Monthly Magazine of All India Transporters Welfare Association

The True Mouthpiece Of India's Road Transport Industry



SOP To Distinguish Error Or Evasion - All Eyes On FM



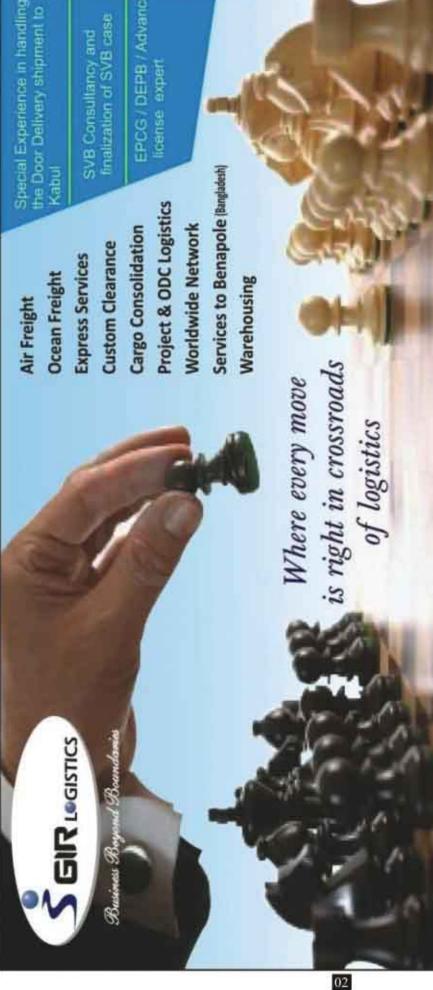
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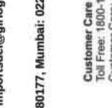












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Could We Address Our Issues?

Mahendra Arya, Editor-in-Chief

Hello Friends!

Yes... the Chakka Jaam has been called off and all of us can take a sigh of relief now. No doubt that the agitation has resulted in heavy loss to the industry. Considering the small truckers who form the majority, it was better that the protest was called off at the right time. The transporters, however, made the world witness how being together can change the perception of the opponents... Be it the government or any other party. The Chakka Jaam was called off only when the government assured of resolving the issues by forming a high-level committee.

The most positive side of the committee is that the transporters will have to depend not on the government's decision but can participate in the decision making process, as there will be six representatives from transporters' associations in the committee. This panel

The most positive side of the committee is that the transporters will have to depend not on the government's decision but can participate in the decision making process, as there will be six representatives from transporters' associations in the committee

will address all the issues from e-way bill implementation to GST-related concerns, rationalization/abolition of TDS to rationalization of rates for presumptive tax, and seamless movement across state borders and highways to direct port delivery (DPD) at ports.

The government is good at their tax planning but not good



enough to understand the intricacies of each and every trade. The road transport industry unlike others has huge



variations in procedures and practices owing to which the GST department needed complete input from the industry itself. As for the error and evasion under the e-way bill system, the government agreed that there should be a distinction in the treatment of occasional errors and tax evasion. It also agreed that there should be a nominal fine for error. The committee will study the complaints and offer suggestions to the GST Council.

Tax evasion is one of the toughest obstacles before the Government of India. There are so many traders, companies who evade tax by illegal and unfair means to increase their share of profit. Of late, the newly implemented e-way bill has been their ground of experimentation. Unfortunately, it is the transporter or the GTA who has to go through all the physical and mental harassment at the hands of cops or tax officials, for being the part of supply chain management. Until a proper solution is derived, the goods carriers will continue to

suffer while the real culprits will keep enjoying their share of illegal income.

The government will have to act smart to check tax evasion and fix the loopholes in the system, only then the route for business growth will be smoother.

The part A of e-way bill must be filled by the consignor and not transporters or goods transport agencies (GTAs).

The transporters are mere delivery agents and unaware of the real or hidden agendas of consignors. If they undervalue their goods in order to escape from the clutches of the e-way bill, how can it be the concern of transporters. Often, transporters complain about their vehicles being detained

owing to the discrepancy found between the billed amount on the e-way bill and MRP on products or products not listed in the e-way bill. Why will a transporter check the MRP of products or check if any product is being sent in the freight without naming in the E-way bill?

Logically, it is not the business of transporters but then why their vehicles are detained and

drivers are harassed by the flying squads of tax officials. Are the transporters thieves by birth or is it smeared on their forehead that they are culprits? The officials have to understand this and the government has to frame some laws to check this arbitrariness of tax officials. In the future, the government can make it mandatory to mention MRPs on goods and any difference within 50 percent is

not objectionable. But, until the same is implemented, how fair is it to detain goods. Also, the government is urged to not allow seizure of vehicle under any circumstances. Either partial detention of goods or unloading the unbilled ones can be ordered by the tax officials in case of any dispute.

Another practice creating troubles for transporters is



To prevent tax evasion of this kind, it has become even more important that the consignor fills the Part A of e-way bill. Not only that, it should be made mandatory to report by the consignor that the goods-laden truck has left the godown or crossed the state border within 4 hours of the generation of the bill

multiple trips against a single e-way bill. To prevent tax evasion of this kind, it has become even more important that the consignor fills the Part A of e-way bill. Not only that, it should be made mandatory to report by the consignor that the goods-laden truck has left the godown or crossed the

state border within 4 hours of the generation of the bill. Also, it should be made necessary for the consignee to close the e-way bill within 12 hours of the delivery of the goods.

Our cover story will offer more solutions to check tax evasion and improve the state of affairs when it comes to the transport business. I am sure, this will be an interesting as well as a perception changing reading.

Further, All India Transporters' Welfare Association (AITWA) is conducting a nationwide discussion on facilitating business growth while checking evasion of tax to present the possible solutions before the government. The government has assured to implement the suggested solutions that have concrete rationale behind them. Let's hope for the best!

Is It An Error Or Evasion Of Tax? Transporters Want To Know...

Dear Friends.

We all are aware of the treatment meted out to a transport company, recently, for failing to generate Part B of the eway bill. Gati Kintetsu Express Pvt. Ltd. is slapped with a penalty of Rs. 1.32 crore for not furnishing transporter and conveyance details in the Part B of the e-waybill on the GSTN portal. Above all, the High Court of Madhya Pradesh has also dismissed the writ petition stating that the

Gati Kintetsu Express Pvt. Ltd.
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bill on the GSTN portal

SGST rules make it mandatory to fill the conveyance details in the Part B of Form GST EWB-01 if distance for the intrastate movement of goods is beyond 50 km. Also, the court observed that the transporter's reason for not updating the e-way bill due to technical issues had no merit.

Before we proceed further with this opinion piece, I want to share a few questions that had baffled me. Is it a case of tax evasion or error? How fair is it to hold a transporter responsible? Where is the consignor or consignee? Certainly, there seems the need to categorize tax evasion and errors in order to serve justice to the transporters. A goods transport agency (GTA) or a transporter is only



Pradeep Singal
National President, AITWA

responsible for accepting bookings. How can they be part of any debate?

Considering this, transporters' associations from across the country have decided to actively pitch to the Government of India to address their pain points related to the present form of the e-way bill system, at the earliest. At the same time, transporters appeal to the government to adopt a broad-based and holistic approach while devising any policy.

After holding many discussions and debates on the e-way bill system, transporters have identified tax evaders as the main culprits. In order to control this menace, the government must consider reducing the value of goods for the generation of an intrastate e-way bill from Rs. 50,000

In order to control this menace, the government must consider reducing the value of goods for the generation of an intrastate e-way bill from Rs. 50,000 to Rs. 25,000

to Rs. 25,000. And in the case of interstate, it should be made zero. Also, Part A of the e-way bill must be filled by the consignors and not transporters or GTAs.

Many cases have come forth where vehicles are detained owing to the undervaluation of goods by the consignor.

What concerns do transporters have with MRP on the goods in transit? Still, in case of any discrepancy, flying squads of tax officials harass them. We request the

government to take up this matter for discussion too. Either, make it mandatory to put MRP on goods or direct officials to not mind a difference of below 50 percent between the billing amount on an e-way bill and MRP on goods. While the consignor should be made accountable in case of

any dispute, a truck driver should be allowed to undertake the journey after confiscating a sample of goods in question.

Further, transporters appeal the government to not allow the seizure of vehicle in case of undocumented goods in transit. Instead, such goods should be unloaded from the vehicle and seized by the tax officials or a superdari order should come to play. Along with this, an urgent need to notify the objectives of seizing a vehicle is felt by the transporters or GTAs. Also, the location of litigation, in case a vehicle is

detained, should be the jurisdiction under which the GTA's headquarters fall. And, it makes sense too because IGST belongs to the Centre.

Another issue that has been troubling transporters is the validity extension of an e-way bill. In the current scenario, a transporter is given an 8-hour window to extend the eway bill validity. But, what should be done in cases where an e-way bill expires at midnight. Transporters request the government to make validity extension dependent on the Part B of the e-way bill. Also, it should be four working

> hours before and four working hours after the expiration of the e-way bill validity. Further, the validity of Part A should be made 3 months.

While we are resting assured that the government will closely look into the aforementioned issues. we welcome their plan to equip 70 toll plazas

across the country with RFID technology in the coming six months. Also, the government plans to distribute tags for free of cost to the transporters. Certainly, this will promote their vision of seamless movement across India.

Further, in its efforts to make tax compliance easier, the government is looking into the possibilities to eliminate the need for carrying the invoice. Moreover, talks are underway on the speedy introduction of a window for the generation of digital invoice.

By and large, transporters want to convey that seizing the vehicles will not, by any chance, curb tax evasion. Yes, we are ready for any penalty when proven guilty. Additionally, we request the government to adopt a moderate attitude other than the rarest of rare cases. Because it's not about delivery of goods alone, it's about the facilitation of business that drives an economy.

Jai Hind!



Transporters request the government to make validity extension dependent on the Part B of the e-way bill. Also, it should be four working hours before and four working hours after the expiration of the e-way bill validity. Further, the validity of Part A should be made 3 months

Are Transporters Being Sandwiched Between Tax **Evaders And Tax Officials?**



Ashok Gupta, Hon. General Secretary, AITWA

ecently, a piece of news shocked me, made my eyes pop out and forced me to change my perception that implementation of the ewaybill is a well thought out step, taken to check tax evasion and to prevent revenue loss in India. The story revealed how some traders have resorted to moving

produce, water and other goods across state borders through animal-drawn carts as the e-way bill is not charged on goods transport via non-motorised vehicles. Certainly, loophole abuse of this nature can pose a big threat to the whole idea of introducing the e-way bill system under the Goods and Services Tax (GST) regime. Not just both, by ingenious businessmen is hazardous for the Indian economy.

Currently, tackling evasion, fraud and error is on the priority list of tax and rhvme or reason welfare agencies appointed to protect government revenue streams. But in this fight of bulls, the crops are suffering without any rhyme or reason. I am talking about transporters who are put in the dock on the suspicion of any instance of tax evasion by the consignor or the consignee. It should be noted that a transporter or a goods transport agency (GTA) is only responsible for the carriage of goods. Neither they are owners of the goods nor do they have anything to do with them.

Last month, a nationwide strike was called by truckers across India over a reduction in diesel prices and rationalization of taxes. Notably, this eight-day strike affected about 9 million goods carriers and posted a loss of around Rs. 20,000 crore per day. While the government gave assurance to look into transporters' demands at the

> earliest, we have started to present our case strongly this time around.

Transporters strongly feel that Part A of the e-way bill must be filled by the consignor only, and the government should also look into the feasibilities of reducing the value of goods for the generation of intrastate e-way bill to Rs. 25000 from Rs. 50000, and, the threshold should be set at zero in the case of interstate movement of goods.

Often, transporters complain about suffering because of the consignors who undervalue good in order to escape from the generation of an e-

way bill. When transporters are only responsible for transportation services offered to the consignor, why should they be harassed by flying squads of tax officials in case of any discrepancy found between the invoiced amount on the e-way bill and MRP on the goods in transit. In case of any dispute, consignors should be held accountable and not transporters, and their vehicles should not be detained as well. We request the government to consider this issue and direct its officials to either only

Currently, tackling evasion, fraud and error is on the priority list of tax and welfare agencies appointed to protect government revenue this, tax evasion and tax avoidance, streams. But in this fight of bulls, the crops are suffering without any

confiscate a sample of goods or prepare a case against the consignor/consignee and handover goods on supardari to the transporter, so that neither the truck gets detained nor the cargo gets damaged. And since, the consignor/consignee is registered on the central GST portal, the case gets registered on the same with a timeline for the consignor/consignee to resolve.

While discussing the burning issue of e-way bill problems, transporters highlighted the practice of



conducting multiple trips against a single e-way bill. This can be well checked by linking e-way bills to the RFID

While discussing the burning issue of e-way bill problems, transporters highlighted the practice of conducting multiple trips against a single e-way bill

tags associated with a particular vehicle number. This integration can help authorities and GTAs to easily monitor how far a vehicle has come. And, upon reaching its destination it stands updated and cancelled automatically. Further, this crucial data can help authorities trace defaulters and charge them. Notably, the government plans to setup the RFID infrastructure across the country in the following six months.

We urge the government to not confiscate the vehicle and allow only unloading of unbilled goods from the vehicle

Moreover, transporters reported of the problem arising due to the undocumented goods in transit, which is treated as a case of tax evasion. For such cases, we urge the government to not confiscate the vehicle and allow only

unloading of unbilled goods from the vehicle, since most of the time the drivers of the vehicle indulge in such practices. Further, we request the government to formulate the objectives of seizing a vehicle. Considering that most of the truck drivers lack basic education, provisions

should be laid to rectify typos in e-way bills at an affordable fee.

Some other issues related to e-way bill include extending the validation for e-way bill, location of litigation, multiple invoices with same consignor and consignee, updating Part B in case of multimodal transport, penalties amounting to 100 percent value of the consignment, and multiple consignments in a single truck. These too require immediate attention.

What was thought as teething troubles earlier, have now grown into grave issues. The hour calls out to do away with the grey areas under the GST regime as these would lead to litigations. We request the Government of India to mull over these with a holistic approach, and deliver concrete solutions in order to pull out transporters from the sandwiched situation.

SOP To Distinguish Error Or Evasion – All Eyes On FM



he idea of implementing the e-way bill system in India came into forefront once the government decided to tackle tax evasion and the corruption menace. The system was based on a simple thought, to

deal with tax evasion by means of invoice matching.

But some unscrupulous traders are one step ahead than the government and have already started encashing on the loopholes of the system. Traders have now started using animal-drawn carts and manual carts for shipping their consignments as the e-way bill is not charged on goods transport via nonmotorised vehicles. This is just an example but once one digs deep a lot more criminal activities can be traced.

However, this article is about error and evasion and how Standard Operating Practices (SOP) can distinguish them. As the government is planning to introduce the SOP, the All India Transporters' Welfare Association (AITWA) has been organizing roundtable discussions across the country to extract maximum input to draft the SOPs.

What does one understand by an error, in the context of the e-way bill?

Isn't it a mistake occurred due to careless attitude? That is

Traders have now started using animal-drawn carts and manual carts for shipping their consignments as the e-way bill is not charged on goods transport via non-motorised vehicles

why, in this situation, tax officials often avoid to take legal action and insist on resolving the issue instantly. The official can simply ask the offender to pay the additional amount the offender owes, along with some type of penalty.

What is the general perception of tax evasion?

The general perception of tax evasion is when either an individual or a business entity intentionally underpay

taxes. To prove someone guilty of tax evasion, the tax officials have to have concrete evidence that the underpayment was deliberate and was simply not an error.

The goods transporters have been suffering a lot in the name of error. Tax officials ask for a hefty penalty in the

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name of error and at times go to the extent of detaining the freight. Also, it is only them when it comes to tax evasion as well. Every time when there is any discrepancy over product MRP not matching with e-way bill or products extending the mentioned figure in the e-way bill, it is the freight which is seized. But logically, the transporters are

just delivery agents, they do not have any role in tax evasion. This is purely the periphery of the traders and they should be penalized rather than the detaining of the trucks.

According to the consensus, the following pointers will be ideal for Standard Operating Practices (SOP), which shall distinguish error and evasion.

- The higher penalty will be levied only in the case where there is other reasonable corroborative evidence, to prove that the mistake/s in the e-way bill was due to malafide intention for evasion of tax.
- 2. In case of any mistake found in the e-way bill during transit in part A or B, the vehicle may be detained and physical verification of material may be done within 24 hrs at the stoppage point or nearby GST office/godown if required. If the material is found to be matching as

per invoice or if no physical verification is required than the rectification in the e-way bill shall be allowed with a nominal penalty of Rs. 1000/- for each mistake and after rectification the material & vehicle shall be allowed to continue its journey.

3. In case of any mistakes in the e-way bill in case of following, the benefit of doubt shall be given to the

transporter/client and Vehicle/goods shall be allowed to continue the journey after rectification of the e-way bill & after payment of a nominal penalty as above.

A. Where any one of the consignor or consignee is Government agency or PSU or Star exporter/importer or top fortune 100 companies or any other recognized low-

> risk entity specified by GST officials.

- B. Where the goods are customized or with serial no./ batch no. or any markings which uniquely identifies the physical goods to the invoice/transit documents being carried along with goods.
- C. Where the goods are being transferred or transported on stock transfer or any other mode

of transfer where there is no direct tax implication as such (same PAN No to same PAN No).

- 4. The railway yards/ dockyards or godown of any other outsourced transporters/carrier place shall be treated as transporter godown/ place for collection/ delivery of goods and shall be allowed without updating part B within 50 km intrastate as per rules.
- 5. The material lying in the warehouse of transporter need not require any valid part B of the eway bill. Invoice and valid part A (3

months from issue) of the e-way bill is the only requirement.

- The transporter is an agent of its client and is authorized to deposit penalty or tax on behalf of a client in case there is any tax penalty payable.
- 7. The highest evasion penalty should be limited to 100%



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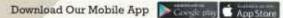






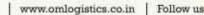
















of tax value except in rare cases where the client is false or bogus.

- The tax portion charged in the penalty shall be credited to the taxpayer GST account, who is sending the material if the same is deposited by client or transporter.
- Transporter may submit a Bank Guarantee in lieu of tax penalty imposed if any. The same will be returned after the taxpayer submits his GSTR returns
- 10. In case there are valid reasons for believing that there

Alternatively, the transporter may be allowed to carry the material and store in his godown and not deliver the material without getting required clearance from GST authorities

is evasion, however, if the same is limited to part material, then the vehicle shall be allowed to continue after seizing and unloading the material suspected of evasion, within 24 hrs at the stoppage point or nearby GST office/godown, and the vehicle shall not be detained. Alternatively, the transporter may be allowed to carry the material and store in his godown and not deliver the material without getting required clearance from GST authorities.

11. The material has to leave the premises of consignor within 12 hrs of part B being made & The e-way bill needs to be fully closed once it reaches its destination by the consignee within 24-48 hrs in the portal.

Integration of toll nakas/RFID reader (Fast Tag/RFID):

- All commercial vehicles to have fast tag/RFID tag within 90 days. The Government will pro-vide FASTag to all commercial vehicles free of cost through all banks, RTO office, all dealers & service centres, manufacturers, petrol pumps. The tag, which can be replaced if damaged will have vehicle no., vehicle type & owner name. The tag should be stored with RC data in e-vahan portal.
- A wide network of RFID reader/toll Nakas will be made and integrated with GSTN network so that all

vehicle and linked material, geolocation is traced. The special reader shall be installed at the entry /exit gate of industrial towns/ commercial hubs/ transport centre etc.

 Special RFID reader to automatically to open/close the same can be installed at big movement or high-value cargo factories.

Suggestions for changes in the portal for reducing error:

- Part A and the first leg of Part B can be generated by the client only. One option while updating Part B shall be called up to Transporter Godown where no vehicle is required.
- The overall validity of Part A shall be 3 months from the date of creation. The client only can extend the validity on the portal after giving valid reasons.
- 3. The validity of EWB shall be governed by Part B legwise. The leg wise validity will be as per from/to (based on pin code) and distance shall be calculated by portal depending on the type of vehicle & mode. The transporter can increase the validity of leg-wise movement in the portal by giving valid reasons.
- 4. The vehicle can be selected in the portal through approved vehicle list provided (along with owner name & vehicle type) only if:

There is fast tag/RFID tag

5. No. of the e-way bill can be picked/mapped to any vehicle if the same EWB is open in another vehicle for the

All EWBs should be closed leg-wise once they reach their destination

journey. Thus all EWBs should be closed leg-wise once they reach their destination.

6. Part B can be updated by transporter vehicle wise only with only one e way bill per vehicle per Transporter ID. B shall be called the e-way bill with different part A's travelling in it. However, there should be a facility of addition and close of individual consignment along with part A through edit facilities of one consolidated the e-way bill.

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End To End Logistics Value Chain

Aaiclas Workshop On Air Cargo Development At Vivanta, Guwahati, On Aug. 3, 2018

Inaugural Session:

The welcome address by Keku Gazder, CEO, AAICLAS, laid the base for a fine interaction with all stakeholders in the Air Cargo sector in the North East (NE) of India. He said that this was the most fertile region, (our Fruit basket) in the country and all stakeholders had to join together to build a strong Supply chain, i.e., Connectivity, with CAGR @ 17-18% for last few years. A strong Perishable Centre in the NE is the need of the hour. AAICLAS has a footprint in 26 airports in India, but this meeting was the first ever of its kind.

DK Kamra, Regional Executive Director- NE Region, AAI, presented a report on Airport infrastructure and Cargo facilities, stating that a Common user terminal constructed in Dec. last year, has given the impetus to increase infra investment planned spend to Rs. 25,000/= crores, in the country, during the next few years. Out of this amount, the allocation for NE is Rs. 3000/= crores, where 12 airports are located. The cost of the new terminal under construction, is Rs. 1250 crores. World-class terminals like Guwahati, are also coming up fast at Agartala, Imphal, etc... Cargo facility planned at Silchar, Jorhat too.

Ms. Usha Padhee, Joint Secretary (JS), Ministry of Civil Aviation (MoCA), spoke on MoCA initiatives. Detailing some points under the UDAN scheme, (Ude Desh ka Aam Nagrik), meant for passengers, she said that these can be applied for Cargo too. In the NE, four airports will be developed for this to start with and can be extended to Cargo also. Her opinion is that infrastructure and Logistics created in Guwahati and Kolkata can be used for exit to markets around the country and abroad, from NE. Combi Aircraft are best suited for NE, as full loads are essential to ensure feasibility. The Way Forward was:

- Integrated Policy on Cargo / Logistics
- Concessions on cost of operations
- Multimodal operations
- Supply chain designed for Perishables
- · Convergence factors to be well considered

The Keynote speaker Ravi Capoor, Additional Chief Secretary, Industries & Commerce, Government of Assam spoke on potential of Assam and NE Region. He said that it has become an Organic area by default, as 40% of the fertilisers in the country are used here. Assam is a valley around 100 kms (W) x 700 km (L) terai belt, where trees grow two to three times the speed of trees in Delhi / Punjab region. All this is mostly used for subsistence farming, whereas extremely high quality Pineapple, Black Pepper, Ginger, Turmeric (with high Curcumin levels) are also options for them. Capoor lamented that they were

caught in a chicken and egg situation—Does Infra come first or market development comes first?

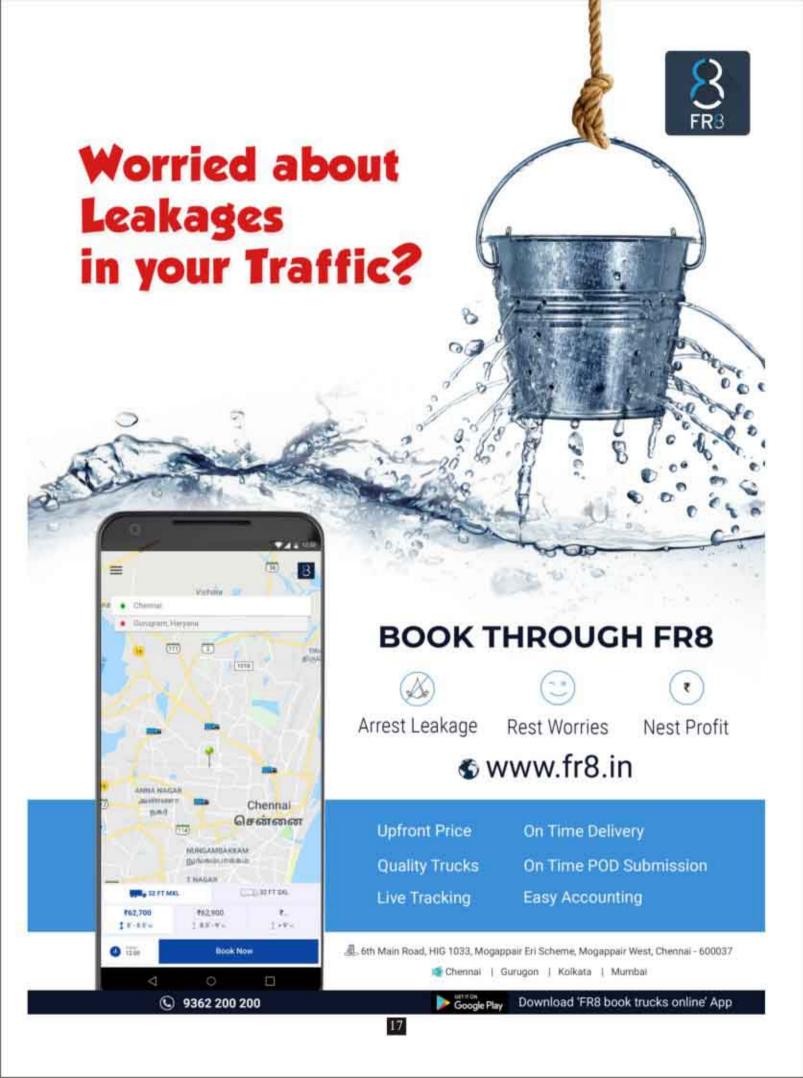
Around Independence time, there were five routes, all on land and water with no air routes, as follows: Arunachal -Kunming; Manipur - Myanmar & S.E. Asia; Via River Brahmaputra - Kolkata onwards; Via Chittagong - for coal, oil, wood, etc.; Siliguri chicken-neck / corridor. Owing to blockages and movement restrictions, these routes were not developed adequately, blocking trade opportunities and leading to frustration and secessionist movements. Today, the current Union government is proactive and trying to improve matters. Step back and look at the map. Assam to seven ASEAN countries is well within the 2000 kms distance from Assam to Mumbai. Tourists coming in and new trade lines being opened internationally (why only Kolkata?) will alter the landscape here. Before this fiscal year-end, there will be flights to all the seven ASEAN countries, with assurance given by the Prime Minister that viability gap funding would be provided. High value tourism and value added agricultural produce is the future of Assam (not by growing Rice and basic consumption items). Linkages are needed between Farmers, Airlines, Government, Airports, Infra, Connectivity, etc.

In a Special Address by Dr. Guruprasad Mohapatra, Chairman, AAI & AAICLAS said that Cargo operations have grown @ 10% over the last many years. However, there were skewed earnings to AAICLAS, with contribution of 70% coming from Chennai; 20% from Kolkata and 10% from rest of the country. Perishables are free of external influences, hence low revenue was a concern. The idea to organise this event, took off from this fact.

The final speaker at the Inaugural Session was Chandra Mohan Patowary, Hon'ble Minister, Industries and Commerce, Government of Assam. He stated that at Independence, Assam's economy was at par with the National average, but blocking of Chittagong Port created a problem and our economy went down. Connectivity is very important to Europe and ASEAN countries, etc..., which AAICLAS is supporting. Waterways from Assam are being developed using Brahmaputra and Barak. Roads and Railways infra are improving. We are expecting connectivity with Chittagong and Haldia, very shortly.

Session I: Panel Discussion on Perishables - End to End Value Chain Opportunities.

The Moderator, Sonal Mishra, Director, PWC, said that Horticulture and Floriculture together, accounted for 12 mn MT in the NE region. This product range is very important and he cited the case of Ethiopia, which was nowhere in the market a decade back. Since then, they



have developed it so well and are growing @ 84% year on year and currently are among the top three countries in this regard.

Gokul Patnaik, Chairman Global AgriSystem (ex-Chairman APEDA), said that earlier we were also nowhere in exporting flowers. We went to Holland and were able to make a start in this connection. Even in Ethiopia, it is Indians who are doing the main export job. Post-Harvest job facilities are not developed well enough. Perishable Centre being made on a one acre piece of land, provided by AAI.

SS Nayyar, GM – APEDA summed up the situation as many challenges, but also many opportunities. Organic farming being encouraged. Red and Black Rice varieties are also grown here,

Gunajit Brahma, CEO, JeevAnksh Eco Products continued that some entrepreneurs have opened restaurants where Red and Black Rice are served as Menu dishes. There is no issue regarding the Demand side. The connectivity to the market is critical.

Ms. Pinky D Saharia, CEO, Prithvi Agro-Fresh, said that though wonderful quality fruits like Pineapple, Kiwi, Bananas, etc., are produced here, our own people in other parts of the country are not aware of them. Being a hilly area, getting perishables to the Airport is a challenge, as farms are in remote areas.

Sibnath Bhattacharya, CEO, KreameryCraft Export, touched upon Cold Chain facilities that need to be developed here. Moreover, no subsidies are given. From Kochi, Hyderabad, etc. cost per kg is @ Rs. 40 – 50/=, whereas cost per kg from the NE Region is around Rs. 65/=, mainly owing to multiple breaks, like transit through Delhi. SpiceJet added that they were prepared to help in training and proper palletisation. Another lacuna mentioned was that there were no Reefer trucks in NE Region. Ravi Capoor interjected here that all the funds required are available, for any infra needed by farmer organisations, not individuals.

Tariq Butt, Chief Commercial Officer, AAICLAS, closed this session with his comment that this is a volume game. India is a huge market, plus export is also a big opportunity. One myth that needs to be broken is about Capacity available.

Session II: Panel Discussion on Infrastructure & Logistics Development and Other Opportunities.

The Moderator, Reji John, Editor, STAT Times, mentioned the empathy he felt with the farmers of Assam, having himself come from a rural background.

Ashok Verma, Jt. Director, Plant Pathology, Guwahati, spoke at length about requirements and maintenance of the Fruit products to maintain international hygiene standards. For example, if you wish to export pineapple, you need to get clearance, as even some mud, or any other lacuna in plant hygiene, there may be quarantine required. Prakash Gaduka, MD, SM Commotrade suggested a

cluster of products, to promote from Assam.

Ravi Gulgulla, CEO, Global Entrade, emphasized on development of the Cold Chain infrastructure.

Manjiv Singh, Chief Project Officer, SpiceJet, noted that we have no freighters in India, whereas from all over the world, 200 Freighters come to India, to pick up whatever they want. SpiceJet is committed to bring their first Freighter to Guwahati and take it to Hong Kong. SpiceJet has also mentioned that they will start Spice Fresh which will open a Model Farm and show the best practices in running it. Another unit, Spice Express, will take these goods to the rest of India and also Export them.

Jaideep Raha, Regional Chairman, ACAAI, drew attention to the fact that nobody from DGFT, no Packaging expert and no ILO person were there as these are of paramount importance and extremely relevant, including labour practices in the context of exports.

Tushar Jani, Industry veteran and President, Air Cargo Forum India (ACFI) had a couple of suggestions – one for the organisers when he urged that we should refer to Multi-modal as Composite Transport and the other to the farmers present there to try to work out a Barter System with other suppliers – a truck carrying goods to one place can also bring back some other produce in this barter arrangement.

There was a question on animal quarantine facilities in Guwahati or rather the lack thereof.

Someone had a question on Ornamental fish, Jaideep Raha replied that this is called the Korean fish, which comes in two varieties, Marine and Sweet water. Another delegate mentioned that in Assam it costs @ Rs. 50/= per kg, going upto Rs. 200/= per pair in Kolkata and further escalates to Rs. 5000/= per pair abroad.

Summing up

For a region which has been severely ignored for well over six decades, it will take a few years to cover all the metaphorical potholes in the psyche, blocking their economic progress. The leadership which is able to conceive the NE region's connectivity with ASEAN economic bloc countries, while integrating them with the rest of our country deserves praise for getting its priorities right. Too much centralisation in the current scenario is not the best way anymore. In our federal structure, regions and areas should be free to trade with whosoever offers economic advantage, provided national interests are safeguarded. Command economy is passé.

AAI & AAICLAS deserve kudos for conceiving and holding this event, which looked like a ray of hope to the number of gentle farmers who came to attend. They deserve the best services that the organisers can work out for them. It makes economic sense and is a great way to integrate the country.

Vinod Kaul

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

Carriage By Road Cost Index (CRI) - July 2018

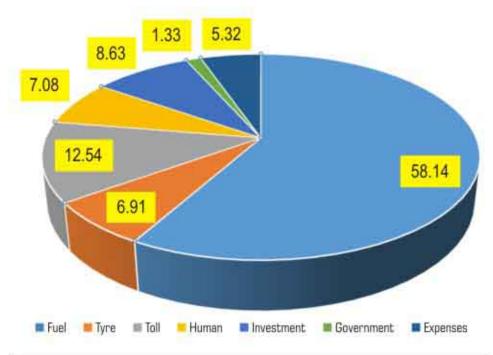
CRI July 2018 - 129.90

Data Updated upto July 1, 2018

Average Diesel Price as on July 1, 2018 - Rs. 69.98 per litre.

Cost Distribution Pie JUNE 2018

CRI PIE Chart July 2018



Changes: Matrix - June 2018						
Diesel	(-) 3.11%					
Change in Index	(-) 2.09					

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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Kamla Market	8	236, Asaf Ali Road side, Kamla Market, New Delhi - 110002	9350186924	23237429	
Okhla	ŝ	F-32/6, Okhla Industrial Estate, Phase-II, New Delhi - 110020	9312103405	26384881	
Okhia Indi Estate		Shop No.7, Okhia Industrial Estate, Opp. Luxor Pen Company, Near Modo Flour Mill, New Delhi - 110020	9313540025	9990085312	
Noida	10	F-62, Sector - 8, Near Dainik Jagran Press, Noida -201301	7838900483	0120-2422180	2422771
Faridabad	8	18/1, Mathura Road, Near Ajrounda Chowk, Faridabad - 121001	9350553301	9717773757	0129-2283542
Gurgaon	2	Shiv Ashram Palam Gurgaon Road, Dundahera Gurgaon - 122016 (Haryana)	8930198012	7995000449	
Gandhinagar	r	1123/55, Multani Mohalla, Gandhi Nagar, Delhi - 110031	8010082244		
Phoolbagh	Ĭ,	WZ-40/7, Phool Bagh, Rohtak Road, New Delhi - 110035	7838900136	28312286	28312063
Nangloi	1	580/2/2, Goga Marg, Firni Road, Mundka, Delhi - 110041	9312064194	7995000433	
Naraina	#2 #2	CB/382/11, Indira Market, Ring Road, Naraina, New Delhi - 110028	7995000434	9310657970	
Vishwash Nagar	¢	10/127, 18, Quarter Road, Near Radha Krishan Mandir, Viswasnagar, Shahdara, Delhi - 110032	9312099713	7995000479	
U.P.Border	(4)	Rawalpindi Garden, C/2/11, Opp. New Telephone Exchange, P.O.Chikamberpur, U.P.Border - 201 006 (UP)	7995000457		9313544020
Karolbagh	į,	949/3, Narwala, Karol Bagh, New Delhi - 110005	9313834836	7995000429	
Chajjupur	10	12/29, Main Chajjupur Gate, Babarpur Road, Shahadara, Delhi -110032	9350187302	22832404	
Sadar Bazar	1	Shop No. 58, New Kutab Road, Sadar Bazar, Delhi - 110006	9350186138	7995000436	
Sanjay Gandhi		BG-316, Sanjay Gandhi TPT Nagar, Near Delhi Dharam Kanta, Delhi - 110042		27832833	45170449
Kundli	ŧ.	Shop No.11, Lakhmi Pyau, Kundli Border (Kamla Market) Sonepat (HR) 131028	7995000438	7428388316	9541905794
Rama Road	6	61, Rama Road, Near Bisleri, New Delhi - 110015	9310658047	7995000427	25410794
Manesar	83	Shop No.4, Pepsi Dhaba, Near Apna Ghar, Delhi Jaipur Highway, Village Shikhapur, More, Manesar - 122001	7838900139	7995000453	7995000448
G.T.Karnal	10	B-96, G.T.Karnal Road, Behind Telephone Exchange, G.T.Karnal Road, Delhi - 110033	9310657964	7995000433	
Narela	3	Shop No.22. Chamanial Market Main, Narela, Alipur Road, Bhorgarh, Delhi - 110040	7995000432	7995000428	
Bawana	1	"Plot Khasra No.154/1/3, Opp.Indene Petrol Pump, Outer Firni Road, Pooth Khurd, Bawana Industrial Area, Delhi – 110 039 "	9310655231	7995000425	

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When Will Road Safety Bill See The Light Of The Day?



ver the years, road safety has become one of the most pressing issues that modern India faces today. And, the government is not ignorant of this. Already on their priority list, the idea to amend the Moreover, currently applicable Motor Vehicles Act 1988 gained momentum after the death of the bogus licences cease then Union Minister for Rural to exist with the advent Development Gopinath Munde in a car collision in June 2014. Despite of online registration. And, getting a go-ahead from Lok Sabha, this ends the corruption the Motor Vehicles (Amendment) Bill, which is currently with the at the level of regional Parliamentary Standing Committee on transport office Transport, Culture, and Tourism, is pending for long in the Rajya Sabha. Also, the present draft is not what the government had initially intended to create. Notably, the bill addresses road safety issues by providing for stiffer penalties, permitting electronic enforcement,

Also, it demands to improve the statutory provisions for the protection of good Samaritans and recognition of IT-enabled enforcement systems. Further, it paves way for reforms in public transport, which will lead to improving road safety. Moreover, bogus licences cease to exist with the advent of online registration. And, this ends the corruption at the level of regional transport office.

Corruption

By and large, the pending Motor

and improving fitness certification and licensing regime.

fregional

Vehicles (Amendment) Bill 2016 is an attempt to create an exhaustive and comprehensive legislative framework for road safety in India. The bill instructs the central government to develop a scheme to provide cashless medical treatment to people injured in road accidents within the first hour of its occurrence. Also, the bill



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demands increased compensation for the family of the deceased. Further, it talks about the compulsory insurance and national transportation policy. Moreover, the bill

covers traffic violations committed by juveniles and holds their guardians or the owner of the motor vehicle in volved responsible.

Not just this, the Motor Vehicles (Amendment) Bill 2016 talks about automated fitness training for vehicles. The government has also proposed that

driving licence and 'pollution under control' certificate can be carried in either physical or digital form. A government statement read, "The proposed amendment also provides that no fitness certification will be required at the time of registration for new transport vehicles sold as fullybuilt vehicles," adding, "It has also been proposed that fitness certificates of transport vehicles will be renewed

for a two years for vehicles up to eight years old, and for one year for vehicles older than eight years."

Furthermore, there is a provision that asks the government to ensure proper electronic surveillance on national and state highways and urban roads.

Besides, Consumer Voice, which works for citizens' road

safety, has urged Rajya Sabha to pass the bill amending the three-decade-old Motor Vehicles Act, 1988. In its plea, the organization highlighted a Road Transport and Highways



The government has
also proposed that
driving licence and
'pollution under
control' certificate can
be carried in either
physical or digital
form

Ministry report that stated India witnessed 17 deaths and 55 road accidents every hour in 2016, which is one of the highest in the world. Also, the report said that over-speeding is the biggest cause of road fatalities in India. Further, it stressed on a tough law that is needed to bring down to 50 per cent of road traffic accidents by 2020, a

commitment India made by adopting the Brasilia Declaration for Road Safety.

Above all, International Road Federation (IRF), which is a Genevabased global body working for the betterment of safer road mobility worldwide, has urged political parties in India to come together for the early passage of amended Motor Vehicle Act in Rajya Sabha. Notably, parties like

Congress have been opposing the amendments to the Act stating that it would help the corporates and dilute the powers of state governments. Even after a go ahead from the select committee, the bill couldn't stand still for long in the house and witnessed strong opposition on July 23. If this continues, the chances of the amended Motor Vehicle Act getting passed in the parliament are grim.





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Government Plans To Develop 17 Road-cumairstrips

The Union Minister for Road Transport and Highways, Nitin Gadkari said as many as 17 facilities that can be used as roads as well as airstrips are being developed in the country.

The facilities are being developed under the ambitious Bharatmala project which mainly seeks to strengthen roads network in the country.

Gadkari told Lok Sabha that several projects have been taken up under the Bharatmala project.

One of the best things regarding backward areas and Rajasthan is that 17 road-cumairstrips are being developed. These facilities would come up at places in the state where there is no airport in the vicinity of 300 km, the Minister for Road Transport and Highways said during the Question Hour.

Road would be closed for traffic at the time of landing and take-off of airplanes, he added.

"When I talk about it (road-cum-airstrip), people think it is a dream and difficult to believe. I assure this House that whatever I am saying will happen for sure," the minister was quoted as saying by PTI.

He further said that projects for constructing 6,320 km of road have been awarded under the first phase of the Bharatmala project, with the financial implication estimated to be Rs 1.44 lakh crore.

Under the first phase of the Bharatmala project, a total of 34,800 km of roads, including 10,000 km of residual NHDP (National Highway Development Project) have been approved for development. The first phase of Bharatmala is to be implemented during the period from 2017-18 to 2021-22.



Government Has Awarded 6,320 Km Roads Under Bharatmala Project

With the financial implication estimated to be Rs, 1.44 lakh crore, the road transport and highways ministry has awarded projects for the construction of 6,320 km of roads under the first phase of the Bharatmala project.

Road Transport and Highways Minister Nitin Gadkari also informed Lok Sabha during Question Hour that the total investment for Bharatmala is expected to be around Rs. 7.50 lakh crore for constructing about 84,000 km of road.

"Out of the total financial outlay of Rs. 5,35,000 crore allocated for Bharatmala Pariyojana Phase-I, projects with financial implication of approximately Rs. 1,44,300 crore for a length of about 6,320 km have been awarded," the minister was quoted as saying by PTI.

The minister noted that these projects were awarded up to June 2018. Under the first phase, a total of 34,800 km of road, including 10,000 km of residual NHDP (National Highway Development Project) have been approved for development.

The first phase of Bharatmala is to be implemented during the period from 2017-18 to 2021-22.

"To achieve timely completion of Bharatmala Pariyojana Phase-I, the preparation of DPR (Detailed Project Report) and implementation of civil works is closely monitored at appropriate level," Gadkari said.

According to the road transport and highways minister, a total length of 2,000 km for border and international connectivity roads as well as 2,000 km for coastal and port connectivity roads have been considered under the first phase.

Notably, Bharatmala is a pannation scheme to improve the road network in the country.

Tamil Nadu CM Palaniswami Meets Union Minister Nitin Gadkari To Discuss Growth Projects

Tamil Nadu Chief Minister Edappadi K. Palaniswami met Union Minister for Road Transort and Highways, Nitin Gadkari, to discuss about various road and port projects concerning the state.

Palaniswami, who holds the Highways and Minor Ports portfolio, also presented a memorandum to Gadkari in this regard, an official release said.

Meanwhile, BJP state unit President Tamilisai Soundarrajan, underlined the party-led Centres' commitment to Tamil Nadu's growth.

Responding to reporters' query about the meeting between Palaniswami and Gadkari, the Union Minister for Road Transport, Highways and Shipping, she said "growth projects" regarding Tamil Nadu were discussed between



the two leaders.

"As far as our BJP government is concerned, we want big growth projects to come to Tamil Nadu," she was quoted as saying by PTI. Among the big ticket projects in Tamil Nadu is the Salem-Chennai eight-lane expressway, a Central scheme that has witnessed strict opposition from some quarters, especially farmers, over land acquisition.

Moreover, the chief minister appealed to the union road transport and highways minister to consider upgradation of eight two-lane roads into four-lane bypasses along the Salem-Ulundurpet section of NH-68. This issue was brought up before the union minister when he recently visited Chennai.

Government Urges Indian Banks To Be Part Of Infra Growth Story

While urging Indian Banks to be a part of infrastructure growth story, Union Minister Nitin Gadkari said that there are several foreign direct investors keen on investing in the space.

Terming the handing over of Rs. 25,000 crore loan by SBI to National Highways Authority of India (NHAI) through a single cheque as a historic, the road transport minister said all stalled major highway projects have been rolled out.

NHAI inked a pact with the state-owned SBI for a longterm unsecured loan of Rs. 25,000 crore at a function here, which is SBI's highest long-term unsecured loan to any entity.

"Indian banking system and stakeholders should come forward to become a part of the infrastructure sector's growth story. The sector has become economically viable with a good internal rate of return," Gadkari was quoted as saying by PTI.

He said Indian banks can tie up with foreign and pension funds to get finance for river linking projects and added there are several foreign direct investors who are keen to invest in road sector but "I would prefer more and more Indian players to take interest".

The minister said while 99 per cent of the stall highway projects have been rolled out 50-55 projects awarded under HAM (hybrid annuity mode) are yet to achieve



financial closure.

Under HAM, the government provides 40 per cent funding with the rest 60 per cent to be borne by the developer. The projects on build, operate and transfer (BOT) mode had faced problems due to the government system including problems in land acquisition but the sector had been made viable with policy changes, Gadkari said. The road building pace, which has come to 28 km a day, will reach 40 km a day next year, he added.

NHAI has got the Rs. 25,000 crore loan from SBI for 10 years with 3 years of moratorium. NHAI had invited an Expression of Interest (EoI) from scheduled commercial banks for the long-term loan. "In response to this EOI, SBI offered to fund the entire requirement of Rs 25,000 crore based on one month MCLR (marginal cost of funds based lending rate)," the government told.

It had said there is no principal repayment liability for initial three years and after that, the repayment would be done in 14 equal half-yearly installments. The total sanctioned amount is to be disbursed to NHAI within March 31, 2019.



Hyundai's Semi-autonomous Truck Successfully Completes 40-km Trip



South Korea's

Ministry of Land,

Transport issued

Hyundai with a

temporary

license for the

demonstration

ot just one, the self-driving technology boost of many benefits to varied industries. From speeding up delivery of goods to reducing load and haul operating costs for miners, and offering strategic advantage especially in difficult terrains to the army to providing improved fuel efficiency due to Infrastructure and better aerodynamics, the self-driving technology is certainly the future.

Considering this, governments across the world have started to come up with more structured programs. Recently, the Department of Transport, UK, gave to nod autonomous driving to a trial of platooning trucks. Besides, the development of self-driving trucks is already underway in the United States and Australia, as well as Europe. And, Tesla, Volvo, Daimler and Uber are actively working on their robo-trucks.

And, latest to join the league is Hyundai whose semi-

autonomous truck undertook its first journey recently on a highway in South Korea. Xcient, the auto firm's truck having a maximum load capacity of 40 tonnes, drove Notably. around 40 km between Uiwang and Incheon on a

> South Korean highway. The distance was covered in an hour at a speed of 90 kph.

Notably, South Korea's Ministry of Land, Infrastructure and Transport issued Hyundai with a temporary autonomous driving license for the demonstration.

For the trials, the truck used an autonomous driving system that allowed it to accelerate, decelerate, steer and maneuver through traffic without needing input from a human. But, a human driver was on board to take control as and when required.

Further, the truck's autonomous driving system was functioning at the SAE Level 3, which meant the system could control steering, throttle, and brakes. But, the Level

Also, the test truck was equipped with three front and side-rear cameras, two front and rear radar units and three lidar units mounted on the front and sides of the vehicle

3 systems have their own constraints as they only enable

autonomous-driving technology while driving on highways. Also, the test truck was equipped with three front and side-rear cameras, two front and rear radar units and three lidar units mounted on the front and sides of the vehicle.

Besides, a hitch-angle sensor was fitted to monitor the change in angle between the tractor and trailer that helps stabilize the rig during sharp turns. Any response from the sensors was compared against the high-definition maps in order to help the truck orient itself and make decisions effectively.

The director of the Commercial Vehicle R&D Strategy Group at the Hyundai Motor Company, said in a statement, "This successful demonstration proves that innovative autonomous driving technology can be used to transform the trade logistics industry," reported CNBC.

After this success, the spirit of Hyundai is very high. Hyundai had said during the trials that further "autonomous navigation technology tests" were being planned for the future. Also, the company hopes to develop the fully-autonomous truck technology that will improve efficiency and safety.

On a positive note, Hyundai plans to launch trucks with a greater degree of autonomous-driving capabilities on the road by the 2020s. In order to deliver best, the company is focusing on the platooning, which runs several trucks with a driving support system, one truck closely following another to form a platoon. All the trucks are enabled with smart driving technology and mutual communication system (vehicle-to-vehicle communication).

Also, platooning is expected to address the problem of driver shortage. The beauty of this technology is that the trucks will be driven by a computer, which unlike human doesn't have emotions and thus, will improve and reduce accidents caused by driver fatigue, distractions or other emotions. The other benefits from this technology include



The beauty of this technology is that the trucks will be driven by a computer, which unlike human doesn't have emotions and thus, will improve and reduce accidents caused by driver fatigue,

distractions or other emotions

reduction in fuel cost, CO2 emissions and traffic congestion.

Hyundai also has plans to apply their autonomous technology in passenger cars. And, a demonstration run of prototype vehicles between Seoul and Pyeongchang were conducted during the 2018 Winter Olympics.

How Far This New Entrant Can Go In The Golden Truck Race? Let's Find Out!



It took

500 employees

his issue of Parivahan Pragati presents to you a new range of trucks under the brand Furio by Mahindra & Mahindra. The Mumbaibased company plans 21 launches of Furio intermediate commercial vehicles (ICV) around four years, over the coming two years. Since introducing the heavy commercial vehicle range in 2011, this is a first major launch by the company.

to build this The CV manufacturer has spent Rs. 600 crore for developing the new vehicle product architecture that is expected to help bridge the product gap in the ICV segment. It took around four years, 500 employees and 180 vendors to build this product.

This has been specially designed to cater to the needs of

those in the segment of 6-16 tonne, including vegetable transport, e-commerce deliveries, auto parts shipments, and other related businesses.

"With the unveiling of the intermediate commercial vehicle Furio range with a gross vehicle weight of 6 tonne to 16 tonne, we will bridge a critical gap in our portfolio to become a full range player in the and 180 vendors commercial vehicle market," Vinod Sahay, CEO at Mahindra Truck and Bus and Construction Equipment Divisions, Mahindra

& Mahindra told Financial Chronicle.

Notably, the ICV segment generates volumes of 150,000 units a year. And, Tata Motors and Eicher Motors are leaders in this market with around 37 percent share each







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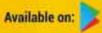
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followed by Ashok Leyland and Daimler India Commercial Vehicles. Further, the ICV market has grown at a compounded annual rate of 15 percent and it is expected to continue growing at the same pace in the year to come.

The CEO of Mahindra Truck and Bus Division said, "With the progressive launch of the ICV range we will have products from 0.5 tonne to 49 tonne. This will make us a significant player in the commercial vehicle industry."

Mahindra plans to kick start the commercial launch of these trucks from the December quarter and intends to put five engines (four diesel and one CNG).

"The percentage of owned driver in this category of CVs is around 22 percent where the driver of the vehicle is the

The percentage of owned driver in this category of CVs is around 22 percent where the driver of the vehicle is the owner of the vehicle itself

owner of the vehicle itself. This percentage is just 2 in the case of a heavy commercial vehicle," said the CEO.



out at least six models before the end of the year. Also, the company said that a minimum of seven models will meet

The CEO of Mahindra Truck and Bus Division said, "With the progressive launch of the ICV range we will have products from 0.5 tonne to 49 tonne

the Bharat Stage (BS) IV emission norms while the rest will meet BS VI. And, the BS IV range will be upgraded to BS VI.

Entirely designed by Mahindra-owned Italian design company Pininfarina, the Furio range will offer a choice of Further, the manufacturer has taken a good care of driver comfort by adding features including air conditioning, music system and car-like cabin.

Overtime, M&M has built its CV portfolio with the launch of a range of products in the heavy category under the brand Blazo and in

the LCV category under the brand Maxximo. And with the new ICV range, Mahindra is targeting a significant jump in volume sales in the country. In fact, the cumulative sales may cross 3 lakh units for the rugged brand.

Notably, Mahindra & Mahindra has reported a 67 percent growth in net profit at Rs. 1,257 crore for the quarter ended June. The manufacturer has clocked a total automotive volume of 1,40,101 units, a growth of 20 percent, during the June quarter. The company's revenues came in at Rs. 13,358 crore, a growth of about 23 percent over the same period last year when it was Rs. 10,877 crore. Further, standalone net profit for M&M jumped 63 percent to Rs. 1,221 crore in the June quarter from Rs. 749 crore a year ago.

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Clean Technology Innovations

Deployment of Low Carbon Technologies

The United Nations Industrial Development Organisation (UNIDO) is collaborating with the Bureau of Energy Efficiency (BEE) to implement a Global Environment Facility (GEF) supported project to establish a Facility for Low Carbon Technology Deployment (FLCTD). Confederation of Indian Industry (CII) is the facilitator.

A key objective of the 5-year FLCTD Project is to facilitate adoption of improved low carbon technologies in the Indian Economy. FLCTD will conduct annual innovation challenges, to shortlist promising low carbon technologies in three areas:

- Waste Heat Recovery
- Space Conditioning (also comprising Refrigeration and Cold Chain)
- Pumps and Pumping Systems (Industrial Pumps and Agricultural Pumps and Pumping Systems)

The innovation challenge is now open to Indian Technical Institutes, Universities, Research Institutes, Start-ups, Micro, Small and Medium Enterprises (MSMEs), Large industries, Research and Development units in Public Sector Enterprises (PSEs), Government Laboratories and Not-for-profit Organisations (eligible only for the no. 3 Pumps and Pumping Systems theme challenge).

The goal of the Project is to help create a low carbon technology innovation ecosystem between stakeholders, like, academics and innovators who provide the innovative solutions; the technical experts who fine tune these solutions; investors who support the scaling up and industries that adopt the innovations to reduce energy consumption and greenhouse gases.

Apart from Awards / Recognition, the short-listed Innovators will receive significant guidance, mentoring and handholding from experts in the Industry. The challenge will identify the final winners, who will be eligible for the Award Grant upto USD 50,000/=. Last date for receipt of applications is September 15, 2018. Visit www.low-carbon-innovation.org for more details.

A brief meeting, termed as a Roadshow, took place at India Habitat Centre, on the FLCTD project last month. (Similar programs took place at various cities, throughout the country). PV Kiran Ananth, Principal Counsellor, CII, gave a short introduction to the project.

Milind Deore, Director, BEE, which is a statutory body said that two more sectors have been added to the 11 already there. Earlier project has been successful with Fans. Now, on to Motors, etc. Pumps and Pumping System technology is very important for India as over 20% are used in Agriculture. USD 50,000/= support will be given to organisations for Pilot and Commercialisation of this

technology.

Sandeep Tandon, National Project Manager, Low Carbon Technology Deployment Project, UNIDO, which is the Funding Agency, said that they have a point of contact in the government with whom UNIDO interacts and explains the project. This gets passed on and roadshows get organised. Global Cleantech Innovation Program (GCIP) is the Accelerator and their Indian subsidiary was launched in May 2013. Cleantech Innovations are area unique solutions that can help countries to reduce polluting factors. One recent development has been the use of Radiant heat instead of Induction heat, resulting in 30% energy saving.

Sandeep continued by saying that In the India program cycle, there are a number of stages that are gone through, like Identification of innovators, Screening, Seven days workshop, 25 Webinars, etc., before the final selection stage of the winning entry. Only the expert panel decides the selected partners. The 1st Innovation Challenge is due to start shortly and finish by around December 2018.

FLCTD is reaching out to leading Incubators, like Sangam Ventures, Social Alpha (A Tata Trust Institute) and ISHRAE (India Society of Heating, Refrigerating and Air Conditioning Engineers), founded in 1981.

Technology de-risking is done to see if the innovation is useful under real conditions. It is similar to Alpha and Beta testing and done as an innovation validation, by independent authorities.

A point of caution is sounded here. Innovators can get so glued up to their technologies that they forget that it is only 10-15% of the total process to a successful business model in the market. People who were not careful in this regard have folded up in six months, in some cases, after their funds dried up.

Points to ponder:

The United Nations Organisation (UNO) has been one of the great unifiers of this world, after the last World War. They have tried to maintain the equilibrium of the Nations of the World, fraught by divisiveness, inequality and plain bias. Their biggest contributor, the US has not exactly covered itself with glory in its dealings with other countries, with political opportunism, ego and greed clouding their judgement and assumption that Might is Right.

Despite these and other issues, many agencies of the UNO are doing yeoman service to the cause of mankind, to the extent possible. May their tribe increase.

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Ensuring The Future Sustainability Of Efficient Logistics

Skill Enhancement in Logistics-Creating future skilled Logistics Professionals

The Confederation of Indian Industry (CII) conducted a Seminar at New Delhi last month at India Habitat Centre on the subject of Skill Enhancement in Logistics. In their concept note, CII highlighted that the logistics sector in India comprises of twelve segments as follows:-

- 1. Warehousing-Packaging and Storage
- Transportation- Vehicle coordination, Cargo consolidation, Vehicle Driver (Cargo)
- Cold Chain- Cold Storages, Integrated Pack Houses, Reefer Container Transportation
- Port Operations Terminals, ICDs and CFS, Container Handling, etc...
- 5. Freight Forwarding and Customs
- Liquid Logistics- at Terminals and transportation including Petroleum, Oil and Lubricants
- Inland Waterways, Shipping and Marine Services- for waterfront and shore activities.
- 8. Rail Logistics-Cargo handling by Rail
- Courier and Express- International and Domestic Express Shipping.
- 10. E Commerce- First Mile Collection and Last Mile delivery
- 11. Air Cargo Operations- up to the Tarmac
- Supply Chain Solutions- at Manufacturing Plants Logistics and for Material Procurement

Transportation revolution and containerization are innovations of our times and digitization and technology drivers of Industry 4.0 will also impact the way we do logistics. Looking at emerging technological innovations such as automation, digitization, robotics, AI, etc., we realize that HR engaged in logistics in India must be able to provide solutions based on experience on the ground while adapting to the technology drivers...

The Logistics Sector Skills Council (LSSC) is the Apex Body for the Logistics Sector. It has developed National Occupation Standards (NOS) and Qualification Packs (QP) for various roles across the twelve logistics subsectors that comprise logistics.

The advocacy of Apprenticeship is an especially welcome step for the Logistics Sector. The program was divided into an Inaugural and four other Sessions, each covering an important aspect of Logistics Skills Training Management.

Inaugural Session: R. Dinesh, Chairman-CII Institute of Logistics and MD, TVS Logistics Services started the proceedings with his welcome address.

Ms. Divya Jain, Founder & CEO, Safeducate Learning, said that skilled workers do better and stay longer. Though they are among the largest transporters, they own no trucks. They fund and train the drivers, who own the trucks. She cited with pride the case of Rajinder Singh, their first driver, who owns 400 trucks today. She elucidated that nowadays, just training a plumber on tools is not enough, as they also need to understand apps and make calls for appointments, etc. Half of the educated people in India are under the age of 25, hence the scope for skilling is quite high.

Mahendra Agarwal, Chairman-CII National Committee on Logistics and Founder & CEO, Gati Kwe, said that presently, the Logistics Sector employs 22 mn people. There is huge potential for job creation here. There are only 780 drivers for every 1000 trucks. Transportation technology is evolving ever faster. Hence, they have started Drivers Training Institute in Hyderabad, under the PPP Scheme.

Jayant Krishna, Executive Director & COO, National Skill Development Corporation, (NSDC), in his Keynote address stated that in India, the current size of the Logistics Sector which stands at USD 160 bn, is expected to grow to USD 215 bn in a couple of years. The World Bank's Logistics Performance Index (LPI) showed India at # 54 in 2014, which has further improved to # 35 in the year 2016. There are too many inefficiencies in this sector which need to be addressed in the interest of tapping the significant jobs potential in this Industry (presently at 2.2 crores). The GST rollout is good for this sector. He was pleased with the Apprenticeship scheme brought in by the government. It is now a legal requirement to ensure that 2.5% to 10% of the workforce in every organization must be apprentices, at any given time. Our GDP is now # 6 in the world, displacing France recently and we have to consolidate using best practices followed in rest of the



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world. An Integrated Portal is being set-up to connect all stakeholders in the E-market place.

Binoy Kumar, Special Secretary-Logistics, Union Ministry of Commerce & Industry (MoC&I), said that Comprehensive Logistics Policy is being developed. This will include Multi-modal Transport bill (MMLC), which is revamped from the 1992 bill of the Shipping Ministry. Logistics is one of the 12 champion sectors for development, in which, Skilling is going to be top priority. We can expect the jobs to grow to 4 crores by the year 2022. We need to have Logistics Professionals even in PSUs. The Logistics Cost in India is very high. A study is on by NCER to check if 14-15% is the valid figure. If true, we have to bring it down.

KP Krishnan, Secretary, Union Ministry of Skill Development and Entrepreneurship, commented that Finance is often called the brain of the economy, as it helps GDP growth as a lubricant. Similarly, Logistics Sector supports the competitiveness of the trade and contributing factors, especially in Transportation, Warehousing, and Value Added Services. Digitization has also revolutionised the way the business gets done. As an explanation, he said that during the hostile takeover of Escorts in 1996, 17 trucks were waiting to take the shares physically to the new owner, if the attempt had succeeded. Just three years later, the same exercise would have taken just one second to transfer, in dematerialised form. That is the value of digitization.

Ramesh Mamidala, CEO, Celebi Cargo Terminal Management summed up the session well, in highlighting the fact of overlap of sub-sectors in logistics and attrition rates, owing to low aspirational value perceived in the jobs available.

Session 1: Common Logistics Skill Development goals for logistics related ministries.

Lead remarks by Rajesh Agarwal, Joint Secretary, (JS), Ministry of Skill Development and Entrepreneurship (MSD&E), should make our planners think about the way we teach our children. He bluntly said that 83% of our graduates are unemployable. In India, academia is not married to Industry—the syllabi must be kept relevant. Today, India is a young country with average age of 29 years. Vocational Capacity is low as per IIT evaluation system, at 1.5mn / year, instead of 10mn / year. Linking skills to jobs is a big challenge—Lack of skills should not be an impediment for growth in this sector. Working environment has to be improved. Rivigo has made a start

by giving drivers a better quality of life, in which he performs his duties for 7-8 hours and then returns home for quality time with the family. To get good output of skills aligned with Industry, we have to work with Universities and Education Institutions.

In the panel discussion that followed, Keshav Chandra, JS, MoC&I, was happy about Logistics sector growing at CAGR of 8% and the WB LPI ranking of 35, but rued the fact that it is heavily disorganised. The trio of Academia, Industry and Government is like a triple helix. He repeated that the Commerce Ministry is developing an Integrated Portal. Logistics Cost at 14% has to be brought down to at least 10% in the first stage.

Ms. Vandana Agarwal, Economic Adviser, Union Ministry of Civil Aviation (MoCA), shared her experience in Mumbai, about a training class for a batch of 25 students, which attracted over 1400 applicants, all with meritorious standards. She claimed that Airlines are in queue to absorb all the 25, who will complete the course only next year. She asserted that India accounts for 4% of the jobs all over the world. Of all the jobs created in Aviation sector, 12% are in India. Many OEMs like Boeing, Rolls Royce, Pratt & Whitney, etc., have opened their own Skill Development Centres.

Session II: Benchmarking logistics skill development programs

E. Balaji, the Session Chairman and President-People Services, TVS Logistics Services, said that Logistics is the 4th largest employer in the country and technology plays a very important role in the industry.

Dr. Saravanabhava TC, Consultant, LSSC, stated that entry level needs low education level and career progression / lateral movement Diploma/Degree courses are planned for apprentices, under the aegis of AICTE. These students will be ready for employment on completion of their courses, with Diploma holders progressing to Supervisory and Degree holders to Managerial levels. As in the earlier Session, the panel discussion followed.

Ms. Sunita Sanghi, Senior Advisor, MSDE and DG – National Skill Development Agency (NSDA), asked, what does the customer want. Her own reply was, a value chain which gives a fast, cost efficient delivery, without losing its shape, finish, quality, etc. She also referred to a National Qualification Register.

Narayan Ramaswamy, Partner & Head-Education, KPMG India, said that Logistics has a number of sub blue



collar level jobs, which need to be also benchmarked. This would answer the following: Why? What? When? Where? Who? How? The answers are simple enough.

WHY? ----- Because it must be clear to all

WHAT? ----- Curriculum, Contents, Accreditation

WHEN? ----- At the very beginning

WHERE? -----What can be expected from a course?

WHO? ---- Industry Regulators / Trainers

HOW? ----- Evaluate Skill gaps

Session III: Public Private Partnership (PPP) in Logistics Skill Development

Successful Business Models

Soumyakant Dwivedi, Member-CII National Committee on logistics and Director - Becton Dickinson felt that in the Navy, standards are at the international level and very high. In most of India, the standards are not maintained. The PPP Model is generally, not appreciated. Training skills is a high Capex venture. Driver Training on Locomotives is very costly (a) Rs. 8000/- per day (Around Rs. 2,00,000/- per month). Solutions are there in the form of prioritised options and also Entrepreneurship via Apprenticeship which has worked reasonably well, Subhashish Chakraborty was an apprentice with First Flight, where he understood the operations in courier and warehousing, etc. He then started DTDC, which is today a Rs. 1000/- crore company. Many states initially, did not feel that Logistics was a priority. Now, we have presence in six states and one Union Territory

Samir Shah, Partner, JBS Group of Companies, felt that we do not have a concept of last mile connectivity. Standardisation—Recognition of Standards—Validation of Standards are all critical aspects of this Industry. Just to cite an example, he said that, in Austria, even to become a barber, a licence is required from a valid source. Every company there, has to keep one to ten apprentices. We need Heros in this Industry, like Narayana Murthy is in the IT Sector. Is there a skill gap? Getting Manpower is the main issue. Skilling comes on the job. One question to Samir Shah pertained to the general perception that Logistics was not a lucrative business. Samir was quick to point out that he never said that it was not a lucrative business. What he had actually said was that it was not an attractive business for entry level youngsters, faced with an option of joining the industry. He knew quite a few good performers who within a few years are earning over Rs. 10 lacs / year on par with better qualified graduates.

C. Ramesh Rao, CVO, NSFDC, Union Ministry of Social Justice and Empowerment (MSJE), felt that he had to say something and he chose to advocate a clear career progression path for the new entrant, which he believed will help retain him.

Suneel Musuluri, Founder & MD, Shri Proskills had similar views and added that jobs have to be made more aspirational. He also added that we should get more rural people.

Ajit Menon, ED, NTC Logistics, said that they run a Truck Driving Institute (as CSR activity), at Namakkal in Tamilnadu. It is a very capital intensive venture. To make it sustainable, we need contributions, donations, etc...

P. Mohammed Ali, Head – Service & Driver Training, Ashok Leyland stated that they had started a Driver Training School many years back at Namakkal, with good results, which encouraged them to create other such schools on PPP mode. They have trained around 10.4 lac drivers, so far. Ashok Leyland makes no money from this activity. MoRTH has given them 15 acres land and Rs. 17 crores in funds.

Session IV: Corporate led logistics Skill Development.

Session Chairman Deven Pabaru, Chief Strategy and Implementation Officer, Stellar Value Chain Solutions, during the introductory remarks, had a question from a major Transport company regarding shortage of Drivers. The response was as incisive as it was simple. Pay Drivers fair and square and we will have lakhs of Drivers available. A representative from the Railways interjected, saying that they have no shortage of Drivers, because they are paid well, at approximately Rs.50,000/- per month, compared to an average Rs.15,000/- per month for Truck Drivers. Deven's comment said it all when he asked that when the driver is sleeping, is he on the job or not. Stellar is a two year old company. They have a training platform, wherein total compliance is a must.

Neeraj Bansal, CEO, DHL Smartrucking, mentioned that they were an asset heavy company. They do not sell trucks – they sell operations, i.e., Technology and people which constitute operations. He felt that Drivers are a badly treated community and they were trying to develop skill across the industry.

Saurabh Deep Singla, Sr. Vice President & Chief HR Officer, E.Com Express, said that they have 2600 offices to deliver 3.5 packets on a daily basis. Training is an ongoing process, it happens when the employee wants and not on a rigid time schedule.

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Kenneth Khalkho, COO, Safeducate Learning, explained that Safeducate is an asset light company started in 2007 and they have trained about 70,000 people in Logistics. He repeated their CEO Divya Jain's statement that they own no trucks, but they offer trucks to their "Business Partners", who have to run it for them for five years to get ownership of the truck. He also referred to Raj Singh, their first Driver and now poster boy, who has amassed a fleet of 400 trucks over the years.

Rajesh Srivastava, Head — SCM, Logistics Centre of Excellence, JSW Steel, said that they have a complex supply chain network, spending 17% towards Logistics Cost, whereas China spends 8-9% only. In absolute value terms, their Logistics spend is Rs. 10,000/- crores and claim that 5% of Railway's revenue come from them.

The Summing up

Education had aways been valued in India as a gateway to economic prosperity. This has got devalued in the recent past mostly owing to the apathy of regulators and unscrupulousness of some influential moneybags eyeing a pile to be made, posing as "educationists". Simultaneously, our ability to analyse, evaluate and put things in perspective has fallen by the wayside. Otherwise, we would not be jumping with joy at GDP ranking having gone up, nor feel elation if some 4% or even 12% global jobs in one sector get created in our country. These percentages are significantly less than our approx, one sixth share of the global population. By overtaking France to reach no. 6 in GDP, are we claiming to have reached their standard of living? Here, it is only per capita figures which have any relevance. Similarly, if we are getting upto only 16-17% of the global market, we are still at the average level and all self-congratulation is only delusional moonshine.

Our major problem is unchecked population, which is spreading our resources too thin and not allowing the benefit of good work being done in many areas, to improve the standard of living of our people.

The logistics sector is linked to multiple Ministries namely:-

- Department of Logistics, Ministry of Commerce
- Ministry of Roadways, Transport & Inland Waterways
- Ministry of Shipping
- Ministry of Civil Aviation
- Authorities such as CBEC, Warehouse Development Authority etc. also have roles

Integrated Logistics with common regulatory norms will improve efficiencies in operations.

Logistics has evolved on a massive scale. The humble subject of Materials Management has metamorphosed into almost unrecognisable contours, where we are constantly identifying, assessing and modifying the skills needed in future in this all-important sector. Unfortunately, or should we say, predictably, the powers that be, to a great extent, did not realise to a great extent the need for skilling, until the progressive Prime Minister made it one of the corner stones in our development policy. Having been brought up on rote learning, to a large extent, of subjects that do not play a practical role in everyday corporate life, most people have to re-learn skills needed on the job. Even then, there is no guarantee that what they have learnt is the best course of action, in the absence of structured learning. Hence, lack of skills at entry levels were not seen as a handicap.

This brings back a memory from younger days, which so clearly defines the difference between skilled and unskilled work. When a factory based in a rural area had a shut down for an unknown problem. They tried out all they knew to re-start the plant, to no avail. The after sales service department of the equipment manufacturer was sympathetic, but could come only after two days, for logistical reasons. Even waiting for that engineer to come was difficult, as production targets had to be met, hence they accepted the recommendation of a local worker at the factory and allowed a local mechanic to have a look at the plant. He silently went round the plant carefully checking for about 45 minutes and then opened his kitbag, selected the specific screwdriver from it and gave a screw threefourth of a turn. The machinery came back to life to the relief of all the staff. The mechanic picked up his bag and quietly left. A few days later, the factory received a bill for \$800/= from the mechanic. The management was indignant at this amount, for just turning a screw less than one round and demanded an itemised bill. This came a few days later, with just two items detailed as follows:

1. For turning one screw three-fourths

of a turn \$ 1.00 2. For knowing which screw to turn \$ 799.00 Total \$ 800.00

The bill was paid without any further discussions.

Vinod Kan



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Agarwal Packers & Movers Supported By Army Welfare Placement Organisation Launches Entrepreneurship Scheme For Retired Defence Persons



ith Government's vision of creating Self Employment, Empowerment & Skill India, APML Sathi was launchedin Feb. 2018 by our Hon'ble Minister for Road Transport & Highways Sh. NitinGadkariJi. APML's focus is on providing opportunity to our Ex-Servicemen in becoming Entrepreneurs in their second career post retirement and we wish to cover every nook and corner of the Country.

We have always felt that our Ex-Servicemen "Soldiers" who have always protected our Nation need to be self-reliant and we at APML have created a scheme to turn them into "Entrepreneurs" for their 'Social and Economic Empowerment' so that their self-esteem is always respected and their head remains high. A "Fauji" devotes his life's 1st innings in Nation's Service and we pledge to make them self-reliant "Entrepreneurs" in their 2nd innings, so that they are Socially and Economically Empowered and they serve our Nation again.

We are going to flag off this extraordinary noble initiative

by giving 10 trucks to our Ex-Serviceman, who will drive these trucks throughout the Nation and in the process bring about a remarkable change in our society by becoming self-dependent post retirement. This social and economic empowerment initiative is being carried out under the banner of "APML Sathi Scheme". This scheme is expected to generate direct employment opportunities for 5000 Nos. with earnings of each Ex-Serviceman up to approxRs. 40,000 per month.

Defence Veterans will become "Operational Partners" of APML and will be recognized as "APML Sathi". This is a revolutionary concept and would empower our Faujis to be self-reliant and self-sufficient and he would be fully independent to lead a life of respect by being his own boss.

This Noble Initiative is powered by "Army Welfare Placement Organisation(AWPO)" by providing Ex-Servicemen Pan India and our 'Business Partner and Coordinator' in this initiative is "Ybrant People", a Defence Veteran Organisation.



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जल्द लगने जा रहे हैं पोर्टेबल पेट्रोल पम्प देश भर में

देश के उन पहाड़ी इलाकों, ग्रामीण क्षेत्रों और शहरों में जहां जमीन की कीमत आसमान छूने वाली है, अब जल्द ही पोर्टेंबल पेट्रोल पम्प लगाए जाएंगे। बता दे कि चेक गणराज्य की तकनीक से लगाए जाने वाले ये पेट्रोल पम्प किफायती हैं और साथ ही कम समय में आसानी से स्थापित किए जा सकते हैं।

चेक गणराज्य की कंपनी पेट्रोकार्ड द्वारा विकसित यह तकनीक दिल्ली आधारित एक इलेक्ट्रॉनिक कंपनी एलिंज ग्रुन इंडिया लेकर आ रही है। मात्र दो घंटे में इन पेटोल पम्प को स्थापित किया जा सकता है।

भारतीय कंपनी के प्रमुख इंद्रजीत पृथी ने बताया कि पोर्टेबल पेट्रोल पम्प एक सेल्फ सर्विस डिस्पेंसिंग मशीन है। इसमें पेट्रोल, डीजल, किरोसिन तेल और बाद में सीएनजी और एलपीजी जैसे गैस भी डिस्पेंस किए जा सकते हैं। यह क्रेडिट डेबिट कार्ड और इलेक्ट्रॉनिक वॉलेट से भुगतान भी लेती है। मगर यहां नगद भुगतान की सुविधा नहीं है।

न्यूज एजेंसी वार्ता के अनुसार, इस मशीन के टैंक की क्षमता 9,975 लीटर से 35,000 लीटर तक होती है। इसमें 220 वोल्ट का इनबिल्ट पावर बैकअप भी रहता है। सुरक्षा और ट्रैकिंग के लिए कैमरा, जीपीआरएस सिस्टम और सैटेलाइट इंटरनेट कम्युनिकेशन जैसी सुविधाएं भी हैं।

इंद्रजीत पृथी ने बताया कि केंद्र सरकार ने 10 अगस्त को इस परियोजना को मंजूरी दे दी और तब से हम विभिन्न राज्य सरकारों से इस बाबत बात कर रहे हैं। इसका आवंटन और स्थापना की जगह सरकारी तेल कंपनियां और राज्य सरकार ही करेंगे। उन्होंने बताया कि कंपनी की योजना अगले पांच से छह साल में करीब 8,000 पेट्रोल पम्प सप्लाई करने की है। प्रत्येक पोर्टेबल पेट्रोल पम्प में 90 लाख से 1.20 करोड़ रुपये की लागत आएगी, जिसके लिए बैंक ऋण दे सकता है।

साथ ही अगर पेट्रोल और डीजल की बात करें तो इंटरनेशनल मार्केंट में सस्ता है कच्चा तेल। मगर अमेरिका में कच्चे तेल का भंडार घटने और डॉलर में आई कमजोरी के बाद अंतर्राष्ट्रीय बाजार में कच्चे तेल के दाम में तेजी देखी जा रही है। कच्चे तेल की तेजी को ईरान पर अमेरिकी प्रतिबंध का भी सपोर्ट मिल रहा है। कमोडिटी बाजार के जानकार कहते हैं कि अंतर्राष्ट्रीय बाजार में कच्चे तेल के दाम में आई तेजी के कारण घरेलू वायदा बाजार में तेल के दाम में फिर उछल आया है।



भारत सरकार

सड़क परिवहन और राजमार्ग मंत्रालय

राज्य सभा

मौखिक प्रश्न सं, 196

सोमवार, 6 अगस्त, 2018/15 श्रावण, 1940 (शक)

टोल प्लाजा की फास्ट टैंग लेन

196. श्री ओम प्रकाश माथ्रः

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

- (क) क्या देश के सभी राष्ट्रीय राजमार्गों, विशेषकर राजस्थान से होकर जाने वाले राष्ट्रीय राजमार्गों के टोल प्लाजा पर फास्ट टैग लेन की शुरुआत हो चुकी है; और
- (ख) यदि नहीं, तो यह कार्य कब तक पूरा कर लिया जायेगा ?

उत्तर

सड़क परिवहन और राजमार्ग मंत्री

(श्री नितिन जयराम गडकरी)

(क) एवं (ख) एक विवरण सदन के पटल पर रख दिया गया है।

विवरण

टोल प्लाजा की फास्ट टैग लेन के संबंध में श्री ओम प्रकाश माथुर द्वारा पूछे गए दिनांक 06.08.2018 के राज्यसभा मौखिक प्रश्न संख्या 196 के भाग (क) एवं (ख) के उत्तर में उल्लिखित विवरण

(क) एवं (ख) जी, हाँ, देश भर में राष्ट्रीय राजमार्गों (एनएच) पर 479 शुल्क प्लाजा कार्य कर रहें हैं। 409 शुल्क प्लाजाओं में फास्ट टैग लेन कार्य कर रहीं हैं। राजस्थान राज्य में 69 शुल्क प्लाजाओं में से, राष्ट्रीय राजमार्गों पर 48 शुल्क प्लाजाओं में फास्ट टैग लेन कार्य कर रहीं हैं। शेष टोल प्लाजाओं पर अपेक्षित अवसंरचना के संस्थापन के कार्य वर्तमान वर्ष के दौरान पूरा करने का प्रस्ताव है।

लूट का विरोध किया, तो चालक को अपराधियों ने मार दी गोली

ं धुर्वा थाना क्षेत्र स्थित रिम रोड में बालसिरिंग पल के पास हुई घटना

संवाददाता 🕨 राग्री

घवा धाना क्षेत्र के विंग रोड में बालमिरिंग पूल के पास लूट का विशेष करने पर कटेनर चालक मो मुश्ताक को तीन अपराधियों ने गोली मार दी. घटना मंगलवार रात 8:15 खजे की है. चलक को कथे में गोली लगी है. ड्यर गोली चलने की सचना मिलने पर तत्काल हो धवा पुलिस मौके पर पहुंची और चालक को इलाज के लिए रम्य भेजा जानकारी के मुताबिक कंट्रेनर लेकर चालक कोलकाता से गजस्थान जा रहा था. रिंग रोड की पही जानकारी नहीं होने के कारण



वालक का रिम्स में वल रहा इलाज.

वालसिरिंग के पास उसने कंटेनर रोक इस बोच को खड़े की दुसकों में है दिया और वहां खड़े तीन युवकों से एक ने चलक को वेली यह है की रास्ते के बारे में जानकारी लेने लगा. फरार हो रहे. खलामें ने किसी स्का इस क्रम में तीनों वृषकों ने चालक व वहां से धणका इसको अनकते हुवें खलासों को धमकों देते हुए मोबदल पुलिस को दें. पुलिस का सूची औ व स्पर्ध को मांग को इसका चालक चालक को उठा का हम्म देन हैं म मुश्ताक व खलासी ने विरोध किया

में उसको नियति रेथीर बनो हुई है.

एक्सप्रेसवे से जुड़ेंगे 9 आर्थिक गलियारे

बंद सरकार की महत्त्वाकांची मारतमाना परियोजना के तसत प्रस्तावित 44 आर्थिक परियारों में से फल्द ही 9 गतियारे एक्स्प्रेसमें से जुड़ेंगे। शहरों को फांडने की दूरी घटाकर सरकार की योजना बाबारहित व्यापार को सुविधा प्रदान करना है. जिससे लागत, समय और द्वेशन बच्च सके।

यह कवायद सत्रक परिवहन एवं राजनार्न मंत्रालय और भारतीय प्राष्ट्रीय प्राजमार्ग प्राधिकरण (एनएक्ट्अई) द्वारा बी जाएगी। सकक परिवहन संविद पाईएस बलिक ने **बहा, '9 आधिक गलियाचें के लिए नई चडकों बनाने के** अलावा मौजुदा सककों का विस्तार भी हमारी अध्यक्तिता में

इन ॥ पतियारी में दिल्ली-क्वोदश, चेन्नई-सेलम, वांबाला-कों टपुतली, वमृतसर-जामनगर वारेर रायपुर-विशाव्यापशनन शामिल है।

चन्होंने कहा, 'इन प्रक्रिकरों को नई सबकों से जोडने से दो कहरों के बीच याज की अवसि में उत्संखनीय कमी आएपी, जिसकी वजह से समय, ईंधन औं कार्बन उत्सर्जन की बनत

नई सडक बनने से दिख्ली और वड़ोदय के बीघ की दूरी करीब 10 प्रतिकटा कम हो जाएगी। दोनों शहरों के बीध बीजुवा दूरी करीब 1,033 किलोमीटर है और नई एक्सोरस बन जाने के बाद यह दूरी 113 किलोमीटर कम हो जाएगी। इसी तरह से अमृतसर (पंजाब) और कामनगर (गुजरात) के बीच की यूरी करीब 1,430 किलोमीटर से 10 प्रतिसत के करीब कम हो जाएगी।

ण्यावातर मामलों में जहां यो शहरों के बीच यूरी 10 प्रतिशत के करीड़ कम होगी. तहीं पंजाब के अंबाला से राजस्थान के कोटपुतली के बीच चुड़े करीब 25 प्रतिश्वत कम होगी।

इन आर्थिक गलिवारों की योजना रेल और सजक मार्गी को

जोडने को प्रोत्साहन देने और बाधारहित कारोबार के रिक बनाई गई है। यह फिल्ले खाल कैबिनेट द्वारा मंजूर की गई **भारतमाला परियोजना का हिश्सा है जिसके तहा** 2021-22 तक 24,800 किलोबीटर चन्द्रीय राजमार्ग बनावा जाना है। इन पतियारों से बढ़ी संख्या में वाहन गुजरेंगे।

सरकार नई परिवाजनाएं बनाने पर जोर दे रही हैं, वहीं समय से भृषि अधिप्रक्रण भी सरकार की प्राथमिकता में शामिल है। मंदिया की शाममार्ग परियोजनाओं के लिए सक्क मंत्रालय मूनि अभिव्रहण को लेकर थोड़ा कलग तरीका अपना रहा है। मलिक ने कहा, 'हम मीजूदा सड़कों को चौड़ी करने के लिए दोनों तरफ की बजाय राजनार्ग के एक तरफ जमीन अधिराहण पर विचार कर रहे हैं। इससे निर्माण के दौरान पेड़ बी कन काटने पढ़ेंचे।

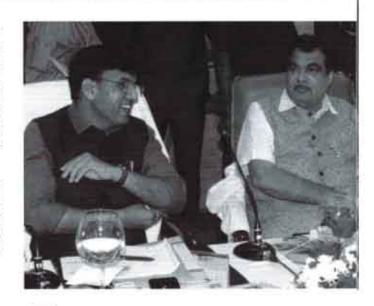
राजमार्ग परियोजना लागू करने का एक और महत्वपूर्ण पहलू विस्तृत परिकाजना रिपोर्ट (दीपीआर) है. जी परियोजना में न्यूनतम बाधा के डिसाब से अहम भूमिका निभाती है। मलिक ने कहा, 'परियोजना अवही है वा ब्री. यह डीपीआर पर निर्भर है। उन्होंने कहा कि सरकार पहले की क्षेपीआर व्यवस्था को दुरुस्त करने की कवाबद कर



India to build 2,000 kms of international roads by 2022: Minister Mandaviya

he government is planning to build 1,911 kilometres of international connectivity roads over the five year period ending 2022 under its flagship Bharatmala scheme, parliament was told. Moreover, it is also planning to 3,319 kms of border roads, Minister of State for Road Transport and Highways Mansukh Mandaviya told the Lok Sabha in a written reply.

"Under the Bharatmala Parivojana, it is proposed to develop 1,911 kms of international connectivity roads and 3,319 kms of border roads with an outlay of Rs 25,000 crore over a period of five years i.e. from 2017-18 to 2021-22 in phased manner," he said.



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S.	Airport		The Mo			eniod April	
no.		June 2018	June 2017	% Change	2018-19	2017-18	% Change
(A)	20 International	Airports					
1	Chennai	35816	35569	0.7	106606	102538	4.0
2	Kolkata	13261	13608	-2.5	40641	41994	-3.2
3	Ahmedabad	8266	7981	7.77.5	24412	23282	4.9
7				3.6			
4	Goa	734	365	101.1	1284	1098	16.9
5	Jaipur	1421	1204	18.0	4157	3458	20.2
6	Lucknow	396	608	-34.9	1972	1791	10.1
7	Guwahati	1609	1583	1.6	5377	5723	-6,0
8	Trivandrum	911	2402	-62.1	5448	7350	-25.5
9	Bhubaneswar	701	626	12.0	2121	2038	4.
10	Calicut	351	1769	-80.2	3521	5088	-30.8
11	Srinagar	1357	1258	7.9	2685	2248	19.4
12	Coimbatore	1038	811	28.0	3008	2436	23.5
13	Amritsar	191	204	-6.4	441	513	-14.0
14	Mangalore	671	260	158.1	1134	654	73.4
15	Varanasi	158	86	83.7	333	-238	39.9
16	Portblair	396	473	-16.3	1194	1233	-3.2
17	Trichy	645	526	22.6	1680	1695	-0.9
18	Imphal	399	358	11.5	1184	1056	12.1
19	Vijayawada	0	0		0	0	
20	Tirupati	0	0		0	0	
Tota	11.15.1.17.00.00.00				075.0	- 175	
3.71.1		68321	69691	-2.0	207198	204433	1.4
(B)	6 JV Internation	al Airpor	ts				
21	Delhi (DIAL)	82833	79084	4.7	249976	241529	3.5
22	Mumbai (MIAL)	82578	73846	11.8	245258		10.0
23	Bangalore (BIAL)	34380	29035	18.4	97570	83584	16.7
24	Hyderabad (GHIAL)	12575	11037	13.9	35833	32791	9.3
25	Cochin(CIAL)	4457	6590	-32.4	17169	20951	-18.1
26	Nagpur (MIPL)	834	772	8.0	2204	1756	25.5
Tota		217657	200364	8.6	648010	603527	7.4
	8 Custom Airpor		200304	0.0	048010	003327	7.4
27	Pune	4797	2840	68.9	14527	8406	72.8
28	Patna	964	688	40.1	2453	1969	24.6
29	Visakhapatnam	414	389	6.4	1481	1285	15.3
30	Bagdogra	691	308	124.4	1569	798	96.6
31	Chandigarh	413	636	-35.1	1019	2163	-52.0
32	Madurai	364	154	136.4	939	373	151.7
33		185	108	71.3	569	398	43.0
	Aurangabad			11,3			955
34	Gaya	0	0	72.0	0	0	
Tota		7828	5123	52.8	22557	15392	46.6
(D)	60 Domestic Air	ports					
35	Indore	1025	897	14.3	2816	2491	13.0
36	Ranchi	441	387	14.0	1389	1366	1.7
37	Raipur	374	336	11.3	1002	987	1.5
38	Jammu	151	155	-2.6	445	485	-8.2
39	Agartala	444	374	18.7	1241	1362	-8.9
40	Udaipur	0	1	-	0	2	-
41	Dehradun	8	32	-75.0	32	81	-60.5
42	Vadodara	198	150	32.0	613	469	30.7
43	Bhopal	119	97	22.7	340	258	31.8
43	Leh	95	150		314	457	
45	20120120			-36.7			-31
43	Surat	0	7	-	16	17	-5.9
	Jodhpur	1	23		2	2	0.0
46			77.2	139.1	147	80	83.8
46 47	Silchar	55				-	
46 47 48	Silchar Rajkot	27	24	12.5	75	85	-11.8
46 47	Silchar					85 111 0	-11.8 88.3

S.	Airport	For	The Mo	Freight onth		eriod Apri	To hose
no.	ruipat	June	June	%	2018-19	2017-18	%
(D)	60 Domestic Air	2018	2017	Change			Change
-	-						
51	Jabalpur	0	4	***	1	7	
52	Dimapur	30	37	-18.9	146	160	-8.8
53	Bhuj	3	2	50.0	6	6	0.0
54	Juhu	25	33	-24.2	84	102	-17.6
55	Belgaum	0	0	-	- 0	0	_
56	Guggal(kangra)	0	0	-	0	.0	_
57	Gorkhpur	0	0		0	0	
58	Tuticorin	3	0		6	1	-
59	Jorhat	- 5	- 5	0.0	12	14	-14.3
60	Jamnagar	35	1	- 2	97	1	-
61	Khajuraho	-0	0	- 83	0	0	- 3
62	Hubli	0	0	- 5	0	0	- 3
63	Allahabad	0	0	-	0	0	
64	Cuddapah	0	0	*	0	0	- 3
65	Porbandar	0	1		0	2	-
66	Agatti	2	1		. 5	4	25.0
67	Kandla	0	0	-	0	0	_
68	Jaisalmer	0	0	- 2	0	0	- 3
69	Bhavnagar	0	0	- 5	0	0	
70	Pondicherry	0	0	- 5	0	.0	
71	Bhuntar	0	0	- 2	0	0	
72	Gwalior	-0	0	- 20	0	0	- 2
73	Bikaner	0	0	-	- 0	- 0	_
74	Diu	0	0.	-	0	.0	
7.5	Mysore	0	0	- 40	0	0	- 3
76	Bhatinda	0	0		0	0	
77	Pantnagar	0	0		0	0	- 3
78	Agra	0	0	-	- 0	0	_
79	Lakhimpur	0	0	*	0	0	- 3
	(lilabari)	0	0:		0	.0	
80	Barapani						
×2	(shillong)	.0	0	- 2	- 0	0	-
81	Ludhiana		100		L. USE		
82	Shimla	0	0	-	- 0	()	_
83	Tezpur	0	0		0	.0	
84	Kanpur(chakeri)	0	0	- 2	0	0	- 3
85	Kota	0	0		0	0	
86	Salem	.0	0	-	- 0	0	-
87	Jalgaon	- 0	0		0	0	
88	Kishangarh	0	0	- 2	0	0	- 3
89	Sholapur	0	0	- 5	0	0	
90	Kolhapur	0	()		- 0	0	
91	Adampur	0	0	-	0	0	-
	(Jalandhar)	:0	0	90	0	:0	- 9
92	Pathankot						
93	Pakyong	0	0		0	.0	
94	Jagdalpur	- 0	0		0	- 0	- 3
(D) 6	0 Domestic Airports	3110	2751	13.0	9013	8550	5.4
	7 St.Govt. / Pvt.	Airports		-			
95	1	40	52	22.1	114	169	-32.5
96	Lengpui(aizwal)	40	52	-23.1	0	169	-34.3
96	Nanded Shirdi	0	0	-	0	0	
98	The state of the s	0	0		0	0	- 9
98	Vijayanagar	11.5	0	-	0	0	
	Durgapur	0		-		1	
	Nasik(Hal ozar)	22	0		12	0	
	Mundra	0	0	170.2	0	0	10
	St.Govt. / Pvt Airports		52	19.2	148	169	-12.4
	Other Airports	0	0		0	0	- 2
Gera	nd Total						
	B+C+D+E+F)	296978	277981	6.8	886926	832071	6.0

Source: A.A.L.

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

(*) TENTATIVE

(IN '000 TONNES)

LONG	- Charter	100	Other	Trans. Ores	Thursday.	To a see	-		Contact		Cotton	TATOL	0/ V/D
	IKAFFIC	10.1	Omer	Iron Ore		Kers	Com		Containers	ners	Officer	10101	70 VAR.
	PERIOD	(Crude, Prod., LPG/ LNG)	Liquids	Incl. Pellets	Ę.	RAW	Thermal & Steam	Coking & Others	Tonnage	TEUS	Mise, Cargo		AGAINST 2017-18
KOLKATA													
Polibata Doob Custam	TRF APRIL-JULY 2018	268	183		58	1	6	189	3472	227	1325	6009	
Olkala LOCK Systelli	TRF APRIL-JULY'2017	259	278		74	6	1	245	3191	209	1660	5716	5.13
Holde Dock Complex	TRF APRIL-JULY*2018	2829	1633	209	57	103	913	4947	266	59	2488	14176	
tainia Dock Compiex	TRF APRIL-JULY 2017	2764	1672	536	170	101	699	3840	824	45	2449	13019	8.89
TOTAL: KOLKATA	TRF APRIL-JULY 2018	3097	1816	209	115	911	922	5628	4469	286	3813	20185	
	TRF APRIL-JULY 2017	3023	1950	536	244	011	663	4085	4015	254	4109	18735	7.74
PARADIP	TRF APRIL-JULY 2018	11433	571	3748	0.0	1402	11327	4516	63	Þ	2616	35676	
	TRF APRIL-JULY 2017	11838	554	3432	4	1402	8632	3965	14	1	3098	32939	8.31
VISAKHAPATNAM	TRF APRIL-JULY'2018	5149	655	3175	914	249	3560	2010	2642	150	3170	21524	
	TRF APRIL-JULY'2017	5513	630	3702	159	317	2528	1782	2119	122	2795	20037	7.42
KAMARAJAR(ENNORE)	TRF APRIL-JULY 2018	1546	42		1	,	8396	623	4	÷	920	11527	
	TRF APRIL-JULY 2017	1389	35		.1	0	8039			1	812	10275	12.18
CHENNAI	TRF APRIL-JULY 2018	4384	509	4	0	20	279	F.G.	10674	553	2272	17889	
	TRF APRIL-JULY 2017	4608	543	1	11	42	29	1	10168	527	2044	17405	2.78
V.O.CHIDAMBARANAR	TRF APRIL-JULY 2018	210	280	45	113	114	3261	1048	5112	249	1314	11497	
	TRF APRIL-JULY 2017	241	274		99	300	2723	1018	4611	224	2431	11658	-1.38
COCHIN	TRF APRIL-JULY 2018	7378	134		15	81	43		2575	187	310	10536	
	TRF APRIL-JULY 2017	6528	125		15	86			2467	177	319	9552	10.30
NEW MANGALORE	TRF APRIL-JULY 2018	7826	999	1544	174	75	2343	723	169	45	276	14316	
	TRF APRIL-JULY 2017	8004	623	1317	211	45	1283	883	476	31	43.1	13270	7.88
MORMUGAO	TRF APRIL-JULY 2018	182	160	2780	19	(6)	426	1723	143	10	1275	6750	
	TRF APRIL-JULY 2017	215	171	3960	33		832	3068	125	90	1369	9773	-30.93
MUMBAI	TRF APRIL-JULY"2018	12030	929	2301	77	37	944	1085	III	6	2348	19569	
	TRF APRIL-JULY 2017	12190	588	2352	72	30	891	1442	220	16	2907	20692	-5.43
LAPT	TRF APRIL-JULY 2018	1498	888		0	0	*7		20551	1670	317	23254	
	TRF APRIL-JULY 2017	1430	867		0	0			19282	1611	275	21854	6.41
KANDLA	TRF APRIL-JULY 2018	20571	3115	482	1684	0	5294	272	1260	11	6082	38760	
	TRF APRIL-JULY:2017	20248	3656	318	1298	45	4167	116	576	39	5679	36103	7.36
ALL PORTS	TRF APRIL-JULY 2018	75304	9472	14284	3153	2124	36516	17626	48291	3240	24713	231483	
	TRF APRIL-JULY'2017	75227	10016	15617		2386	29758	16359	44073	3010	26269	222293	4.13
% Variation from previous year	year	0.10	-5,43	-8.54	21.83	-10.98	22,71	7.74	9,57	7.64	-5.92	4,13	

Source: 1.P.A.

The Perseverance Man



Mr. Mahesh Trikha was a Professional Logistics Manager, who decided to leave Bax Global and start his own company in 1995, called Aargus Global Logistics. By all accounts the venture has been successful and has grown vertically and horizontally. The landmarks crossed over all these years are a treasured part of the

organizational history. IATA accreditation came in 1998 and ISO: 9001-2000 certification in 2005.

Mr. Trikha was awarded Udyog Ratna and Aargus Global received a Certificate of Excellence from the Indian Institute of Economic Studies. NVOCC registration was done in 2008. A big honour was bestowed on Mr. Trikha, when he was chosen to lead the Trade Delegation, which accompanied the Hon. President on her visit to China in 2010. A number of other Awards and honours have followed since then. The last one came recently during the WCA Conference held at Hamburg, where they were adjudged "Best Partner - Indian Sub-continent - WCA Project for the year 2017".

They are accredited to various industry bodies like IATA, FIATA, ACAAI, WCAPN, 4PLN and IGLN, among others.

Today, they have four other companies in the Group: Cargo Channels, Ashirwad Charters, Aero Cruise World Travels and 4PL Logistics. Aargus Global is poised for more pinnacles to reach, as it is a work in progress. Thus their tagline "Perfecting Logistics Solutions"

Questionnaire

(1) How long have you been in operation?

The company was started in 1995 and hence has been around for 23 years.

(2) What is the kind of business model your organization follows? How many branches do you have?

We provide International Freight Forwarding Services vide Air Freight and Ocean Freight, with our in-house Customs Brokerage. Subsequently, we have added Pharmaceuticals, Project and DGR Cargo to our portfolio. Now, we are in the process of adding other logistics services like warehousing, last mile delivery, courier, etc. Though we accept all kinds of Cargo, we have developed expertise in moving Garments, Pharmaceuticals,

Automobiles, Agri-Products, Engineering, Handicrafts, Bulk-break, etc., seamlessly, all over the world.

We have branches all across India, in Delhi, Bengaluru, Chennai, Mumbai, Kolkata, Ludhiana, Indore, Mundra, Jaipur, Chandigarh and Hyderabad.

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

Technology is a tool and enabler to help us complete logistics processes faster and more efficiently than before. Our organisation is well equipped with relevant Freight systems to ensure compliance of the EDI process to export and import Cargo. We are able to respond to any challenge posed by our clients, whether it is Track & Trace, support for Customs clearance and Door delivery, if needed, at the destination.

(4) Who are your present clients?

Among our clients are some of the topmost names in Industry, in India and abroad: Motorola, GE Medical Systems, Ranbaxy Laboratories, Punj Lloyd, Dabur, Valere Power, Reliance ADA, Shahnaz Herbals, Reliance Global, Dr. Reddy's Laboratories, Value Affixation, GE X-Ray, GE BE, Kalyani Sharp, Tata Teleservices, Federal Moghul, Micromax, Reckitt Benckiser, Gulf Laboratories, Cipla, Erawat Pharmaceuticals, etc...

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

Aargus Global offers not just Forwarding or Customs services, but also the entire range of services in the end to end logistics supply chain, anywhere in the world, since we have excellent network partners. Hence, the Customer need not take piecemeal services from various service providers, as we offer a single window solution to all their requirements. We are capable of getting involved in all aspects of the supply chain, i.e., Design, Order Management, Vendor Management, Delivery and Reverse Logistics. We are there supporting clients for the first mile, the long haul and also the last mile.

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

Logistics Industry is doing well again after the Speedbreakers of Demonetisation and rollout of Goods and Services Tax (GST). GST has now begun to even out as a very important legislation. Over the coming years it will pay dividends, as the rationalization of the tax structure leads to a better compliance factor and improves further with a smoother cycle in refund of input credits.

Vinod Kaul

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