.P.A.

### The Firefighter In The Logistics Industry



Mr. Shazed Lehry

Mr. Shazed Lehry represents the second generation of the family which owns Ceasefire Extinguishers & Systems. He is the current CEO of this organization and is also a leading consultant in Fire Protection Engineering with over two decades of cross continent exposure. Certified and awarded by IIT (Gandhinagar), in process safety management, IOSH (UK)

in safety, BSI in energy management and First aid specialist.

As an active panelist and speaker at various national and international fora, like IGBC, SAP, MCCIA, TIE, IPA, ISHRAE, FSAI and others.

Presently, he is working on smart and green initiatives with design thinking technologies and methodologies to contribute towards a Surakshit Bharat and a safer world. They have an impressive list of Clients, which include MNCs, Starbucks, Samsonite, Tata, Idea, Nomura, TIFR, BARC, GAIL, and several other large scale companies.

His hobby is Karate-do in which he has been awarded Black Belt 1st Dan from his dojo in Japan.

### QUESTIONNAIRE

### (1) How long have you been in operation?

We are nearing the five decade Golden Jubilee mark, having started in 1970, when my father built up the organization, manufacturing extinguishers. We branched out into consultancy later.

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

We are certified consultants for fire prevention, life rescue and safety.

Our forte now is System integration, Contracting and Engineering. Our focus is on designing and putting the system in place for Installation and Commissioning of Automatic Fire Protection Systems. We do work on

- Fire Hydrant & Sprinkler Systems.
- UL, EN & VDS approved Fire Alarm systems FM 200 /Co2/Watermist, Clean Agent).
- Complete range of Fire Extinguishers (Sales & Service).
- Fire Suppression systems (Certified FM 200 / Co2 / Watermist, Clean Agent).
- UL 300 approved Kitchen hood Fire suppression Systems.

We follow the UN Economic Forum guidelines on Sustainable safety on various matters like Fire, water, etc. and also follow their standards on Environment friendlyno damage to the atmosphere. Ceasefire's range of fire

extinguishers are ideal for use in a wide range of situations: Commercial & Industrial, Factories & Warehouses, Hotels & Restaurants, Offices & Server Rooms, Schools & Colleges, Residential buildings, Homes & Cars, Transportation vehicles, etc.. Our extinguishers are manufactured at our state-of-the-art plant, and are subjected to multiple levels of checks.

With our Head Office in Mumbai, we are present in 10 locations in India: Delhi, Kolkata, Hyderabad, Pune, Ahmedabad, Chennai, Bengaluru and Navi Mumbai/Thane,

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

Technology is very important to improving productivity and efficiency. We are well positioned in this regard. We are a ISO 9001 Certified Company. At the heart of Ceasefire is a philosophy to give our customers the freedom to live their lives without fear. With our products at the forefront of technology, we bring this philosophy to

### (4) Who are your present clients?

Clients, which include Multi-National Companies (MNCs), Starbucks, Samsonite, Tata, Idea, Nomura, Tata Institute of Fundamental Research (TIFR), Bhabha Atomic Research Centre (BARC), Gas Authority of India Limited (GAIL), and several other large scale companies.

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

We offer a synergy between tradition, expertise, innovations and technology. We have developed a pan India presence to ensure easy reach to all our clients, wherever they may need us. It is convenient for them to deal with a single window supply point, which can service the entire country, rather than having to deal with different people in different cities.

Every environment has unique fire and security risks associated with it and hence Ceasefire life-saving solutions are designed specially to protect different micro environments. At Ceasefire, we have defined the Fire Safety & Security audit norms to effectively manage risk associated with each such environment. We keep our clients abreastwith what we recommend in various living and work spaces

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

It looks quite good with the industry business and manufacturing picking up to better levels, after the teething issues of GST. The authorities are also keen to ensure that higher safety standards prevail. To their credit, the Industrial Compliance with regulations is also improving. After all, most people understand that it is cheaper in the long run to prevent a fire than to deal with it after a conflagration takes place.

Vinod Kaul

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



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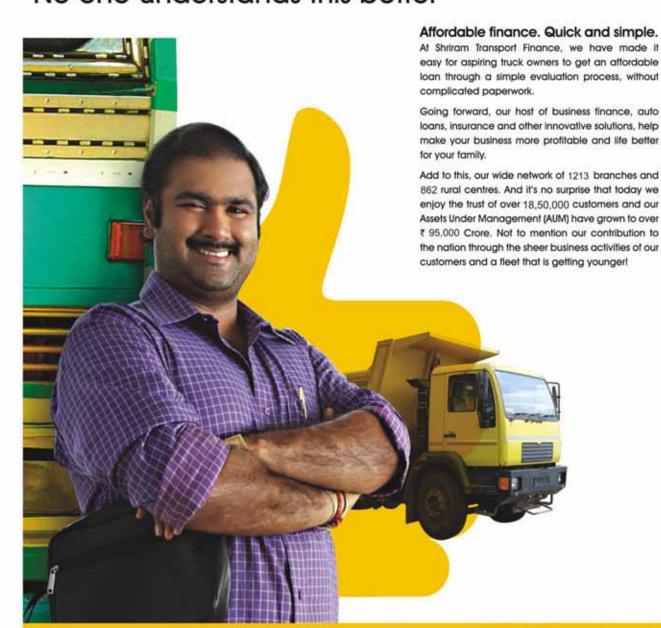
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