

Monthly Magazine of All India Transporters Welfare Association

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# 35 Multimodal Logistics Parks To Put Transporters At Ease

**Ramesh Kumar Gulati**  
National Secretary, AITWA

**F**or long, the Modi-led government has been working to offer seamless movement of goods in India. Further, the very poor logistics performance index in India is what has been forcing the Government of India to take up remedial measures to manage the damage it is causing to the economy. And recently, the Ministry of Road Transport and Highways (MoRTH) organized the three-day India Integrated Transport and Logistics Summit (IITLS) 2017 in New Delhi, to arrive at some crucial freight transport and logistics policies to put the industry at ease.

## *the ministry plans to develop 35 multimodal logistics parks (MMLPs) in India*

Along with the aim to transform the logistics and transportation sector, IITLS was organised to facilitate constructive dialogue between various stakeholders for the development of multimodal infrastructure in the country. For the first time, the Ministries of Road Transport & Highways, Shipping, Civil Aviation, Railways, Consumer Affairs, Food and Public Distribution, Skill Development, Commerce, Urban Development, Finance, various state governments and industry and infrastructure experts came together to discuss the issues perforating the foundation of the transport system in India.

Considering the gravity of the issues concerning transporters, the ministry plans to develop 35 multimodal logistics parks (MMLPs) in India which will cater to 50 per cent of the freight movement, enable 10 per cent reduction in transportation costs, and 12 per cent reduction in CO<sub>2</sub> emissions. Also, it was shared that land



parcels have been identified in Delhi - NCR, Vijayawada, Chennai, Mumbai, Hyderabad, Kolkata, North Gujarat, South Gujarat, South Punjab, North Punjab, Jaipur, Kandla, Bangalore, Pune, Cochin, Nagpur, Indore, Patna, Ambala, Valsad, Coimbatore, Jagatsinghpur, Nasik, Guwahati, Kota, Panaji, Hisar, Visakhapatnam, Bhopal, Sundargarh, Bhatinda, Solan, Rajkot, Raipur and Jammu, and pre-feasibility studies have been initiated on six of these locations. Further, the government is working to come up with a uniform policy for the development of MMLPs across the country.

Moreover, 15 logistics parks will be developed by Container Corporation of India (CONCOR). These will be developed in Vishakapatnam, Nagpur, Vadodara, Khatuwas, Sriperumbudur, Pantnagar, Vallarpadam, Naya Raipur, Jharsuguda, Swarupganj, Kila Raipur, Kakinada, Krishnapatnam, Barhi and Tihi.

Multimodal logistics parks are expected to provide four key services, including freight aggregation and distribution, multimodal freight transportation, storage and warehousing, and value added services.

While acting as freight aggregation and distribution hubs, logistics parks will enable line haul freight movement



(between hubs) on efficient modes such as larger-sized trucks, rail, waterways, thereby aiding in reduction of overall freight transportation costs. Further, modern mechanized warehousing space will cater to the needs of different commodity groups.

Undoubtedly and undisputedly, road, rail, air and waterway connectivity of the logistics parks would enable efficient multimodal freight transportation. This shall aid freight transportation on line haul (between hubs) to shift from road to rail and waterways (wherever possible), thereby reducing the freight cost. Further, completion of the proposed rail dedicated freight corridors (Delhi to Mumbai, Ludhiana 4 to Kolkata) and focus on developing coastal and inland waterways shall accelerate and promote the adoption of rail and waterways for freight movement.

Logistics parks will also provide value added services such as customs clearance with bonded storage yards, quarantine zones, testing facilities and warehousing management services. Additionally, provisions will be made for late stage manufacturing activities such as kitting and final assembly, grading, sorting, labelling and packaging activities, re-working and return management, among others.

Mechanized material handling and warehousing in logistics parks will enable reduction in storage and handling losses. Further, the availability of a consolidated

**“  
Customs clearance  
at logistics parks is  
expected to enable  
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in waiting time at the  
ports, thereby  
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and time for export  
cargo  
”**

warehousing zone will enable organizations to reduce their average inventory holding and the associated costs. Along with reduction in freight cost, transportation lead time will also witness a reduction. Customs clearance at logistics parks is expected to enable reduction in waiting time at the ports, thereby reducing the freight transportation cost and time for export cargo. In addition, provisions for packaging/repacking and return management at the logistics parks will enable a reduction in overall supply chain lead time.

In a nutshell, the summit emphasized on increasing connectivity between rail, road and waterways, as well developing a national market. Along with developing an integrated transport and logistics system, the need was highlighted to integrate all transport systems. The success of IITLS 2017 is going to put 'India On The Go' for sure!

Another important change, which is to put 'India On The Go' certainly, is the GST roll out from July 1. While giving respite to the transport and logistics industry, the GST Council maintained the status quo with reverse charge to registered client and exemption to truckers in its meeting held on May 18 and 19 in Srinagar. The council broadly approved the GST rates for services of goods transport agency (GTA) at 5 per cent. Also, reverse charge now includes any person registered under SGST/CGST/IGST or casual registration.





**Pradeep Singal**  
National President, AITWA

## Integrated Transport Planning To Bring Down Logistics Cost

**F**inally! Transporters' voice has hit the right ears. With the aim to reduce logistics cost and boost Indian economy, a three-day India Integrated Transport and Logistics Summit (IITLS) was organised by the Ministry of Road Transport and Highways (MoRTH) in collaboration with industry bodies, including Confederation of Indian Industry (CII), Federation of Indian Chambers of Commerce and Industry (FICCI), and the National Highways Authority of India (NHAI), from May 3-5.

The transport industry have been plagued with and suffering a lot owing to high logistics cost in India for over a decade now. The high cost of logistics in moving goods not only affects transporters and the final consumer but it has proved to be a major impediment to economic growth

***the logistics cost needs  
to be reduced to globally  
comparable rates***

as well. For any economy to flourish, the logistics cost needs to be reduced to globally comparable rates.

The Government of India saw IITLS as a platform for all



stakeholders in the transport and logistics sector to come together and initiate collaborative partnerships to realize unprecedented work, including logistic parks, freight corridors and IT solutions. Additionally, the government invited transport giants and experts from across the country and globe to be part of the changing logistics dimensions of India.

The summit showcased the products and services, achievements, innovations, initiatives, and vision for future of India's leading public and private organizations, research institutes, infrastructure, freight management, warehousing and storage, institutions dealing with road

and highways, aviation, railways, shipping and ports, among others. The three-day event also offered special opportunities for B2B and G2B meetings. Thirty-four deals worth Rs. 2 lakh crores were closed during the event.

The summit witnessed participation by all the stakeholders connected with road, rail, air and water modes of transportation and associated logistics. Road Transport and Highways Minister Nitin Gadkari attributed the high logistics costs to various modes of transport developing in silos. He suggested that integrated, multi modal transport planning can help to achieve a healthy modal mix of transport, which is efficient, faster, safer, import substituting, cost effective

waterway and rail as this reflects the potential to bring down carbon emissions to 10 per cent.

***“the connectivity between rail, road and waterways will play an important role on the path of development”***

efficient logistics system to plug leakages, avoid rotting of grains and other perishable items and timely transport of the market produce. Due to lack of proper storage, nearly 10,000 tonnes of fruit and vegetables get wasted in India. If proper planning is done and proper storage facility and logistic infrastructure is made available, this wastage

India has witnessed an impressive growth in the road, waterways, air and rail sectors in the recent years. And to continue with this, the procurement, storage and distribution of agricultural produce need proper and



and pollution free.

Further, the IITLS platform brought the government and industry and infrastructure experts together to deliberate on various connected issues and discuss the modalities for bringing about a transformation of the logistics and transportation scenario in India. And certainly, this offered solutions to reduce logistics costs in India, which was need of the hour.

The discussion held during the summit also concluded that along with infrastructure and logistics development, the need to upgrade skills of human resources is also required. Employees need to be trained properly so that they can discharge their duties effectively and efficiently in the roles assigned. Notably, as the transport and logistics sector is gearing up for a makeover, a lot of new jobs are likely to become available.

Moreover, the Government of India held discussions over alternatives for cargo movement from road to inland

could be avoided. There is a need to develop a National Common Market. Also, the connectivity between rail, road and waterways will play an important role on the path of development.

Further, it has been brought forth that integrating all transport systems will help trade and businesses grow at a much faster rate with the implementation of GST. While fiscal barriers to the movement of goods have been done away with, the physical barriers also need to be removed. There is an urgent requirement for enhancing investment, as well as decongestion of roads and railway routes. Also, the efficiency of freight terminals needs to be improved, along with planning dedicated freight corridors. In order to make transport systems in the country truly efficient, focus needs to be shifted to integrated, seamless, multi-modal growth.

India has a huge potential and opportunity to unlock in the field of transport and logistics!





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

## Let's See How Far The Multi-modal Transport Policy Goes To Ease Cargo Movement

'Better Late Than Never' is what can be rightly said for the recently organized India Integrated Transport & Logistics Summit (IITLS) by the Ministry of Road Transport and Highways (MoRTH). The three-day event was attended by over 3000 delegates from India and abroad, which included central and state government organizations, international organizations like World Bank and ADB, delegates, global transport and supply chain experts and representatives of private companies.

At present, there is a dire need of a policy on the integration of various modes of transport aimed at the smooth transition of cargo. This integrated approach is expected to offer respite from the current style of 'working in silos' as stated by Road Transport, Highways and

**“The minister also proposed a single company for multi-modal transportation of cargo that can provide end-to-end logistic solution to our customers”**

Shipping Minister Nitin Gadkari during the meet. Further, the minister stated that there is an urgent need to bring



down logistics cost in the country to globally comparable rates if India is to achieve double-digit growth.

During the meet, the integrated transport approach resonated with Railway Minister Suresh Prabhu as well. The minister also pressed on the idea of a single company for multi-modal transportation of cargo that can provide end-to-end logistic solution to customers.

The summit held various discussions around six major themes, including multi-modal logistics parks, new developments in urban transportation, freight corridors for economic development, supply chain transformation - storage innovations, GST and role of digitization for decongestion, and standards and skills for logistics. These discussions saw over 50 speakers from across the world



sharing their views, expertise and experience about developing the logistics and integrated multi-modal transport sector in India.

The discussions held brought forth the disproportionate dependence of cargo on roads. It was shared that India's dependence on roads is three times more than that of China's. And, this demands some serious rework. Further, it was highlighted that different modes of transport need to complement each other rather than dealing with them individually.

The summit also brought attention towards the high logistics costs in India, which is using almost 4 per cent of India's GDP at present. And, if the issue is not well treated in time, it is expected to reach 5 per cent by 2020. Further, it was highlighted that despite shipping

being the most efficient and cost saving way of transporting goods, roadways, which is expensive and inefficient at the same time, enjoys the highest share when it comes to freight transportation. The major reason behind this stature of road transport is the end-to-end delivery solution - goods are directly loaded in trucks from its manufacturing point and reach the consumer directly.

Moreover, thirty-four MoUs amounting to about Rs. 2 lakh crores were signed in the India Integrated Transport and Logistics Summit, which concluded in New Delhi on May 5. The MoUs were announced not between government agencies alone, but government organizations and businesses too. Also, many companies got opportunities to showcase their products and services on a reputable platform like this, and close deals with other businesses.

Agreements were inked for port connectivity; integrated check posts in the states of Bihar, Uttarakhand, Uttar

Pradesh, West Bengal, Manipur; and access to land port in Tripura, Assam and Mizoram; development of logistics parks in Telengana, Andhra Pradesh, Karnataka, Madhya Pradesh, Assam, Gujarat, Mizoram. Further, understanding was established on the development and furthering of multi-modal logistics parks in Mumbai, Bengaluru and Haryana.

Moreover, expression of interest was made for exploring investment opportunities in logistics sector, dredging of

inland waterways, implementation of 79 port connectivity projects under Sagarmala, development of port roads to Chennai and Vishakhapatnam ports, and connectivity to airport in Navi Mumbai.

Further, the government shared

its plans of working on a common IT platform for tracking air cargo by stakeholders. There are plans to develop a common framework for the movement of air cargo across all stakeholders within next one-and-a-half years. Notably, air cargo industry in India has registered an impressive growth rate of 7 per cent in the last decade. And, air cargo is expected to register a 9 per cent growth over the next few years as compared to half the growth rate for global air cargo trade as a whole. Although air cargo accounts for 1 per cent of total freight, its share is 35 per cent in terms of value of goods.

While the Government of India is gearing up to realize the dream of inter-modal transport system in India, states have ensured complete support and contribution to the growth of warehousing and supply chain logistics in the country. Moreover, each and every member of the transport and logistics industry in India is well prepared to participate in and witness the big revolution.



**“There are plans to develop a common framework for the movement of air cargo across all stakeholders within next one-and-a-half years”**





## All You Need To Know About Integrated Transport and Logistics Summit 2017!

**T**he Budget 2017-18 gave glimpse of the vision being held by the Modi-led government for multi modal transport planning and synergizing investments in railways, roads, waterways and civil aviation. While a provision of Rs. 2,41,381 crores for the transport sector as a whole was made under the budget, it also allocated Rs. 64,900 crores for highway development and Rs. 600 crores for the Sagarmala programme alone. As the development of multi-modal transport hubs would help ease traffic congestion to a large extent and also bring down pollution, terming the Arun Jaitley's financial planning as revolutionary is absolutely fine.

Moving ahead with this vision, the government started to work towards formulating an integrated, multi modal logistics and transport policy which will reduce logistics costs in the country by nearly half, making Indian products more

competitive. Also, the strategy would be to adopt a 'hub-and-spoke' model for the logistics sector in place of the present 'point-to-point' model. And, this finally laid down the foundation of the India Integrated Transport and Logistics Summit (IITLS), which held from May 3-5, 2017 in New Delhi.

**“Integrated, multi modal transport planning will help to achieve a healthy modal mix of transport”**

The government plans to include the construction of 50 economic corridors and upgrading key feeder and inter corridor routes to improve overall efficiency of freight movement under the integrated policy. Further, it includes developing 35 multimodal logistics parks to serve as centres for freight aggregation and distribution, multimodal transportation, storage and warehousing and value added services. In addition, there are plans to construct 10 inter-modal stations which integrate various transportation modes like rail, road, mass rapid transit system, bus rapid transit (BRT), auto-rickshaw, taxi and



private vehicles.

The IITLS has been organized with the objective of facilitating constructive dialogue between various stakeholders for the development of multimodal infrastructure in the country. For the first time, the Ministries of Road Transport & Highways, Shipping, Civil Aviation, Railways, Consumer Affairs, Food and Public Distribution, Skill Development, Commerce, Urban Development, Finance, various state governments and industry and infrastructure experts are getting together to deliberate on various connected issue and discuss the modalities for bringing about a transformation of the logistics and transportation scenario in India.

Minister of Road Transport and Highways Nitin Gadkari inaugurated the three-day India event, which was organized to boost economic growth in the country, and take forward the present GDP of around 7.5 percent to double digit growth figures. Logistics cost in India is considered as one of the major impediments to such growth. In order to make Indian economy flourish and ensure sustainable and balanced growth in the country, there is an urgent need to reduce our logistics cost to globally comparable rates.

It has been observed that the high logistics costs in India are a result of the various modes of transport growing and developing in silos, in an un-integrated manner. Also, India has a very poor Logistics Performance Index due to an unfavourable modal mix of transport and a lack of seamless intermodal connectivity. Integrated, multi modal transport planning will help to achieve a healthy modal mix of transport, which is efficient, faster, safer, import substituting, cost effective and pollution free. Further, the logistics and transport sector in India has a very high potential for employment generation. It can provide jobs to the local youth after proper skill training. Also, it can provide employment opportunities in rural areas.

Also during the concluding session, the Minister of Road Transport & Highways and Shipping Nitin Gadkari said

that there is an urgent need to bring down logistics cost in the country to globally comparable rates in order to achieve double digit growth figures and ensure the welfare of the weakest sections of society.

The summit was attended by around 3000 delegates from India and abroad, which included central and state government organizations, international organizations like World Bank and ADB, delegates, global transport and supply chain experts and representatives of private companies. The sessions focused on six major themes that included Multi Modal Logistics Parks, New developments in Urban Transportation, Freight Corridors



for Economic Development, Supply Chain Transformation- Storage Innovations, GST and Role of Digitization for Decongestion and Standards and Skills for Logistics. Fifty speakers from across the globe shared their views, expertise and experience about developing the logistics and integrated multi modal transport sector in India.

The IITLS is envisaged as a platform for all stakeholders in transport and logistics sectors to come together and initiate collaborative partnerships to realize the various greenfield and brownfield opportunities in logistic parks, freight corridors and IT solutions. The Ministry of Road Transport and Highways (MoRTH) had undertaken a



study, called the Logistics Efficiency Enhancement Programme (LEEP), which has identified four key solution themes to improve the state of logistics in India. These include freight corridor upgradation, logistics park development, seamless interstate movement and electronic toll collection systems.

Also, IITLS featured an exhibition running around the theme of logistics and transportation across all the three days. The exhibition provided an excellent platform for companies to understand the various opportunities available in different segments of transport sector in India. The inventors met the policy makers to know more about the investment policies and opportunities. The manufacturers and service providers demonstrated their products to the make the Indian market aware about their products and to seek business tie ups. Indian companies, both in manufacturing as well as services, got an opportunity to meet international players for export opportunities. Spread across an area of 10,000 sq m, the exhibition showcased the products of over 120 Indian and global companies.

The event witnessed the signing of an MoU between DP World and National Investment Infrastructure Fund

(NIIF) to develop projects spanning the port and logistics sectors including opportunities under the Sagarmala initiative, the Dedicated Freight Corridors and Logistics infrastructure aimed at reducing agriculture produce losses.

Further, 34 MoUs amounting to about Rs. 2 lakh crores were signed in the three-day India Integrated Transport

and Logistics Summit. These MoUs were in the areas of port connectivity, Integrated Check Posts (ICP) in the states of Bihar, Uttarakhand, Uttar Pradesh, West Bengal, Manipur, access to land port in Tripura, Assam and Mizoram, development of Logistics Parks in Telengana, Andhra Pradesh, Karnataka, Madhya Pradesh, Assam, Gujarat, Mizoram, development and furthering of multi modal logistics parks in Mumbai and Bengaluru and

Haryana, exploring investment opportunities in logistics sector, dredging of inland waterways, implementation of 79 port connectivity projects under Sagarmala, development of port roads to Chennai and Vishakhapatnam ports, and connectivity to airport in Navi Mumbai, among others. Some of these MoUs are between government agencies while others are between government to business and business to business.

## “ The sessions focused on six major themes that included Multi Modal Logistics Parks ”





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An overall network of about 56,000 km has been identified including existing national corridors (Golden Quadrilateral and NS-EW Corridor), proposed economic corridors, inter corridor routes and feeder routes.

**“34MoUs  
amounting to about  
Rs.2 lakh crores were signed  
in the three-day India  
Integrated Transport  
and Logistics  
Summit”**

Additionally, 191 towns/cities have been identified on these routes where steps will to be taken to reduce congestion. Inter-state border movement related documentation and procedure will also be simplified. These interventions will enable a reduction of 5-6 per cent in the overall supply chain costs in the economy. Logistics

parks will help reduce transportation cost for the top 15 nodes by about 10 percent, besides reducing pollution, congestion and warehousing costs. Chennai and Vijayawada have already identified land parcels for the development of logistics parks. Pre-feasibility study will be initiated in these two cities on immediate basis.

This is the first time ever that the development of the transport sector is being done in such an integrated manner. The plan would serve to make the economy competitive by reducing logistics costs, bring down pollution levels by reducing congestion on roads, give a boost to industry and create employment. The India Integrated Transport and Logistics Summit proved to a very significant event, which discussed issues plaguing the logistics sector and the potential solution themes for the same. Transformation of the logistics sector is only possible through an integrated system based approach that cuts across modes of transport, administrative geographies, and integrates capital investment with regulatory and policy development.





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# Research On GST for Transporters

**Mahendra Arya** (Senior Vice President, AITWA)



**F**unny things are happening in the name of transport research. Some people have established themselves as researchers just because there is no one to question them. Media, especially business media, is ready to publish whatever is served to them in the garb of expert comments based on research. Even media never questions the basis of such nonsense which is served in print.

Many such experts are misguiding transporters that in the forward charge mechanism there are lot of benefits as they get huge amount as input credit of taxes paid on their inputs. People get swayed by numbers. The rate of tax on vehicles, tyres etc. sounds big. But has anyone checked the weightage of these investments?

IRTDA is a technical association which was started in 1923. During English regime it contributed research on selection of routes for making roads in different parts of the country. It has contributed its research to Government on different subjects whether on the subject of mass transit system or wadala truck terminal or formulating policy on driver safety in past.

In recent times IRTDA has worked out a **cost index of road transportation**. It has undertaken a complex study by breaking all input costs into the micro factor of 'cost per kilometer' for different vehicles. It is studying the impact of changes in the costing every month. After initial trial run of about 2 years, it started publishing its Index since January 2016. The index was equated to 100 at the start. Since then it is capturing all changes taking place in its seven components every month and publishing the result through many transport related journals. This index has been named **Carriage By Road Cost Index (CRI)**.

**What is Carriage By Road Cost Index (CRI) ?**

CRI is an index worked out on the basis of 7 main inputs in the process of road transportation. The 7 components are defined by 7 letters of the word FREIGHT in the following manner-

**F-Fuel**

**R-Rubber Tyres**

**E-Expenses (Insurance, Maintenance, Overheads)**

**I- Investment**

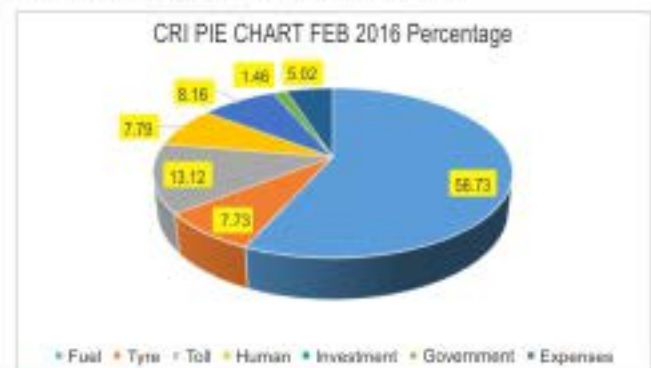
**G-Government Taxes (National permit, Road Tax, Fitness )**

**H-Human Cost ( Drivers' salary, Bhatta and expenses)**

**T-Toll**

Monthly changes in these components are observed and are roped in the Index matrix to get the fresh Index for every month. The index has been appreciated and accepted by many important quarters including Ministry of Road Transport.

A pie chart is given below based on all changes in the month of January 2017. This shows the percentage of all components in the cost of transportation.





### GST In Light Of CRI

When we are aware of the main inputs of transportation along with their weightage then it is not difficult to calculate the total available credit input in a GST Forward Charge Mechanism.

While doing this exercise, we need to understand how to deal with credits on the goods of capital nature. First let us analyse the tax structure on different inputs-

|   |                   |
|---|-------------------|
| <b>F-Fuel</b>   | <b>Out of GST</b> |
| <b>R-Rubber Tyres</b>   | <b>28%</b>        |
| <b>E-Expenses</b>   |                   |
| <b>Insurance</b>  | <b>18%</b>        |
| <b>Maintenance (Own maintenance)</b>                            | <b>0 %</b>        |
| <b>Overheads</b>  | <b>0%</b>         |
| <b>I- Investment (Vehicles)</b>                                 | <b>28%</b>        |
| <b>G-Government Taxes (National permit, Road Tax, Fitness )</b> | <b>0%</b>         |
| <b>H-Human Cost ( Drivers' salary, Bhatta and expenses)</b>     | <b>0%</b>         |
| <b>T-Toll</b>   | <b>0%</b>         |

From the above details we conclude following things-

1. GST credit is available on only three items- 1. Vehicles 2. Tyres and 3. Insurance.
2. All three are of Capital expenditure nature.
3. Vehicle runs for 10 years; hence the credit gets divided over 10 years.
4. Tyres run for approx. 60000 kilometres. An average Indian truck covers this distance in 10 months, hence credit available gets divided on 10 months.
5. Insurance is an annual factor; hence the GST paid on insurance gets divided over 12 months.
6. Thus there is no regular purchasable commodity on which the credit can be availed; yet a transporter has to pay GST on his total business throughout the year.
7. Therefore it is a myth, that transporter gets enriched with such credits.
8. Moreover the sales prices of any commodity gets

adjusted by absorbing any benefit due to market conditions; as this is also the objective of the Government to pass the benefit to customer across all goods and services.

In light of the above facts, if we study the available input credits of items mentioned, it stands as shown below in the chart.

| Structure of Transporters Billing |        |            |          |            |
|-----------------------------------|--------|------------|----------|------------|
| Component                         | CRI %  | GST Credit | GST Rate | Credit Amt |
| Fuel*                             | 56.73  | Nil        | 0        | 0.00       |
| Tyre                              | 7.73   | YES        | 28       | 2.16       |
| Toll                              | 13.12  | Nil        | NA       | 0.00       |
| Human                             | 7.79   | Nil        | NA       | 0.00       |
| Investment                        | 8.16   | YES        | 28       | 2.29       |
| Government                        | 1.46   | Nil        | NA       | 0.00       |
| Expenses - a. Insurance           | 2.52   | YES        | 18       | 0.45       |
| b. Maintenance                    | 2.52   | Nil        | 0        |            |
|                                   | 100.00 |            |          | 4.90       |
| Add Overheads and Profit          | 15.00  |            |          |            |
| Total Selling Price               | 115.00 |            | 5        | 5.75       |
| Tax on Value Addition             |        |            |          | 0.85       |

This chart explains how a transporter actually gets input credit of only 4.90%. If the tax rate is fixed at 12 % and the input credit is allowed then his services will be over burdened with taxes making it unviable for his customer. In present scenario, the input of 4.90 is almost equated to his tax on output which is 5%. The only additional tax is on the additional percentage which covers his profit and overheads.

### Reverse Charge Mechanism

It is not very prudent for a transporter to take a credit of 4.90 and pay a tax of 5.75 as his only value addition tax is 0.85. And to do this, he is expected to run through a heavy grind of registrations all across country; file 5 returns every month per state and is subjected to all kinds of scrutiny of the tax department. Government has provided this escape to transporters with a Win Win situation in mind. It is not only beneficial for the transporter to remain out of the GST cycle, but also for the Government machinery, for whom it will be a herculean task to deal with 60 to 80 lakh truck owners and a huge number of GTAs to collect a meagre value addition GST.

May be it will be useful for Transport industry to enter into a forward system, when the Government decides to bring Diesel in the ambit of GST ! Though such a situation does not seem likely while central and state Government are enjoying a tax booty of 90 to 100 % as tax on refined diesel.



# Will GST Roll-out Cause Supply Chain Disruption?

**A**s the July 1 deadline for the implementation of one of India's biggest indirect tax reforms, Goods and Service Tax (GST), is nearing, distributors and wholesalers across various sectors could go for de-stocking in order to avoid losses on the tax credit front. Though, the government will be announcing the

**“the government will be announcing the product-wise GST rates towards the end of June”**

product-wise GST rates towards the end of June, traders are busy reducing stock-in-trade owing to concerns over potential losses arising from mismatch between tax payout and tax refund after GST implementation.

As per some media reports, de-stocking has already begun in the pharmaceutical sector. While some stockists have started maintaining low stock levels, some others have begun returning a big chunk of their stocks to the pharmaceutical companies.

Another reason for holding lower stock levels is that the GST Council has guided for lower tax on items of mass consumption such as spices, tea and mustard oil, which may attract lower taxes in the GST regime than currently levied on them.

Further, transition difficulties in getting excise set-off on inventory have the potential to create disturbances in the supply chain. This again calls for de-stocking as the GST deadline nears. Tax experts believe that though intermittent and temporary in nature, there will be disruption for sure, which is expected to begin from the business to business (B2B) segment and move further to



the business to consumer (B2C) segment.

Mint quoted Preeti Khurana, chief editor, ClearTax.com, as saying, "According to us, SMEs and MSMEs will feel more heat because many of these small and medium-sized players have banking arrangements that mandate them to maintain a certain quantum of stock as security. They may be caught between meeting loan pre-requisites and claiming input credit tax. So, there could be an initial disruption in the B2B segment on launch."

In addition, a recent Edelweiss Securities Ltd report hinted at inventory de-stocking in most B2C sectors, including building materials, agrochemicals, auto ancillaries, electrical equipment and FMCG, ahead of GST implementation. The report read, "Few cement dealers highlighted that closer to July 1, they will keep minimal inventory. Dedicated/sole dealers of large companies will not see any impact as they do not maintain any inventory.

Tyre companies are trying to push sales via offers and discounts. Cash sales have been impacted by government's cash limit rule of Rs2 lakh. The June quarter will be a slow-growth quarter for agro chemical companies."

It is observed that the poor planning in the community, difficulty in understanding tax laws and problems relating to e-filing have led to near-term uncertainty. Also, it is expected that this disruption on the ground will make their way to balance sheets.

For the beginners, "The introduction of GST would mark a clear departure from the scheme of distribution of fiscal powers envisaged in the Constitution. The proposed dual GST envisages taxation of the same taxable event, i.e., supply of goods and services, simultaneously by both the Centre and the States. Therefore, both Centre and States will be empowered to levy GST across the value chain from the stage of manufacture to consumption. The credit of GST paid on inputs at every stage of value addition would be available for the discharge of GST liability on the output, thereby ensuring GST is charged only on the

component of value addition at each stage. This would ensure that there is no 'tax on tax' in the country," replied Santosh Kumar Gangwar, Minister of State in the Ministry of Finance, to a question in Rajya Sabha.

He added, "GST will simplify and harmonise the indirect tax regime in the country. It is expected to reduce cost of production and inflation in the economy, thereby making the Indian trade

## **“GST will simplify and harmonise the indirect tax regime in the country”**



and industry more competitive, domestically as well as internationally. It is also expected that introduction of GST will foster a common or seamless Indian market and contribute significantly to the growth of the economy."

The minister said, "Further, GST will broaden the tax base, and result in better tax compliance due to a robust IT infrastructure. Due to the seamless transfer of input tax credit from one stage to another in the chain of value addition, there is an in-built mechanism in the design of GST that would incentivize tax compliance by traders."



The Government of India plans to manufacture lithium-ion battery backups in the country. This is seen as a move to promote Prime Minister Narendra Modi's 'Make in India' vision. Road Transport and Highways Minister Nitin Gadkari said that the 'dream of electric vehicles- electric car, electric taxis, electric bus is not far'.

Notably, India is already on the backfoot when it comes to the crucial lithium ion battery manufacturing sector. Lithium ion batteries are the fastest growing storage solutions in particular for the mobility sector. Around 5 million electric vehicles are expected to be rolled out in



India by 2020.

HT quoted Rohit Dhar, CEO of Solar PV Power, as saying, "Lithium ion is a fact of life now." The executive added, "Storage has tremendous implications for a country like India."

India's earlier reliance on oil imports from the Gulf was as much worrisome as growing reliance on China for key components in the development of renewable energy solutions. Notably, the total installed renewable energy capacity was at 57.26 GW or 17.5 per cent of India's total power generation capacity as of March this year. Solar power accounted for 22 per cent of the renewable energy mix. India has set itself the goal of installing 100GW of solar power capacity by 2022.

As the renewable energy sources like solar and wind, are considered intermittent sources, they pose the biggest challenge of not been able to consistently meet the minimum power demand like thermal power. When there is no sunlight or no wind, power generation stops, unlike in thermal power plants where the producer has control over power generation and can ensure continuous supply.



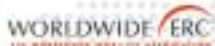


A world map where the landmasses are composed entirely of country names. The size of each name corresponds to the area of the respective country. Major countries like Russia, China, India, Brazil, and the United States are prominently displayed in large, bold letters. Other countries like Canada, Mexico, Germany, France, Italy, Spain, and Japan are also clearly visible. Smaller countries are represented by smaller text, often oriented vertically or horizontally to fit the shape of the continent. The background is white with a subtle grid pattern.

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# Let's Celebrate the UN Global Road Safety Week!



It's saddening to hear that the road fatalities in India are even more than the people who have lost their lives in wars fought by the country so far. The gravity of the issue is reflected when we learn that a life is lost to road accidents every four minutes in India. Notably, more than 1.5 lakh people lost their lives due to road accidents in India in 2015.

Many road safety experts believe that the single most important contributor to road fatalities around the world is

poor speed selection, commonly interpreted as the use of inappropriate vehicle speeds (when a vehicle travels at a speed that is unsuitable for the prevailing road, weather and/or traffic conditions but within the speed limits), over speeding or exceeding lawful speed (when a vehicle exceeds the posted speed limit for a particular road).

Urging citizens across the globe to drive slow, UN kick-started its fourth edition of Road Safety Week campaign. The Fourth UN Global Road Safety Week was observed from May 8-14, 2017, by the UN Road Safety Collaboration. Majorly, it laid emphasis on 'speed' and what can be done to address this key risk factor for road traffic deaths and injuries. Also, the event seeks to increase understanding of the dangers of speed and generate action on measures to address speed, thereby saving lives on the roads.

"Speed is at the core of the global road traffic injury





problem," said WHO Director-General Dr Margaret Chan. Notably, speed contributes to around one-third of all fatal road traffic crashes in high-income countries, and up to half in low- and middle-income countries.

Prioritizing safety when managing speed is the only proven solution to stop the blood carnage on roads, highlighted countries which have witnessed a reduction in road traffic deaths. Among the proven strategies to address speed include:

- Building or modifying roads to include features that calm traffic
- Establishing speed limits to the function of each road
- Enforcing speed limits
- Installing in-vehicle technologies
- Raising awareness about the dangers of speeding.

With this year's theme being Save Lives: #SlowDown, the UN health agency's findings suggest that a 5 per cent cut in average speed can result in a 30 per cent reduction in the number of fatal road accidents.

Last year, a United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) study found that Indian economy takes a 3 per cent hit every year

due to road traffic accidents, which is over \$58,000 million in terms of value, as death of a young earning member of a family due to a crash indirectly affects the economic growth of a society.

India was only behind Japan (\$63,000 million) in terms of value, in the study that covered 19 countries of the Asia-

Pacific region, while in terms of GDP loss it came behind Iran which was at 6 per cent (\$30,697 million). In addition, BRICS countries contribute to 20 per cent of the world's road accident deaths and India tops the list.

WHO believes that raising awareness regarding dangerous driving behaviours among people can help cause a 50 per cent reduction in the absolute number of road traffic deaths and injuries by 2020.

Recently, amendments to the Motor Vehicle Bill 2016 were passed in Lok Sabha, though Rajya Sabha refrained from taking it up. The amendments look at road safety very deeply from a law and order perspective. Regulations have been tightened for violators with regard to drunk driving, driving without helmet and seat-belts, over-speeding, jumping signals, and driving vehicles without a permit, among others.

***“Speed is at the core of the global road traffic injury problem”***



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BUT IT KILLS**

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BE CAUTIOUS ON ROAD**

**DON'T RACE  
MAINTAIN SPACE**



## Tesla's CEO Shares Glimpse of First All Electric Truck

**T**he founder and CEO of Tesla, Elon Musk, teased the company's first all-electric semi-truck in a TED talk held in Vancouver, Canada.

The executive was reported as saying by ETAuto, "the truck was in its prototype phase and the company will reveal its first truck offering in September."

While delivering Tesla's future product plans, an image of heavy commercial vehicle was revealed. And, it was claimed that the heavy commercial vehicle will have long-range capability. Also, it will be as capable as any other heavy duty truck running on US roads.

Though, the official did not reveal the exact capacity or the range of the truck, he claimed that it will produce more torque than any other production truck on the road.

The image teased during the talk looks very similar to hydrogen powered Nikola One concept and the heavy truck from Tesla is likely to come with a

torque-vectoring electric motor. Elon Musk has tested the prototype and said that he was surprised by its maneuverability.

Though, no details were divulged regarding the truck being or getting driverless or autonomous driving feature, it's unlikely that the company won't implement and execute its self-driving technology in its biggest vehicle built yet.

Further, Tesla plans to launch a pick-up truck, its Model Y small SUV and an electric cargo van in the coming years.





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## India's First Smart Highway Worth Rs. 11,000 Crore To Open In August

**R**oad Transport and Highways Minister Nitin Gadkari announced that India's first smart and green highway - Eastern Peripheral Expressway - for decongesting Delhi will be completed in August this year. Prime Minister Narendra Modi will dedicate to the nation the 135-km, the nearly Rs. 11,000 crore access-controlled six-lane expressway.

PTI quoted the minister as saying, "The project, most likely, will be completed in August this year. We have spent a huge Rs. 5,900 crore on land acquisition. Once complete, this will reduce traffic congestion in Delhi and will have the best automatic traffic management system, landscaping, besides wayside amenities. We're planting at least 2.5 lakh trees and the expressway will be lit by solar panels."

The project is replete with smart and intelligent highway traffic management system (HTMS) and video incident detection system (VIDS) besides a closed tolling system in which the collections will be made only on the distance travelled and not on the entire length.

He said, "The Expressway will be equipped with HTMS which will include Variable Message Signs (VMS), CCTV, VIDS, Warning Devices, Overspeed Checking



System, Weigh-in-Motion, Pavement Management Systems and Fibre Optic Network. All information collected from HTMS equipment will be relayed to a central server in control room which will, on the basis of input, trigger alarms and change VMS messages etc. This will result in real-time incident management."

The minister further stated that the Eastern Peripheral Expressway will set a benchmark in highway construction by being environment-friendly with world-class safety features and smart/interactive infrastructure. The project, which commenced on September 14, 2015, will consume a million tonnes of flyash from NTPC's various thermal plants to utilise waste and minimise pollution. Also, it will divert around 2 lakh vehicles passing through the national capital daily to this bypass, cutting out pollution.

Mr Gadkari, who inspected the project sites in Delhi, Uttar Pradesh and Haryana, said the toll plazas will be equipped with the faster Electronic Toll Collection (ETC) system offering an uninterrupted travel experience to users.



## Government Asks BRO, Other Road Construction Organisations To Either Shape Up Or Ship Out

Union transport and roadways minister Nitin Gadkari has warned government organisations engaged in road construction, including the Border Roads Organisation (BRO), of taking away projects from them if they are not completed on schedule.

The minister told IANS in an interview, "I want to make it

clear to BRO and other organisations involved in road construction that wherever (they) complete road construction work as per the standard and within the timeframe, they will get more work. However, I also want to make it clear that wherever they are not able to perform or delay beyond the targeted time, we will take away the work from them."

The minister said that there were road projects, including several with the BRO, pending for over 15 years. He added that improving road connectivity is crucial for boosting incomes and improving the country's GDP growth. Many of projects delayed by BRO are being handed over to National Highways Infrastructure Development Corporation Limited (NHIDCL), which is a state-owned company that was set up in 2014.

Some of the delayed projects include the 220-km-long National Highway (NH)-53 in Manipur; the 126-km NH-39 between Imphal and Kohima; the Ukhrul-Toloi-Tadubi section of NH-102A in Manipur and improvement of the Aizwal-Tuipang section in Mizoram.



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## India To Monetise 105 Highway Projects Worth Rs. 145,000 Crore

**T**he Government of India plans to monetise 105 highway projects for about Rs. 145,000 crore in the coming years as part of new innovative models of financing, announced Union Minister Nitin Gadkari.

PTI quoted the minister of road transport and highways as saying, "The traffic density in India is very high and the internal return on rates is very good," adding, "105 projects will be monetised (for about) Rs 145,000 crore."

While assuring of a good rate of return from highway toll collections, he said, "Now we require investments because there is no risk factor."

He further stated, "Particularly, for new investment, there are a lot of innovative models." The minister also

highlighted NHAI's AAA ratings saying, "There are opportunities ... we are very transparent ... and very committed to the progress."

The minister also said that he would be using "100 per cent of the National Investment Infrastructure Fund," which is considered as another innovative way of financing projects.



## Three More Underpasses For Panchkula Along NH-22 Get Go Ahead

**R**oad Transport and Highways Minister Nitin Gadkari announced three additional underpasses to provide alternative pathways for sectors located along the national highway 22, reported HT.

Recently, Haryana Chief Minister Manohar Lal Khattar

wrote a letter to the union minister Gadkari informing him that the Panchkula city is located on the Zirakpur-Shimla highway (NH-22), the lone underpass constructed to serve the internal traffic of sectors 20 and 21, which is inadequate and unable to accommodate the daily traffic volume. He further stated that even the residents of sectors 12A and 12 face difficulty in entering these areas.

The Haryana chief minister again brought forth this issue when the union minister came to the state to lay foundation stone at Pinjore-Baddi bypass. The union minister said that his ministry had approved the project and construction will begin soon.

Haryana's PWD department has already sent a proposal to National Highways Authority of India (NHAI) seeking Rs. 65 crore budget sanction for the project in which two underpasses have been proposed; one connecting sectors 12-A and 20 and the other connecting sectors 12 and 21. There is also a proposal to provide another underpass at the intersection road of Sector 20 and 21 which will further connect to the road passing through Punjab area to Mohali airport.





## Work Starts On 5 Expressway Projects, 7 More Under Discussion

**U**nion Minister Nitin Gadkari said that the Government of India has started work on five expressways including Delhi-Meerut while other seven projects will be launched soon.

"We are constructing 12 new express highways. Work on five has already started. These include Eastern Peripheral expressway which will be completed by August 15 this year and Delhi-Meerut expressway," Road Transport, Highways and Shipping Minister Gadkari said while addressing the media.

In addition, the minister said that the work will begin on the Vadodara-Mumbai project this year. He further stated, "Alignments for Delhi-Jaipur and Delhi-Ludhiana- Amritsar-Katra expressways have been finalized." The other projects he said include 250 km Bangalore-Chennai expressway besides Hyderabad-Vijaywada and Nagpur-Hyderabad projects, reported PTI.

Moreover, the minister said that the road building pace has reached 23 km a day at present and would touch 40 km a day in March 2018. He told that a massive road network will be built under Bharatmala that would include highways in border areas and hilly terrains besides road connectivity to district headquarters and tribal areas.



## Government Plans To Award Contracts For 55,000 Km Of Highways In 2 Years

**U**nion Minister Nitin Gadkari shared that the government has decided to award contracts for building 25,000 km of highways in the current fiscal and 30,000 km in the next to augment the road infrastructure.

The road transport and highways minister told PTI in an interview, "Our aim is to construct a record 90,000 km of highways during the five years of the Narendra Modi government. We will be awarding 25,000 km this fiscal and another 30,000 km in the next one to achieve this."

The minister highlighted that work has started on over 33,000 km of highways awarded during the initial two years of the government. He added that policy interventions and other initiatives had seen record awards for building 15,948 km highways in 2016-17.

Gadkari said performance in "2016-17 has surpassed all previous

figures" with "issue of award letters, after completion of all pre-project formalities for 15,948 km, an increase of nearly 60 per cent". Further, he announced that the ministry was able to substantially enhance the pace of construction of National Highways during the last fiscal.

Notably, against a total of 6,029 km constructed during 2015-16, last fiscal saw an increase of 33 per cent with construction of 8,241 km of National Highways. The minister said the entire infrastructure sector had virtually come to a standstill when the present government had taken over in May 2014 and things were particularly bad for the highways sector with as many as 73 projects involving a length of nearly 8,200 stalled, locking up investments worth Rs. 1 lakh crore. He said, "We have managed to turn the sector around through a whole set of policy interventions, regular follow up with the banks and regular monitoring."



## Government Identifies Water Transport As Solution To Mumbai's Traffic Woes

**U**nion Minister of Road and Transport Nitin Gadkari announced that the development of waterways is the solution to Mumbai's traffic problem.

In an exclusive interview to Times Network, the minister said, "Mumbai needs water transportation as traffic congestion is a major problem in the city. Water transport is the solution. To make lives easier, we will make waterways to the Airport and will link Mumbai to nearby places."

Meanwhile, 11 cement companies have been on the radar for a while now for allegedly forming a cartel to influence pricing. The Competition Commission of India has



already penalized them but Union Minister Nitin Gadkari believes that the situation must be dealt with a stronger hand.

Slamming cement makers and calling them anti-national for influencing the price of an essential commodity, Gadkari said, "These cement manufacturers are running a cartel and the makers are performing an anti-national activity. They are exploiting people. We will take stern actions against all these black marketers."



## Work At Chabahar Port In Iran Progressing Fast

**U**nion Minister Nitin Gadkari said that the work on the strategic Chabahar Port in Iran for which India will invest USD 500 million is progressing fast and the country has already formed a global port company there.

PTI quoted the minister as saying, "We have already formed a global port company there (Chabahar Port)."

Notably, Gadkari had visited Tehran in May 2015 and both the nations had inked a pact to develop the Chabahar

Port. In August, the minister had said that Iran had given "very good offers" to India to develop the integrated Chabahar Port, which has a special economic zone (SEZ). Chabahar port, located in the Sistan-Balochistan province on the energy-rich Persian Gulf nation's southern coast, lies outside the Persian Gulf and is easily accessed from India's western coast, bypassing Pakistan.

As per the MoU signed between India and Iran in May last year, India is to equip and operate two berths in Chabahar Port Phase-I with capital investment of USD 85.21 million and annual revenue expenditure of USD 22.95 million on a 10-year lease. Ownership of equipment will be transferred to Iranian side on completion of the 10-year period or for an extended period, based on mutual agreement.

Besides the bilateral pact to develop the Chabahar Port, for which India will invest USD 500 million, a trilateral agreement on Transport and Transit Corridor has also been signed by India, Afghanistan and Iran.

Further, Gadkari said India was keen on signing dollar denominated borrowing for major ports as the country sees potential in this sector. He said, "Today, we have potential in ports sector, we have turnover of Rs. 5,000 crore in dollars. We are in the mood to sign the agreement for borrowing for major ports."





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## Government Plans To Build Roads Abroad To Raise Funds

**N**ational Highways Authority of India (NHAI) hold plans to build roads abroad in order to strengthen its position in South Asia amid the growing influence of China, reported Bloomberg. The agency seeks to raise funds overseas to finance local projects.

Road Transport and Highways Minister Nitin Gadkari said, "There are lots of offers for us." The minister added that NHAI will bid for projects in nations that are part of the South Asian Association for Regional Cooperation and has begun talks with the Sri Lankan government as well.

During Prime Minister Narendra Modi visit to the island nation, India intensified its efforts to push back rival China which has been investing in projects in Sri Lanka, Bangladesh and Pakistan. This includes a \$50 billion spend in countries that are part of President Xi Jinping's Belt and Road development initiative.

Notably, India is funding a \$350 million development of an 84-tank oil storage facility and has plans to set up a refinery in Sri Lanka. In addition, it has signed agreements worth \$9.24 billion with Bangladesh to fund power plants and supply liquefied natural gas.

Further, the minister shared that NHAI's first Masala bond offer worth Rs. 50 billion (\$774 million) is expected to list on the London Stock Exchange shortly and the government expects "competitive and attractive" rates for its bonds from insurers, pension funds and Korean and Japanese bankers.



## Bharatmala To Hit Ground; 20K Km Roads In 1st Phase

**U**nion Minister Nitin Gadkari announced that an umbrella programme for roads - Bharatmala - will hit the ground soon ending all existing highway projects, including the flagship NHDP, in six months.

The ambitious highways development project subsuming all road projects in the first phase will see the construction of 20,000 km of highways.

PTI quoted the road transport and highways minister as saying, "National Highways Development Project (NHDP) and all existing schemes will be finished in the coming six months. We will launch Bharatmala very soon."

Notably, the Ministry of Road

Transport & Highways had taken up detailed review of National Highways (NHs) network with a view to improve road connectivity to coastal/border areas, backward areas, religious places, tourist places, construction/rehabilitation/widening of about 1,500 major bridges and 200 Railway Over Bridges (ROBs)/Railway Under Bridges (RUBs) on NHs, improvement of newly declared NHs providing connectivity to District Head Quarters, Connectivity Improvement Program for Char-Dham (Kedarnath, Badrinath, Yamunothri & Gangotri in Uttarakhand) under proposed Bharatmala Pariyojana.

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# State Check Posts To Fall Under GST



**U**nder the new Goods and Services Tax (GST) regime, state level check posts will be done away with, hence they will not collect taxes on the movement of goods with effect from July 1. But, the excise collection points may remain as they relate to taxation on alcohol.

Notably, the rates will be common under the GST and for the movement of goods in or outside a state. There is no need to check whether goods have moved physically out of the state or not. Also, petroleum and alcohol products are not to be covered under the new indirect tax regime until the GST Council decides to impose a rate on them.

The revenue secretary was quoted as saying by PTI, "So, as far as taxation is concerned, the check posts will go.



There are couple of other check posts like the state excise check posts. State excise is the state duty on liquor/alcohol, now these things may remain." Also, the government is in talks with various states to remove the check posts falling under road transport.

On the issue of service tax rate, the official said that it is yet to be decided by the GST Council but it may differ for the transportation sector. "Initial expectation of the market is that it should go to about 18 per cent for service tax. As far as transportation sector is concerned, because we are not able to give you the input tax credit that is given on petrol and diesel, the rate will be different," he said, adding, "What that rate will be, I cannot say, but it will be different for transportation sector."

The next meeting of the GST Council is scheduled for May 18-19. In this round of the meeting to be headed by Finance Minister Arun Jaitley, the Council is scheduled to finalise the rates of different commodities and services. Also, it is expected to approve rates of remaining items. The Council has already approved half of the rules that are required for rolling out of GST from the scheduled date. Further, rules on registration of entities under GST, filing of returns, payment of tax and refund, invoicing and debit and credit notes have already been amended by the Council.



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## Government Calls For Emphasis On Ethanol Blending

**T**he Prime Minister of India, Narendra Modi, laid a greater emphasis on ethanol blending, reported ETAuto. Also, he urged for the evolution of related mechanisms so that farmers can benefit the most from this process.

The prime minister asked to expedite the setting up of second generation bio-ethanol refineries in order to utilise agricultural residues for this purpose.

Modi shared this information when he reviewed the progress of key infrastructure sectors including petroleum and natural gas, power, renewable energy and housing.

The review meeting, which came soon after the review of connectivity-related infrastructure sectors in the last week of April, was attended by top officials from PMO, NITI Aayog and all infrastructure ministries under the Government of India.

Further, the prime minister sought a consolidated

approach to various schemes, such as electrification, IT networks and housing. He also called for a focused approach on the 100 worst performing districts in each case. Moreover, Modi directed that future reviews should focus on problems at the district-level, so that the progress of poorly performing districts can be better monitored.





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# Volvo, Daimler Eye India As Export Hub For Heavy Vehicles



**V**olvo AB and Daimler AG are thinking to reap maximum benefits of the Modi-led government's Make In India drive as they plan to make India their export hub for large trucks and luxury buses, reported ET.

As of now, Mercedes-Benz, Mitsubishi Fuso, Freightliner and UD Trucks are being made locally for overseas buyers. This is playing a big role in boosting country's automotive-manufacturing credentials beyond compact cars or two-wheelers that are exported to emerging economies, and markets in India's periphery.

The Indian subsidiary of the world's largest heavy-duty truck maker, Daimler India Commercial Vehicles (DICV), has already begun exporting Mercedes-Benz-badged trucks and buses, which are manufactured at its suburban Chennai (Oragadam) plant, to Southeast Asian markets. DICV exports the India-made Mitsubishi Fuso range of trucks to 28 countries. The company also plans to begin sales to Mexico of the Freightliner-branded giant trucks in the second half of 2017.

As India's exports of medium and heavy-duty trucks rose 25 per cent in FY17 to 43,719 units, the manufacturers got some respite from the revenue impact of tepid sales growth.

Further, for overseas companies such as Mercedes-Benz and Volvo, higher export volumes help absorb fixed costs associated with their Indian investments. The MD of DICV told ET that exports have emerged as an important strategy dimension in the company's business model for the country. He said, "DICV has been awarded significant responsibilities within Daimlers' global truck and bus businesses. With the launch of a third product line for exports in 2017 at DICV, we will enter the next stage in the strategic collaboration of DICV and Mitsubishi Fuso Trucks & Buses Corporation, under Daimler Trucks Asia."

Volvo AB is also likely to begin overseas sales of the light-duty UD Trucks, which are manufactured at its Indian joint-venture plant at Pithampur in Madhya Pradesh, later this year. The trucks, meant for the Indonesian market, are now under trial and shipments will begin in the second half of 2017.



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## Tata Motors Expects 15 Per Cent Growth In Commercial Vehicle Exports

Considering over 11 per cent growth last year, Tata Motors expects to ship at least 15 per cent more trucks and buses this financial year as it hopes to export at least half of the banned BS-III inventory.

Also, the largest commercial vehicles maker expects domestic sale of commercial vehicles to grow 10-15 per cent in fiscal 2018 aided by a favourable GST rate and the likely normal monsoons.

The executive director for commercial vehicles unit told PTL, "We expect our exports to grow 15 per cent this year over last year when we grew over 11 per cent and for the first time crossed the 60,000-mark. This will be partly because we expect to ship at least 8,000 of the banned 15,000 BS-III trucks and buses in the Saarc markets, primarily Nepal, Sri Lanka and Bangladesh where we already have good presence, and also in the West Asian and African markets."

In the current fiscal, Tata Motors crossed the 60,000-mark in CV exports at over 61,200 units for the first time, which was a growth over 11 per cent in fiscal 2016, while its cumulative CV sales in the domestic market had slipped 1

per cent to 3,25,211 units.

Following the March 28 Supreme Court ban on sale, Tata Motors was left with around 15,000 trucks and buses while its dealers are sitting on around 3,000 units. Out of this, it expects to ship at least 8,000 units beginning this month to the SAARC nations. As per a company official, the unsold BS-III units would be converted at minimal cost and the remaining would be cannibalised for parts. Further, parts like gears, steering, seats and tyres, among others, could be used in BS-IV models.





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## Golden Truck Moment: MAN Trucks Rolls Out 25,001st Truck

**H**ere comes a golden moment for MAN Trucks as it crosses the 25,000 milestone, including vehicles sold in India as well as in the export markets. The company also launched its new CLA EVO series, including tippers, long haul and special application trucks ranging from 16T to 49T. Notably, the heavy-duty vehicle manufacturer showcased the new range at the BAUMA CONEXPO INDIA in December 2016.

Coinciding with the BS-IV emission norms that came into effect on April 1, 2017, the series also includes rigids and tractors, besides special application trucks that address diverse customer requirements. These are designed to operate in tough operating conditions with high performance and efficiency levels claims the company.

Further, the CLA EVO series offers a combination of power, fuel efficiency, performance and safety. The trucks

are powered by the MAN D-0836 common rail engine that delivers 250HP and 300HP based on the application.

ETAuto quoted Joerg Mommertz, Chairman and Managing Director, MAN Trucks India as saying, "The new CLA EVO range is a good example of our ability to develop solutions in India, for India. MAN trucks are seen as a reference for strong performance over long duty cycles. Going forward, we will work towards bringing newer solutions to raise the bar for our customers."

The executive added, "With the implementation of GST, demand for haulage trucks is expected to rise. The MAN long haul trucks can operate up to 20 hours duty cycles, which will benefit operators in terms of faster turnaround. The engines have been enhanced to deliver more power, while being fuel efficient. Besides the product range, we are also expanding our after sales service network in order to cater to requirements across all key routes and locations."

Moreover, the trucks under the new range are mated with 6- and 9-speed gearboxes; preparing them for specific operational purposes. The crawler gear in long haul trucks helps the engine run within the optimal rpm range, thereby reducing fuel consumption. Strong rigid front axle, hypoid rear axles provide superior traction and gradeability.



# Apollo Logi Solutions launches first EXIM (Export - Import) Train from ICD Kashipur

**D**ehradun, April 26, 2017: Kashipur Infrastructure & Freight Terminals (KIFTPL), a Joint Venture between Apollo LogiSolutions Limited (ALS) and Indian Glycols Limited (IGL) launched the first EXIM (Export-Import) train from Inland Container Depot (ICD), Kashipur on April 26, 2017 (Wednesday). Shri. Ajay Tamta, Minister of State for Textiles, Government of India, flagged off the train connecting Kashipur with Mundra port. The EXIM train will be servicing all gateway ports like Mundra and Pipavav.

The state of the art private Freight Terminal in Kashipur, Uttarakhand, is spread over 41 acres of land, to cater to the logistics requirements of the region. Nearly 84 rakes of domestic transportation equivalent to 15000 TEUs of throughput has already taken place from this terminal since its operation. This event marked the commencement of the EXIM business through this project. The EXIM train will cater to the requirements of all industries present around this belt including chemical, paper, textiles and food grains.

Commenting on the development, **Mr. Raaja Kanwar, Vice Chairman & Managing Director, Apollo International Limited** said, 'It is a historic occasion for us to flag off the first EXIM train in this region in the presence of Shri. Ajay Tamta, Minister of State for Textiles, Government of India. This is a significant step towards building integrated logistics capabilities to provide better facilities to our hinterland customers in the near future.'

**Mr. U S Bhartia, Chairman, IGL**, said, 'We are delighted at the commencement of this state of the art project with the ALS team. With the help of ALS' expertise, we are hopeful that railway transportation will prove to be beneficial in terms of cost savings and will be advantageous in terms of environment friendliness.'

**About Apollo LogiSolutions:** Established in 2009, Apollo LogiSolutions (ALS) is a subsidiary of Apollo International Limited (AIL), a leading integrated logistics solutions provider with multimodal capabilities and a wide geographical reach. ALS has achieved a strong position in a short span of time.

**About India Glycols Limited :** India Glycols Limited (IGL) is engaged in the manufacturing and marketing of Chemicals including Specialty Chemicals, Ethyl Alcohol (Potable), Nutraceutical & Herbal Extraction, Natural Gum & its derivatives, Industrial Gases, etc., having a turnover of more than Rs. 3500 crores. The Company has the advantage of producing chemicals through renewable route (green route). The Company is the largest manufacturer of Bio-MEG in the world made out of agricultural feedstock, i.e., Molasses and Ethanol. Bio-MEG has an application, apart from other products, in PET bottles, which are used for packaging of beverage products.

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# Safexpress launches ultra-modern Logistics Park in Amritsar

**New facility will drive industrial growth in Punjab region**



**A**mritsar, Punjab, 13th May, 2017: Safexpress, India's largest supply chain & logistics company, launched its ultra-modern Logistics Park at Amritsar today. The development of the Safexpress Logistics Park has been done on a land area of 25,000 square feet. The establishment of this Logistics Park will drive the economic growth in the Punjab region.

Speaking at the launch ceremony, Mr Vineet Kanaujia, Vice President - Marketing, Safexpress said, "Amritsar is one of the largest and most rapidly growing cities of Punjab. It is also a very important center from the perspective of supply chain & logistics. The growth trend in Amritsar is likely to improve significantly in times to come as the government is planning numerous initiatives around the city. Punjab Government is taking various steps to provide fiscal incentives to investors in Amritsar to speed up the industrial development of the belt. Amritsar is industrially developed, but still has a lot of

scope for further development, provided its logistics falls in place."

Mr Vineet Kanaujia further highlighted, "Amritsar is an important center for textile and chemical industries and also engages in food milling and processing, silk weaving, tanning, canning, and the manufacture of machinery. A prominent feature of the industrial scenario of Punjab is its small-sized industrial units. Amritsar holds a place of prominence in India in the production of woollen fabrics, like worsted, tweeds, blankets, shawls, etc. Despite the presence of many medium and large scale industries, Amritsar does not have adequate warehousing and logistics infrastructure. Safexpress Logistics Park at Amritsar will help in bridging the infrastructure gaps and serve the supply chain & logistics requirements of the entire Punjab region."

Mr Kanaujia added, "We have made a significant

investment to set up this ultra-modern logistics infrastructure in Amritsar. This will help the industries in Amritsar belt in having access to our world-class supply chain & logistics services, which would contribute heavily in the economic growth of this entire region. The essentials of our everyday existence, for instance, food, clothes, medicines, cosmetics, toiletries, footwear, electronic gadgets, etc., without which we cannot think of our survival even for a day, are the things that reach us through a very carefully planned and implemented logistics. This is the reason why logistics is considered as the backbone of our economy."

Highlighting the USP of the Logistics Park at Amritsar, Mr Vineet Kanaujia said, "We have taken special environment-friendly initiatives at the Logistics Park by

investing in rainwater harvesting, developing a special green zone and using natural sunlight during the daytime to conserve energy. Our Logistics Park at Amritsar is strategically located close to NH 1. The operations at our Amritsar Logistics Park are highly

streamlined, ensuring the country's fastest transit time from Amritsar to over 620 destinations across India. The dedicated bays and docks at our Logistics Park in Amritsar provide an uninterrupted and unidirectional flow of inbound and outbound goods."

Mr Kanaujia concluded by saying, "For the last decade, Safexpress has been driving a 3PL revolution in the country in anticipation of GST. Our Logistics Park at Amritsar is the 31st Logistics Park launched by our firm in the country. This Logistics Park will be operational 24x7, 365 days in a year to provide time-definite deliveries. Due to our non-stop operations, we will be providing the fastest transit time for deliveries from Amritsar to all over India."

### About Safexpress

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

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

Safexpress offers cutting edge logistics solutions to its

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

Safexpress has been significantly involved in Indian

economic growth saga for close to two decades. With an intention of contributing to country's economic growth, Safexpress has kept its operations India-centric. Safexpress provides supply chain & logistics services to over 5000 corporate clients. With its fleet of over 5000 GPS-enabled vehicles and country's largest distribution network spanning over 620 destinations, Safexpress serves all 22,075 Pincodes of India. Safexpress covers every square-inch of India.

### For more information, please contact:

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

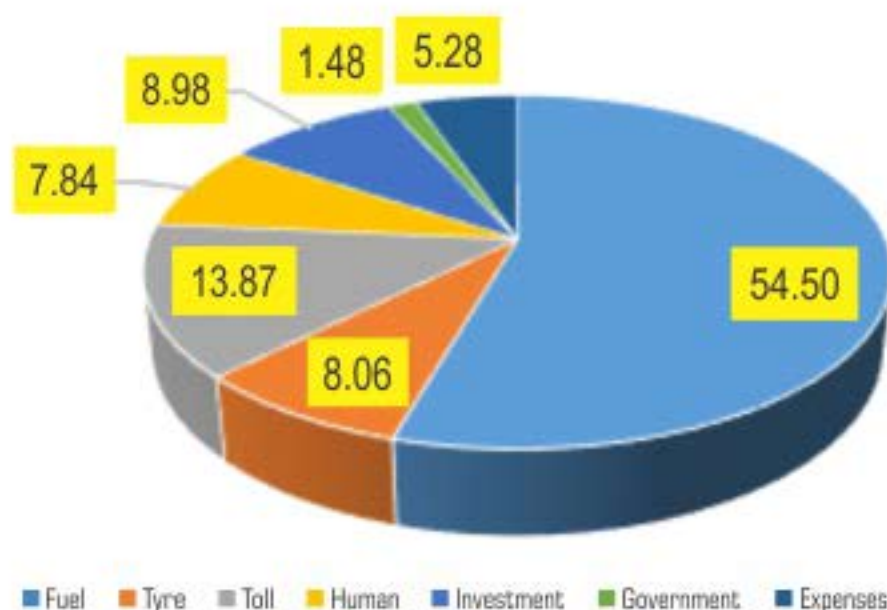
**CRI-APRIL 2017 - 116.66**

Data Updated upto MAR 31, 2017

Average Diesel Price as on MAR 31, 2017 - **Rs. 59.31** per litre.

Cost Distribution Pie March 2017

CRI PIE Chart March 2017



| Changes: Matrix - February 2017 |                              |
|---------------------------------|------------------------------|
| Diesel                          | -4.38% (Reduction)           |
| Tyres                           | 3.88% (Increase)             |
| Investment                      | 2.50 to 3% (Increase)        |
| Toll                            | 5 to 5.30% (Annual Increase) |
| Change in Index                 | -1.37 (Reduced)              |

Note: Percentage in pie chart rounded off to nearest number. Warning: This index is a work of an individual research body IRTDA, agreeing with its finding is not mandatory for people. Research team is open to logical suggestions.

For any query in this regards contact- Mahendra Arya (9821021323) [mahendraarya@gmail.com](mailto:mahendraarya@gmail.com)

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

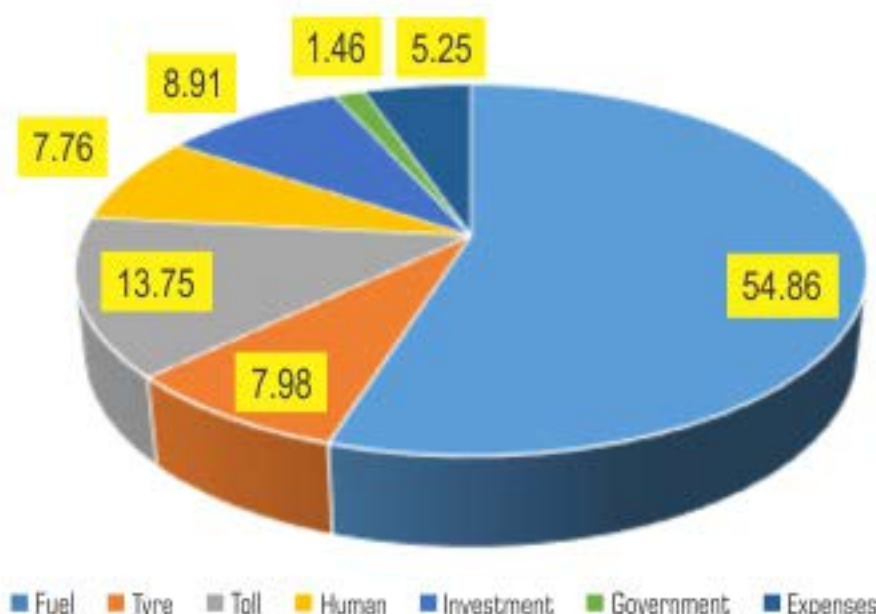
**CRI-MAY 2017 - 118.42**

Data Updated upto APR 30, 2017

Average Diesel Price as on APR 30, 2017 - **Rs. 60.20** per litre.

Cost Distribution Pie April 2017

CRI PIE Chart April 2017



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

**Changes: Matrix - April 2017**

|                 |       |
|-----------------|-------|
| Diesel          | +1.50 |
| Change in Index | +1.76 |

Note: Percentage in pie chart rounded off to nearest number. Warning: This index is a work of an individual research body IRTDA, agreeing with its finding is not mandatory for people. Research team is open to logical suggestions.

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## पेट्रोल-डीजल के दामों में हुई कटौती से जनता को मिली राहत

आम आदमी को राहत देते हुए तेल कंपनियों ने पेट्रोल और डीजल की कीमतों में कटौती का ऐलान किया। जिसके तहत, पेट्रोल 2.16 रुपए और डीजल 2.10 रुपए प्रति लीटर सरस्ता हो गया। कम हुई कीमतें मई 15 की आधी रात से लागू की गयी।

भारत की सबसे बड़ी तेल रिटेलर इंडियन ऑयल कॉर्पोरेशन ने एक बयान जारी कर पेट्रोल और डीजल की नई कीमतों की सूचना दी। दिल्ली में अब पेट्रोल की कीमत 65.32 रुपए, मुंबई में 74.72 रुपए, चेन्नई में 68.26 रुपए और कोलकाता में 68.21 रुपए प्रति लीटर है। वहीं दूसरी ओर दिल्ली में डीजल 54.90 रुपए, मुंबई 60.47 रुपए,

चेन्नई में 58.07 रुपए और कोलकाता में 57.23 रुपए प्रति लीटर तय की गई है।

बता दें कि इससे पहले 1 मई को तेल के दामों में मामूली बढ़ोतरी की गई थी, पेट्रोल 1 पैसा और डीजल 44 पैसा प्रति लीटर महंगा किया गया था।

साथ ही पेट्रोलियम मंत्रालय ने पेट्रोल पंपों में तेल के लिए लंबी-लंबी कतारों को देखते हुए पेट्रोलियम उत्पादों की होम डिलीवरी की संभावनाओं पर भी विचार करना शुरू कर दिया है।





**भारत सरकार  
सड़क परिवहन और राजमार्ग मंत्रालय  
राज्य सभा**

**अतारांकित प्रश्न सं. 4281**

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

**टोल प्लाजा पर वाहनों द्वारा लिया गया समय**

**4281. श्री राम नारायण डूडी:**

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

- (क) क्या सरकार द्वारा राष्ट्रीय राजमार्गों पर अवस्थित टोल प्लाजाओं द्वारा वाहनों से टोल वसूलने के दौरान, वाहनों के टोल प्लाजा पर से निकलने हेतु कोई समय-सीमा निर्धारित की गई है, यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं; और
- (ख) क्या केन्द्र सरकार टोल प्लाजाओं पर लगने वाले लंबे यातायात जाम की सुगम व तीव्र वाहन निकासी को सरल बनाने की दिशा में कार्य कर रही है और यदि हां, तो इस संबंध में क्या कार्य योजना है?

**उत्तर**

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

(क): जी, नहीं । यथा—संशोधित राष्ट्रीय राजमार्ग फीस (दरों का अवधारण एवं संग्रहण) नियम, 2008, राष्ट्रीय राजमार्ग (किसी व्यक्ति के द्वारा राष्ट्रीय राजमार्गों के खंड/राष्ट्रीय राजमार्गों पर स्थित स्थायी पुल/अस्थायी पुल के प्रयोग हेतु शुल्क का संग्रहण) नियम, 1997 तथा राष्ट्रीय राजमार्ग (शुल्क दर) नियम, 1997 के अनुसार, राष्ट्रीय राजमार्गों के खंड के प्रयोग हेतु राष्ट्रीय राजमार्गों पर स्थित शुल्क प्लाजाओं पर निष्पादक एजेंसी/रियायतग्राही द्वारा प्रयोक्त शुल्क का उदग्रहण व संग्रहण किया जा रहा है । शुल्क प्लाजाओं से गुजरने वाले वाहनों के संबंध में शुल्क-नियमों में समय-सीमा का कोई प्रावधान नहीं है ।

(ख): जी, हां । सरकार ने दिनांक 25.04.2016 से अखिल भारतीय आधार पर आरएफआइडी (रेडियो आवृत्ति अभिनिर्धारण) आधारित इलेक्ट्रॉनिक शुल्क संग्रहण (ईएफसी) प्रणाली के कार्यान्वयन के द्वारा नकदीरहित भुगतान तंत्र (फास्टैग) की शुरुआत की है । इस पहल से राष्ट्रीय राजमार्गों पर स्थित शुल्क प्लाजाओं के जरिए निर्बाध यात्रा (वाहनों का लगभग बिना रुके हुए आवागमन) तथा प्रयोक्त शुल्क के नकदीरहित भुगतान की सुविधा मुहैया होती है ।



## Vigyan Bhawan IITLS -2017



GST Council Meeting held on **March 16, 2017** at New Delhi.

**Meeting Agenda**– Constitution of Task Force to suggest measures for creating an ecosystem for seamless road transport connectivity across country







## A New Hi-Tech start-up in automotive industry



**Prithvi Penumadu**  
Director

Mr. Prithvi Penumadu is Co-founder & Director of R&D at Aria Aerotech Pvt. Ltd. He completed his Master of Science by Research in aerospace engineering specialising in Aerodynamics & Propulsion from Delft University of Technology (TU Delft). He worked on several aerodynamics related projects for automotive industry while working at Levitas B.V., a spin-off from TU Delft.

Mr. Prithvi has a keen sense of duty towards India and draws his inspiration from Dr. APJ Abdul Kalam and Ramanujan. He always wanted to contribute to India's education system as he feels that good education is a powerful tool that can change the world. He co-founded a student organisation called 'Aryabhata' which focuses on building collaboration between Indian and European universities that promotes exchange of technical information. Today, it boasts a successful collaboration between many European and Indian universities. Besides, he also started his own firm inspired from Indian mathematician Aryabhata with the name 'Aria Aerotech'. Aria Aerotech focuses on developing fuel efficient technologies for commercial vehicles by applying novel technologies such as aerodynamics, lightweight structures.

Mr. Prithvi, after his masters joined National aerospace labs, Netherlands and worked on several projects such as aviation noise mitigation at the areas surrounding the airport, Cooling of Rolls-Royce aircraft engines etc. Being an aerodynamicist, he was motivated to change the Indian trucking industry by not just contributing to the aesthetics of Indian trucks but also increase its fuel efficiency and reduce carbon footprint.



**Pradeep V. Pandurangi**  
Director

Mr. Pradeep Pandurangi is Co-founder & CEO of Levitas B.V. a spin-off from TU Delft based in Netherlands. He completed his Master of Science by Research in aerospace engineering specialising in structures & materials from Delft University of Technology (TU Delft) and co-founded Levitas three years ago.

Mr. Pradeep with his impeccable innovative idea of designing lightweight electric city bus for European market competed in Climate KIC competition, one of the largest public-private innovation initiative in Europe which focused on efforts to mitigate and adapt to climate changes by

innovating sustainable technologies. Today, the idea is being implemented around different cosmopolitan cities by the European government. Further, to encourage natural composites in different applications and to reduce carbon foot print around the world, Levitas collaborated with the largest cork manufacturer in Portugal to promote composites in applications such as Automotive, Construction, Marine and Aviation.

Mr. Pradeep has a profound sense of duty towards his country and with a vision to contribute to the India's education and economy, he started a student organisation called 'Aryabhata' which focuses on building collaboration between Indian and European universities and companies. Today, it boasts a successful collaboration between Indian national aerospace labs, GMR Aviation and Dutch aerospace labs and many more. Besides the organisation, he also started his own firm with the same inspiration from Aryabhata with the name 'Aria Aerotech'. Aria Aerotech focuses on developing fuel efficient technologies for commercial vehicles by apply in novel technologies.

### Questionnaire

(1) How long have you been in operation?

Aria Aerotech Pvt. Ltd. (AAT) was registered in January 2017

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

AAT has its head office and assembly warehouse in Bangalore

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

AAT is focused on developing innovative technologies that improve the fuel efficiency of commercial vehicles. Our first product AeroTruck™ is an aerodynamic kit for trucks that saves Rs. 1/km of fuel costs.

(4) Who are your present clients? Large truck fleet owners (500+ trucks).

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

AeroTruck™ is the first & only aerodynamic kit that is launched in India. It is made of lightweight and durable materials and is designed to give RoI within 12 months.

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

There is a lot of optimism around the logistics industry with the implementation of GST bill. Hopefully, these sentiments will translate into real profits and growth. We have to wait and watch.

**Vinod Kaul**

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





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#### ● Container Train Operations

- ★ Owned Trains ★ Parcel Vans ★ Shared Train operations

#### ● Global Freight Forwarding Services

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

#### ● Value Added Services

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

#### ● Ancillary Services

- ★ Stevedoring
- ★ Insurance



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