

Monthly Magazine of All India Transporters Welfare Association

Parivahan Pragati

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Souvenir-2017





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It's Monsoon Time But For A Change GST Is Raining Heavily

Ramesh Kumar Gulati ||
National Secretary, AITWA

The number of trucks entering Delhi has dropped significantly after GST implementation from July 1, 2017. The number has come down heavily about 40 per cent, from 8-9 lac a day to 5-6 lac, at the Delhi -Noida Direct Flyway (DND) toll plaza, read a media report. This doesn't happen often. And, whenever it has happened it was to bargain on something or revolt against government's decision. But this time, this wasn't the case, in fact, this is

happening pertaining to the uncertainty of GST's implementation or how GST works. This reaction wasn't expected, especially when the biggest tax reform after independence has been in the limelight for so long.

Further, the goods transporters have no clue about why the toll plaza at DND Flyway has stopped collecting Octroi tax and yet charges toll tax and green tax for the Municipal Corporation of Delhi. They are clueless about why the

checkpoints for Octroi tax have been removed at Ghazipur, on the Delhi-Ghaziabad border. They are also clueless about why toll plazas are charging the same taxes as they did before July 1 at the Gurgaon-Faridabad and Kherki Daula.

The nature of tax collection or withdrawal is clearly giving us the indication that the effect of GST on toll plazas has a varied result from state to state. I also have personally talked to businessmen, big and small, and common people and found people still looked insecure. Not any segment of the community is clear of the idea of GST.

Therefore, to increase awareness in the industry about the GST law and its applicability on transport sector, All India Transporters' Welfare Association

(AITWA) organized a convention on GST at NDMC Convention Centre, New Delhi, on July 29, 2017. The convention was also an attempt to get clarification/exemption from Government on various issues

where there is ambiguity of interpretation or otherwise for smooth functioning of industry. Currently, the GST law is open to various interpretations. This fact has created certain disquiet in a section of the industry, as non-compliance could lead to fines, penalties and sometimes even arrest and prosecution.

If GST is about integrating India or built on the idea - one nation, one tax; the checkpoints at state borders need complete elimination. In order to ensure compliance with tax laws, the government, however, can put mobile flying squads in place for random checks. But the idea of mobile flying squads hasn't gone well when and wherever is applied.

Suggestions to empower the system have poured from

various corners but the priority should be to strike a balance. A comprehensive system will help to administer the mobile checkpoints in a better way. Further, when a physical verification of actual shipment is done, it has to be done under the surveillance of a digital camera, and

within a location of not more than 5 km from the interception point of the truck. It will also be proper to maintain a database of number of stops made on specific routes and instances of actual non-compliance found by such stops.

The real benefits of GST will start flowing once everything will fall into its place. Without a comprehensive IT backed documentation, procedural and administrative actions, the full potential of

GST will be left undiscovered and so would the dream of seamless movement of goods and efficient supply chains

in India will never be realized.

But for the time being, transporters can rest assure that the GST Council has kept the services (transportation of goods other than used household goods for

personal use or transportation of used household goods for personal use) provided by goods transport agencies or GTAs under the 5 per cent tax bracket. Further, the service received from a GTA falls under reverse charging and tax is to be paid by service recipient. Also, GTAs are not eligible for any input tax credit.

For long, All India Transporters' Welfare Association (AITWA) along with other transport organizations had been demanding for GTAs be exempted from the GST registration as neither will they pay tax nor will they avail any input tax credit under the new tax regime. Finally, the Government of India issued a notification reflecting that GTAs are exempted from obtaining registration under the Goods and Services Tax Act, 2017.

GST is about integrating India or building on the idea - one nation, one tax



अर्जुन राम मेघवाल, आई.ए.एस. (रिटावर्ड)
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MESSAGE

It gives me great pleasure to know that All India Transporters Welfare Association- (AITWA) is organizing "GST Convention by AITWA" on 29th July, 2017 at NDMC Convention Centre, New Delhi.

The road transport industry is one of the most important industries in India and has made a phenomenal progress in recent year. In this context, the Association's Endeavour to ensure world-class service, financial competencies and wholesome welfare to its workforce is commendable.

I wish all success to the organizers of the convention and the Association in their future Endeavour.

(ARJUN RAM MEGHWAL)



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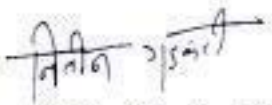
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MINISTER OF ROAD TRANSPORT
HIGHWAYS & SHIPPING
GOVERNMENT OF INDIA

MESSAGE

I am happy to know that All India Transporters Welfare Association is organizing AITWA's GST Convention in the month of July 2017 in New Delhi and bringing out a special issue of AITWA's Parivahan Pragati Magazine, on the occasion.

In the modern world the words movement and mobility are getting momentum, either they are for Technology or in the way of working. Constant innovation is not only the necessity but it has become the compulsion to stay ahead in competition. Transport segment being the life line of trade, commerce and industry and also the linkage to consumers necessity, lot more is required to be done for the welfare of the drivers, cleaners, employees and other workers in the Industry. The concerted efforts and initiatives by the related corporate and automobile sector can play pivotal role for the betterment and benefits of unorganized employees in transport industry.

My best wishes to AITWA and its thousand of Members meeting together for best outcome of the event.


(Nitin Gadkari)

Date: 20th July, 2017
Place: New Delhi

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MESSAGE

I am happy to know that the All India Transporters Welfare Association- (AITWA) is organizing its “GST CONVENTION BY AITWA” on 29th July, 2017 at NDMC Convention Centre, New Delhi.

Road Transport is lifeline of National Economy. I am happy to note that Road Transport Community has formed a common platform to share their experiences and grievances and has also taken initiative to discuss key issues concerning our country.

I appreciate the efforts of the association and extend my good wishes for the success of National Convention.

(Abhay Damle)

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RAJIV PRATAP RUDY

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24th July, 2017




MESSAGE

I am happy to know that All India Transporters Welfare Association is organizing GST Convention on 29th July, 2017 at New Delhi and publishing a Souvenir on this occasion.

I appreciate the endeavours of the Association in upgrading the knowledge of its members on Goods and Service Tax (GST) by holding the Convention and publishing a Souvenir.

I send my best wishes to the Association and its members for successful conclusion of the Convention and the Souvenir being released.


(RAJIV PRATAP RUDY)

Slow Start

Might Impact

GST Scorecard

Big-time!

Pradeep Singal, National President, AITWA



Dear Friends,

Let me first take this opportunity to congratulate all for the successful completion of GST Convention by AITWA. There was an in-depth discussion on the issues affecting road transport regarding GST. We may have not got the answers from the Government yet but the open issues were finalized and a clear understanding was conveyed to all on the working of the transport industry and the system followed by it.

I sincerely hope that this all will be very beneficial and with the Government having a positive outlook towards the industry, all the issues will be resolved soon.

Touted as one of the major beneficiaries under the Goods and Services Tax (GST), the transport and

the new tax system would lead to the simplification of the documentation required for transporting goods across India

logistics industry seems to be struggling hard catching up its breadth after the introduction of new tariff regime. Going by the popular belief before July 1, the GST roll-out would put an end to delays and long queues at state border check posts. Also, the new tax system would lead to the simplification of the documentation required for

transporting goods across India. But, the current picture depicts what was not claimed or promised by the Government of India.

Though, 23 states have dismantled check posts, flying squads of transport officials have grown active than ever on Indian highways leading to delay in the movement of goods. Further, the initial benefit of saving the journey time by 10-15 per cent has started to fizzle out with some of the states



coming out with their own version of e-way bill and compliance systems.

In the absence of central e-way bill system, enabling seamless movement of goods across India seems a far cry. Speeding up the movement of goods would lead to much-needed logistical efficiency in India's national supply chains. It seems like the government requires some more time for detailed rule-making and developing IT-based systemic solutions acceptable to all stakeholders, especially the state administrations.

AITWA's following recommendation on the e-way bill is progressive and will curb the evasion with very little compliance: Consignment supply of above Rs. 50,000 should be recorded on the GSTN portal, and the record number must be taken before the removal of goods from seller premises. The recorded details should have invoice detail, mode of transportation, vehicle number removing goods from seller premises. After that there would not be any kind of e-way bill/permit in transit and the responsibility of the carrier is to carry the goods with the invoice registered on the GSTN portal only.

Though less, transporters do have reasons to celebrate the GST introduction. Firstly, transport services are taxed at the rate of 5 per cent on the reverse charge basis. It boils down to tax being paid by the buyer or seller of the goods who is availing freight services. Secondly, exemption from registration under GST, vide notification no. 5/2107, have save transporters from a lot of paper work, if not all. But, there is still need for further clarification by the Government that the same is applicable vertical wise and also it is applicable notwithstanding interstate supply by the transporters.

Some of the issues remain and the key issue still is the clarification on the definition of road transport and the system of charging the tax. In this regard, AITWA has recommended the following:

- Road transportation is a composite service involving not only mere transportation but also auxiliary services like unloading/loading, clearing, storage, packing support or any other service required to complete transportation of goods from one place to another effectively.
- A GTA is the service provider who issues a goods receipt note/consignment note to the client and provides the road



transportation services.

- The above road transport services, when provided by any sub contractor and linked to consignment note issued by a GTA, then all the above such services are exempted as part of road transportation under GST.
- That when the service of transportation is provided exclusively by road, it will fall under GTA notwithstanding it is time bound/sensitive or provided door to door, etc.

Further, the issue of double taxation remains, such as double tax on the resale of truck, tyres and other such assets, where the full tax has been paid. And with no ITC, there is no reason for these to be taxed again on resale.

Should be exempted for GTA and road transport to avoid double taxation

Similarly, with no ITC, the tax on purchase from unregistered person or inter branch supply or in RCM for lawyers, should be exempted for GTAs and road transport to avoid double taxation.

While many have heard of the popular cliché, 'Slow and Steady Wins the Race,' it is yet to be seen how far does the GST go?

My sincere hope that the new system succeeds and the GST roll-out is as quick as possible in interest of economy and country.

Jai Hind.

Why GST

is the biggest question of India, today?

Transport and Logistics Sector opens up with their problems.



Ashok Gupta
Hon. General Secretary, AITWA

How GST will influence Indian economy, positively or negatively, is not the biggest question of present for the people of India; the unawareness or lack of proper knowledge is. Interestingly, the GST law is open to various interpretations. The Government, however, hasn't made any proper attempt to give clarification or to talk on exemption on various

the manufacturers and traders started to reduce the supply before the introduction of GST

issues, where there is ambiguity of interpretation. This has created a lot of uneasiness in the road transport and logistics sector, as non-compliance could lead to heavy penalties.

Lack of knowledge also means businesses have come to a halt after GST implementation; it has hampered the entire chain dependent on transporters. Truck drivers have been stranded at the unloading centres as there is no fresh load for them to take off. Also, many workers engaged at the terminals and godowns are out of job.

Moreover, many truckers - unaware of how GST works - have stopped ferrying goods for the time being. At present, majority of the transporters are trying to find answers to many questions, like:

- How to deal with cargo sent by unregistered consigners?
- What to do in the absence of the e-way bill provision where every state continues to issue a transit pass?
- How to handle the steep demand decline across sectors post GST roll-out?

The fear of increased tax compliance coupled with the uncertainties and complexities, has not only affected the cargo movement alone, but the volume of goods being shipped across sectors has dropped significantly. Unacclimatised with the GST compliance requirements, the manufacturers and traders started to reduce the supply before the introduction of GST. And, the normal supply has not resumed so far. Owing to this, wholesale markets like the one in Delhi, have been shut from July 1





onwards as traders are not ready to comply with the new rules.

Further, fueling the confusion at transporters' end, the Government of India decided to defer the roll out of the national e-way bill and allow states to develop a mechanism till the GST network is ready for this. It can take 4-5 months for the e-way bill system to hit the floor as the GSTN portal is not ready for the same. Once introduced, the e-way bill system is expected to add 100 km, on a rough estimate, of travel for a truck in a day from the current 300 km. Proving to be a great source of motivation, faster movement would allow drivers to return home early. However, the absence of e-way bills for consignments above Rs. 50,000 is likely to encourage corruption by enforcement agencies on highways, which is evident as truckers have started to complain of more frequent checks from 'flying squads' across states than the pre GST launch, which holds up cargo movement for days.

In current scenario, the road transport and logistics sector is not judging the GST law, its merits or demerits, and also hasn't ruled out or accepted government's claim that the GST will serve to bring down the logistics cost to 10-12 per cent by facilitating efficient inter-state flow of goods and accelerating the demand for logistics services. Further, the prominent contributor to Indian economy hasn't discarded the statement of Minister for Road Transport & Highways and Shipping, Shri Nitin Gadkari, when he said, "India's logistics sector would gain the most from the Goods and Services tax as costs would fall by almost 20 per cent."

While all the differences would iron out at some point in the near future, stakeholders in the transport and logistics industry need to grapple with serious compliance issues

under the GST regime as of now. Hoping for the best, All India Transporters' Welfare Association (AITWA) organized a convention on GST, on July 29, 2017, at NDMC Convention Centre, New Delhi, to increase awareness about the GST law and its application.

The convention highlighted the definition of GTAs and the business practice followed by them under the Service

In current scenario, the road transport and logistics sector is not judging the GST law, its merits or demerits

Tax regime in the pre GST era may be reiterated under the new GST law. A clarification for both GTAs and road transportation services in this regard was sought from the government in order to keep misunderstandings at bay. Also, clarifications were sought on the exemption given to GTAs for non-registration by the notification 5/2107, which is valid vertical wise and is applicable for interstate movement, is not contrary to the Section 25 of GST Act. Moreover, the government was urged to notify that no GST would be applicable on the resale of trucks, tyres and other business assets, on which full tax was paid at the time of purchase, in order to avoid double taxation.

We will have to wait till government offers clarity on discussed issues and of course to see the possible outcome that GST will bring for Indian economy. Until then we need to keep moving, as there is no other way out.





Convention On GST To Prepare Transport Community For The New Tax Regime

India's Goods and Services Tax (GST), which took 16 years in the making, became real at the stroke of midnight on June 30. Launched with the intentions of widening the country's tax net and improving the ease



of doing business, GST has been received with, in equal parts, trepidation and excitement. While six crore small traders and businesses are still unable to understand the rush to implement it by July 1 regardless of preparations in place, others are excited over its potential to formalise India's economy.

India has both implemented and not implemented the spirit of a unifying GST. Though GST subsumes a number of a central (central excise duty, countervailing customs duty) and state (state VAT, luxury tax, entry tax, Octroi) taxes and, thus, prevents the dreaded cascading effect of taxes, there is not one single rate that applies to all goods or services like in other GST nations, including Singapore,

Malaysia, Brazil, Germany and New Zealand. In India, the GST council has come out with a rather unwieldy four-rate structure: 5 per cent, 12 per cent, 18 per cent and 28 per cent. In addition to this, there is the exempt category (0 per cent) and additional cesses that are charged on top of certain products, which makes our GST regime have seven effective tax rate slabs.

Further, the effect of India's GST regime on specific industries depends on three primary factors. Firstly, sectors that have a high share of unorganised players will be worse off or at the very least have a lot more work to do. A crucial aspect of this is to what extent a particular small

or medium business is vertically integrated and what percentage of the value chain in an industry is aggregated or disaggregated. Secondly, sectors in which input tax credits have been removed or where it's unclear how

the mechanism will function will see short-term pain. The third and final factor is the difference between the pre-GST and post-GST effective tax rate.

While talking about the status of transport industry under GST regime, the services offered by goods transport agencies (GTAs) are taxed at the rate of 5 per cent on the reverse charge basis. With no input tax credit available, GTAs are also exempted from obtaining registration under the GST Act. But even after one month of its launch, transporters are mulling over whether it is here for good or worst. Recently, All India Transporters' Welfare Association (AITWA) organized GST Convention to

address various issues being faced by them post GST roll-out. The event was attended by Vinod Aggarwal, CEO & MD, VE Commercial Vehicles; Harkesh Meena, Director (T) MoRTH; Anand Kumar Tiwari, Addl. Commissioner, Dept. of Trade & Taxes, Delhi; KJ Chaudhary, former Chief Commissioner, GST and Customs - Chandigarh; and Mathivanan, Principal Partner of Lakshmikumaran & Sridharan.

While welcoming everyone to the convention, Pradeep Singal, President of AITWA, said that GST is here to stay and there is no escape. He highlighted that the GST Act in its final face has distanced a lot from its earlier proposed

draft. While touching upon the salient features of GST impacting transporters, the AITWA president expressed deep concerns over the compliance issues. From separate registration in every state and union territory to



tax on inter-branch services, and filing some 2000 returns every month to the validity of provisions under the Service Tax Act of the pre GST era, he tried to make the voice of transporters reach the right ears through his address.

Further, Mahendra Arya, Vice President of AITWA, gave a presentation on the status enjoyed by transporters under the GST regime. He also highlighted the grey areas under the new tax system. He sought clarification on the issues of registration under multiple verticals, small truck owners/brokers and exemption under GST. Further, he raised the issue of disposal of old trucks and tyres as the clause 32 (5) states that GST is applicable on the



appreciated value of the asset on resale provided no input credit is enjoyed. As GTAs enjoys no ITC but resale old trucks and tyres, which are depreciable items; will they still have to pay tax. He also touched upon the issues related to the notification no. 5/2017, which states that GTAs are not required to register, but what if they are offering services to or purchasing from an unregistered dealer.

With a positive attitude towards GST, Vinod Aggarwal addressed the new tax move as the biggest tax reform, which will be extremely beneficial for India Inc. in the long run. He mentioned that digitisation (e-way bill and other new technologies) will surely help improve the efficiency and productivity of transport and logistics service providers. The chief of VE Commercial Vehicles also asked transporters to gear up for falling under the GST domain some years down the line when it will be implemented completely. He added that with this happening, transporters will be able to avail input tax credit against the tax paid on their purchases like petrol, which is currently out of the GST ambit.

While addressing the convention, Harkesh Meena said

that the government and India Inc. need to raise the baby called GST in collaboration with each other. As of now, the government's priority is to launch GST. And once it is done, the government will issue further clarifications, if required, on the inputs and suggestions received

from across the industries. He added that the government is all geared up to walk in line with the industrial feedback. From time to time, expert advice is being sought to achieve clarity on GST related issues and clear doubts of the industry. The MoRTH director announced that soon the government is going to release 150 FAQs. And still if something goes missing from it, the road transport ministry is there to support transporters. The ministry will help present transporters' issues on the right platforms, he assured. Moreover, the MoRTH director said that the amended draft of Carriage Act is with the law ministry for consideration, and soon a notification in this regard can be expected.

Clarity on many issues related to GST was sought from the government through the medium of this convention. Further, transporters urged that some tax neutral exemption needs to be given to the transport industry for its smooth functioning. Now, as India's current GST regime has gone against one of the most basic principles of increasing revenue - lower the rate of taxation, more the number of people and businesses comply with it - everyone is hoping for the best.



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GST CONVENTION BY ALL INDIA TRANSPORTERS' WELFARE ASSOCIATION

An intra-Transport industry effort to demystify the brave new world

A Convention on GST was organized by All India Transporters' Welfare Association (AITWA), on July 29, 2017, at NDMC Convention Centre, New Delhi to increase awareness in the industry about the GST law and its applicability on transport sector and also to get clarification/exemption from Government on various issues where there is ambiguity of interpretation or otherwise for smooth functioning of industry.

It was well attended by its members, associated national organizations like AIMTC and AICOGOA, with state

level organizations like DGTA, DTA, Siliguri Transport Association, All Rajasthan Truck Transport Federation,



All India Haryana Goods & Truckers Association and others. Corporates like Eicher Motors / VE Commercial Vehicles, Indian Oil Corporation, etc., also actively participated as Sponsors and speakers.

The chief guest was Mr. Vinod Aggarwal, CEO & MD, VE Commercial Vehicles. The other senior dignitaries who graced the occasion were Mr. Harkesh Meena, Director (T) MoRTH, Mr. Anand Kumar Tiwari, Addl. Commissioner, Dept. of Trade & Taxes, Delhi, Mr. KJ Chaudhary, former Chief Commissioner, GST and Customs - Chandigarh, and expert Mr. Mathivanan, Principal Partner of Lakshmikumaran & Sridharan.

The Convention's main focus was GST implementation and impact on the various companies and organizations who form the Road Transport Industry.

The primary bone of contention is that GST law are open to various interpretations. In a section of the industry, this fact has created a certain disquiet, as non-compliance could lead to fines, penalties and sometimes even arrest and prosecution.

The final analysis for the day was there are lot of issues in the GST law and the following points need to be clarified and some tax neutral exemption need to be given to the transport industry for smooth running of industry, otherwise there may be disruption of transport services on the whole.

1. The definition and business practice followed by the GTA in service tax regime may be reiterated in GST law and clarification issued for both GTA and road transportation services, so that there is no

misunderstanding.

2. Issue clarification that the exemption given to GTA for non-registration by notification 5/2107 is valid vertical wise and is applicable for interstate movement, notwithstanding anything contrary in sec 25 of GST Act.

3. Issue clarification that the trucks and other business assets on which full tax is paid at the time of purchase and further no input tax credit has been taken, there would be no GST applicable on sale of these assets to avoid double taxation.

4. Issue exemption notification for GTA to pay tax in RCM for, purchase from unregistered seller as per sec 9(4), or for inter branch supply, or any other transaction where the tax liability is in RCM and the same cannot be utilized by GTA in absence of input tax credit in hand.

5. To remove the necessity of e way bill and replace the same by the usage of portal certified invoices for better compliance and to lessen tax evasion.

The convention ended on the note of hope that the above issues would be clarified in favour of the transport industry, by the Government in the forthcoming GST Council meeting.



All India Transporters Welfare Association (AITWA) National

Convention 2017 at NDMC Convention Centre,
New Delhi on 29th July, 2017



View of AITWA's GST Convention 2017
At NDMC Convention Centre On 29th July 2017



Mr. Sohrab of AITWA Busy Registering
Delegates On The Registration Desk



Group Photo of AITWA & EICHER Officials
During The Demonstration of Trucks EICHER
VE Commercial Vehicles Ltd.



Escorting The Chief Guest Shri Vinod Agarwal Ji
CEO & MD EICHER By Shri Ramesh Kr. Gulati Ji,
Ashok Gupta Ji, Pradeep Singal Ji



Chief Guest Shri Vinod Agarwal Ji
With S.D. Goyal Ji During Tea Break



North Zone President Shri Arun Gupta &
Shri Pradeep Agarwal - National Sr. Vice President AITWA



**Shri Pawan Singal of GIR Movers (P) Ltd.
With Shri Harkesh Meena, Director
Transport MoRTH**



**Shri Vinod Agarwal CEO & MD EICHER
With Shri Pradeep Agarwal & S D Goyal**



**Shri Subhash Malik, Amritlal Madan,
Kulwant Singh & Deepak Sachdeva**



**Lighting of Lamp By Chief Guest Shri Vinod Agarwal,
K J Chaudhary, Pradeep Singhal, Harkesh Meena,
Ashok Gupta & Ramesh Agarwal**



**Lighting of Lamp by Shri Pradeep Singal -N.P.
Shri Ashok Gupta - Hon. Gen. Sec.,
Shri Ramesh Agarwal - Chairman AITWA**



**Shri K S Atwal, Pradeep Singal,
S K Mittal, Ramesh Agarwal, Amrit
Lal Madan & Ashok Gupta Lighting The Lamp**



**Speakers / Special Invittes / Chief Guest With
Chairman & Presidents of AITWA & AIMTC**



**View of Gathering of AITWA's
GST Convention 2017**



**Chief Guest of AITWA's GST Convention
Sh. Vinod Agarwal Being Felicitated By Sh. Pradeep
Singal - N.P. & Ramesh Agarwal - Chairman AITWA**



**Sh K J Chaudhary - Former Chief Commissioner
CBEC Being Presented Bouquet of Flowers
by Shri Pradeep Singal & Ashok Gupta**



**Special Invitee From Ministry of RTH,
Shri Harkesh Meena - Director Transport Being
Felicitated By Shri Ashok Gupta & Pradeep Singal**



**Stalwart of Transport Trade - Shri Ashok Gupta,
Hon Gen. Sec., S.K. Mittal, President AIMTC
& Pradeep Singhal, National President AITWA**



**Shri Amrit Lal Madan Being Presented The Bouquet
of Flowers By Shri Ashok Gupta - Hon Gen Secy
& Pradeep Singal - N.P., AITWA**



**Shri Rajender Singh - ACO GOA Being Presented The
Bouquet of Flowers By Shri Ashok Gupta
Hon Gen Secy & Pradeep Singal N.P., AITWA**



**Shri Anand Tiwari - Add. Commissioner Delhi, VAT Being
Presented The Bouquet of Flowers By Shri Ashok Gupta
Hon Gen Secy & Pradeep Singal N.P., AITWA**



On Dias Shri Vinod Agarwal - CEO & MD EICHER



On Dias Shri Pradeep Singal - N.P. AITWA, Ramsh Agarwal - Chairman AITWA & S K Mittal - President AIMTC



View of Gaathering of AITWA's GST Convention 2017



Shri Kulwant Singh Chahal Raising Question On GST During The Convention



Delegate of AITWA Raising Quiry During GST Convention



Members of AITWA's During Convention



Mr. Sanjeev Jain of TNS Networking Solution Pvt Ltd Giving Presentation On The Topic Technology To Increase Profit In Logistics



Shri Kulwant Singh Chahal Ji, S. K. Bansal Ji & N. L. Gupta Ji AITWA



**Shri Gagan Deep Singh Sandhu of EICHER
Giving Presentation To Members of AITWA**



**Shri Rakesh Jain, Senior Manager IOC Giving
Presentation During The Convention of AITWA**



**Shri Pradeep Singal - N.P. AITWA Being
Felicitated By Shri S.N. Arya Patron AITWA**



**Shri Ashok Gupta - Hon Gen. Secy, AITWA
Being Felicitated By Shri S.N. Arya - Patron, AITWA**



**Sh. K.k. Bansal - Sr. V.P. Being Felicitated
By Shri S. N. Arya - Patron AITWA**



**Shri Mahendra Arya - Sr V.P.
Being Felicitated By Shri S.N. Arya - Patron, AITWA**



**Shri Deepak Sachdeva - Advisor AITWA
Being Felicitated By Shri S.N. Arya - Patron AITWA**



**Shri Dushayant Arya - Exec. Members Indo Arya
Being Felicitated By Shri S.N. Arya,
Patron AITWA**



**Shri Subhash Malik Being Felicitated By
N.P.- Shri Pradeep Singal & Chairman AITWA
Shri Ramesh Agarwal**



**Shri Niranjn Kumar Agarwal President Siliguri TPT
Association Being Felicitated By
S/Shri Pradeep Singal & Ashok Gupta**



**Shri A.K. Hawelia Being Felicitated
By Shri Pradeep Singal & Ashok Gupta**



**Shri S. Kausar Hussain - Sec. ACOGOA Being
Felicitated By Shri Pradeep Singal &
Ashok Gupta**



**Shri Trilochan Singh Ji Is Being Felicitated
By Shri Ashok Gupta, Pradeep
Singal, K.S. ATWAL & S. K. Mittal**



**Sardar Sangha of AIMTC Being Felicitated
By Shri Deepak Sachdeva
Advisor AITWA Chairman**



**Group Photo of
Officials of AITWA & AIMTC**



**Delegates / Members of AITWA With
Shri Pradeep Singal, National President &
Shri Ramesh Agarwal Chairman AITWA**



**Shri Ishwar Chand Sagar - CEO TCI, Being
Felicitated By Shri S.K. Mittal & Ramesh Agarwal**



**Shri Pawan Singal, I.S. Sagar, S.K. Mittal,
Ramesh Agarwal And Pradeep Singal**



**Shri Abhishek Gupta - MD, Prakash Pareel Being
Felicitated By Shri Pradeep Singal And
Ramesh Aggarwal**



**Shri Ashok Goel Being Felicitated By
Shri Pradeep Singal & Ramesh Agarwal**



**Shri Anil Gupta, VP AITWA, Ankur Roadlines Being
Felicitated By Shri Pradeep Singal, R.K. Bansal &
Ramesh Agarwal**



**Shri Pradeep Singal - National President AITWA
Felicitating Shri Ramesh Agarwal - Chairman AITWA**



**Ms Anisha Agarwal Being Felicitated By
Shri S.K. Mittal - President AIMTC &
Ramesh Agarwal - Chairman AITWA**



**CA Sanjay Singal (Darcel) Being Felicitated By
Shri S.K. Mittal, Ramesh Agarwal &
Pradeep Singal**



**Ms Minakshi, Ms Sunita Singh, Sh Shombu, Vipin,
Hemant, Sohrab, R.K. Gulati & J.P. Singal Are Being
Felicitated By Shri Ramesh Agarwal Ji & Pradeep Singal**



**Shri Naveen Gupta - Secretary General AIMTC
Being Felicitated By President AIMTC, Shri S.K. Mittal
& National President AITWA, Shri Pradeep Singal**



**I O C Official Being Felicitated
By Chairman AITWA, Shri Ramesh Agarwal**



**Felicitations of The Entire EICHER Team By
Shri Ramesh Agarwal - Chairman & Pradeep Singal
- National President AITWA**



**Team IOC Being Felicitated By
Chairman, AITWA - Shri Ramesh Agarwal
And National President, AITWA - Shri Pradeep Singal**



**Felicitations of Shri Brijesh Sharma,
AITWA Along With Others By Shri Pradeep
Singal & Deepak Sachdeva**



**S/Shri Ashok Gupta, Sanjeev Jain,
Pradeep Singal, Ramesh Agarwal,
Rajinder Singh, K.K. Bansal**

List of New Governing Body of AITWA (2017-2018)

National Council



Sh. Ramesh Agarwal
Chairman
M/s Agarwal Packers & Movers (P) Ltd.



Sh. Y.P. Jain
Co-Chairman
M/s South Eastern Carriers (P) Ltd.



Mr. D.P. Agarwal
Patron
M/s Transport Corporation Of India Ltd.



Sh. S.N Arya
Patron
M/s Translogistics India



Sh. Ajay Singhal
Patron
M/s Om Logistics Ltd.



Sh. K.K. Agarwal
Patron
M/s Darcl Logistics (P) Ltd.



Mr. Roshan Lal Agarwal
Patron
M/s Darcl Logistics Ltd.



Sh. Pawan Jain
Patron
M/s. Transolution (P) Ltd.



Sh. Sunil Km. Jain
Patron
M/s North Eastern Carrying Corporation Ltd.



Sh. M. K. Goyal
Patron
M/s Associated Road Carriers Ltd.



Sh. Pradeep Singal
National President
M/s GIR Movers (P) Ltd.



Sh. Ashok Gupta
Hon. General Secretary
M/s IRC INDIA LTD.



Sh. Mahendra Arya
Sr. Vice President
M/s Sri Srivinas Road Lines



Sh. K. K Bansal
Sr. Vice President
M/s DHTC India Ltd.



Sh. Pradeep Agarwal
Sr. Vice President
M/s. Jet Roadlines Corporation



Sh. S. D Goyal
National Treasurer
M/s Air Transport Corporation (Assam) (P) Ltd.



Sh. S. K. Kedia
Vice President (NZ)
M/s K. K. Road Cargo Movers



Sh. Ram Rattan Agarwal
Vice President (WZ)
M/s Globe Ecologistics Ltd.



Sh. R. Sugumar
Vice President (SZ)
M/s. Taminadu Lorry Owners Federation



Sh. R. K Jain
Adl Hon. General Secretary (NC)
M/s Mahaveera Transport Ltd.



Mr. Deepak Sachdeva
Joint. Secretary
M/s. Sachdeva Roadline (P) Ltd.



Sh. A.K. Singh
Joint Secretary
M/s Transport Corporation of India Ltd. (TCI FREIGHT)



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Exective's Members
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Dushyant Arya
Exective's Members
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Sh. Puneet Agarwal
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M/s DARCL Logistics Ltd.



Sh. Pranav Arya
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M/s Translogistics India



Sh. Jatin Goel
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M/s Goel Roadways



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Advisor
M/s Pansheel Transport Corporation



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Advisor
M/s Best Roadways Ltd.



Sh. Hari Goyal
Advisor
M/s Motika Roadways (P) Ltd.



Sh. N.L Gupta
Advisor
M/s Sudhir Road Carriers

North Zone



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President
M/s South Eastern Carriers (P) Ltd.



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General Secretary
M/s DHTC Logistics Ltd.



Sh. Anil Kumar Gupta
Vice President
Ankur Road Lines



Sh. S.K. Bansal
Treasurer
M/s. Prakash Parcel Services Ltd.



Sh. Sajjan Jindal
Joint Secretary
M/s Shree Babosa Logistic



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Exective Member
M/s Sapna Rail Tpt Pvt. Ltd.

North Zone



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M/s RCPL Logistics Pvt. Ltd.



Sh. Ashok Gupta
Executive Member
M/s RCI Logistics Pvt. Ltd.



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M/s. Citizen Carriers



Sh. Bijendra Karhana
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East Zone



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M/s Super Sonic Carriers (P) Ltd.



Sh. Santosh Kumar Saraf
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Sh. S.N. Agarwal
Patron
M/s. Agarwal Group of Company



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President
M/s Lakhota Tpt. Co. (P) Ltd.



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M/s Central Transport of India (Unit of CTI logistics Pvt Ltd)



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M/s EFC Logistics India Pvt. Ltd.



Sh. Ganesh Kandoi
Vice- President
M/s Kandoi Transport Ltd.



Sh. Niranjana Kr. Agarwala
Vice- President
M/s. North Bengal Carrying Corporation



Sh. Arun Kumar Goel
Treasurer
M/s. Goel Roadways



Sh. Surendra Khetawat
Joint Secretary
M/s Bharat Roadways Transport Ltd.



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M/s. Aitiana Travels



Mr. Satish Sharma
Executive Member
M/s Carrying Corporation of India



Sh. Amarjeet Singh Baweja
Executive Member
M/s NGT Freight Carriers (P) Ltd.



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Executive Member
M/s All India Road Transport Agency

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M/s BLR Logistics (I) Ltd.



Sh. Abhishek A Gupta
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M/s. Prakash Parcel Services Limited



Mr. Girish Agarwal
Vice President
M/s Rahul Transport



Sh. Praveen Somani
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M/s. Inland World Logistics Pvt. Ltd.



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M/s. Best Roadways Ltd.



Sh. N.L. Gupta
Advisor
M/s Caravan Roadways Ltd.



Sh. Vijay Kumar Goyal
Advisor
M/s Shree Roadways Ltd.



Sh. S.M. Jalan
Advisor
M/s TCI Highways



Mr. Madanlal M Bansal
Advisor
M/s Economic Cargo Movers



Sh. Tapan R. Sharma
Advisor
M/s Raj Carrying Corporation



Sh. Kanubhai Agarwal
Advisor
M/s Vinayak Road Carriers



Sh. Ravi Agarwal
Advisor
M/s. Supreme Transport Organisation Pvt. Ltd.



Mr. S.C. Kataria
Advisor
M/s Kataria Transport Company Ltd.



Sh. Rajender Agarwal
Executive Member
M/s Agarwal Packers & Movers Ltd.



Mr. Parikshit Arya
Executive Member
M/s. Rhenus Logistics India Pvt. Ltd.



Mr. Vipul Tejram Bansal
Executive Member
M/s. Best Parivahan Pvt. Ltd.



Sh. Anirudh Gupta
Executive Member
M/s. OTS Logistics Ltd.



Mr. Ashwani Agarwal
Executive Member
M/s Safe & Secure Logistics Pvt. Ltd.

South Zone



Sh. Vinod Arya
President
*M/s Transwell
Express Logistics
P. Ltd.*



Sh. Sandeep Gupta
Secretary
M/s.



**Mr. Anjani Kumar
Agarwal**
Vice President
*M/s DRS Shipping
and Air Cargo (P) Ltd.*



Sh. P.K. Agarwal
Vice President



**Sh. Madan Lal
Agarwal**
Vice President



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Service*



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**Sh. N. R. R.
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**Sh. B.
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Committee Member
*Associated Roadways
P. Ltd.*



Sh. Achutha Nair
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**Sh. S.L. Srinivasa
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Sh. N.R.R. Chowdary
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Exemption to GTA from GST Registration and all queries answered

Finally the longest marathon of economic reform came to an end with the Goods and Services Tax being implemented from July 1, 2017. Though the biggest post independence move of Indian economy is yet to be challenged, the clouds have already started looking gloomy. Lots of doubts are raised and people are left with blank faces on not knowing what to do next. However, the reaction is not just one sided, small business houses are happy and think the reform has simplified the process and helping their cause. So, till the time everyone comes to terms with GST, the concept will keep having a mix reaction.

As for goods transporters, the process has wakened up the industry once again. A new concept means the stake holders are again going back to the scratch and take a fresh

guard to start off the proceedings in a new way. Notably, the services offered by goods transport agencies (GTAs) are taxed at the rate of 5 per cent on the reverse charge basis. With no input tax credit available, GTAs are also exempted from obtaining registration under the GST Act.

Further, the goods transporters community also has various queries on GST and is praying for concrete answers from the government. Vice President of All India Transporters' Welfare Association (AITWA), Mahendra Arya has compiled some of the frequently asked questions (FAQs) about GST by the goods transport industry. The FAQs have been prepared on the basis of reading the GST Act, various notifications issued, and discussions held with government officials and industry experts.

1. What is aggregate turnover which is considered to find out whether a person is below 20 lakhs turnover?

As per section 2(6) of the CGST/SGST Act "aggregate turnover" includes the aggregate value of:

- All taxable supplies,
- All exempt supplies,
- Exports of goods and/or service, and
- All inter-state supplies of a person having the same PAN.

The above shall be computed on all India basis and excludes taxes charged under the CGST Act, SGST Act, UTGST Act, and the IGST Act. Aggregate turnover shall include all supplies made by the Taxable person, whether on his own account or made on behalf of all his principals.

Aggregate turnover does not include value of supplies on which tax is levied on reverse charge basis, and value of inward supplies.

The value of goods after completion of job work is not includible in the turnover of the job-worker. It will be treated as supply of goods by the principal and will accordingly be includible in the turnover of the Principal.

2. Which are the cases in which registration is compulsory irrespective of turnover threshold limit?

As per Section 24 of the CGST/SGST Act, the following categories of persons shall be required to be registered compulsorily irrespective of the threshold limit:

- Persons making any interstate taxable supply [NOTE: A transport agency's customer who are booking interstate need to give their registration number irrespective of their being below 20 lakh turnover].
- Casual taxable persons,
- Persons who are required to pay tax under reverse charge,
- Electronic commerce operators required to pay tax under sub-section (5) of section 9,
- Non-resident taxable persons,
- Persons who are required to deduct tax under section 51,
- Persons who supply goods and/or services on behalf of other registered taxable persons whether as an agent or

otherwise [NOTE: All our agents are to be registered because they are doing the service on our behalf],

- Input service distributor (whether or not separately registered under the Act),
- Persons who are required to collect tax under section 52,
- Every electronic commerce operator,
- Every person supplying online information and data base retrieval services from a place outside India to a person in India, other than a registered person; and,
- Such other person or class of persons as may be notified by the Central Government or a State Government on the recommendations of the Council.

3. Whether a person having multiple business verticals in a state can obtain for different registrations?

Yes. In terms of the proviso to Sub-Section (2) of Section 25, a person having multiple business verticals in a State may obtain a separate registration for each business vertical, subject to such conditions as may be prescribed.

4. If the taxpayer has different business verticals in one state, will he have to obtain separate registration for each such vertical in the state?

No, however the taxpayer has the option to register such separate business verticals independently in terms of the proviso to Section 25(2) of the CGTST Act, 2017.

5. Is there a provision for a person to get himself voluntarily registered though he may not be liable to pay GST?

Yes. In terms of Sub-section (3) of Section 25, a person, though not liable to be registered under Section 22 may get himself registered voluntarily, and all provisions of this Act, as are applicable to a registered taxable person, shall apply to such person.

6. Whether the Registration granted to any person is permanent?

Yes, the registration Certificate once granted is permanent unless surrendered, cancelled, suspended or revoked.

7. Who is a Casual Taxable Person?

Casual Taxable Person has been defined in Section 2 (20) of the CGST/SGST Act meaning a person who occasionally undertakes transactions involving supply of

goods and/or services in the course or furtherance of business, whether as principal, or agent or in any other capacity, in a State or a Union territory where he has no fixed place of business.

8. Whether cancellation of Registration under CGST Act means cancellation under SGST Act also?

Yes, the cancellation of registration under one Act (say CGST Act) shall be deemed to be a cancellation of registration under the other Act (i.e. SGST Act) (Section 29 (4)). [NOTE: There have been a doubt that Notification No. 5 is by CGST hence it is incomplete until all states confirm the same by SGST. This clarifies all such doubts.]

9. What is the time period within which invoice has to be issued for supply of Services?

As per Section 31 of CGST/SGST Act a registered taxable person shall, before or after the provision of service, but within a period prescribed in this behalf, issue a tax invoice showing description, value of goods, tax payable thereon and other prescribed particulars.

10. What is the meaning of the term "Inspection"?

'Inspection' is a new provision under the CGST/SGST Act. It is a softer provision than search to enable officers to access any place of business of a taxable person and also any place of business of a person engaged in transporting goods or who is an owner or an operator of a warehouse or godown.

11. Who can order for carrying out "Inspection" and under what circumstances?

As per Section 67 of CGST/SGST Act, Inspection can be carried out by an officer of CGST/SGST only upon a written authorization given by an officer of the rank of Joint Commissioner or above. A Joint Commissioner or an officer higher in rank can give such authorization only if he has reasons to believe that the person concerned has done one of the following:

- Suppressed any transaction of supply;
- Suppressed stock of goods in hand;
- Claimed excess input tax credit;
- Contravened any provision of the CGST/SGST Act to evade tax;

- A transporter or warehouse owner has kept goods which have escaped payment of tax or has kept his accounts or goods in a manner that is likely to cause evasion of tax.

12. Does GST Act(s) have any power of detention of goods and conveyances?

Yes, under Section 129 of CGST/SGST Act, an officer has power to detain goods along with the conveyance (like a truck or other types of vehicle) transporting the goods. This can be done for such goods which are being transported or are stored in transit in violation of the provisions of CGST/SGST Act. Goods which are stored or are kept in stock but not accounted for can also be detained. Such goods and conveyance shall be released after payment of applicable tax or upon furnishing security of equivalent amount.

13. Is there any special document required to be carried during transport of taxable goods?

Under section 68 of CGST /SGST Act, a person in charge of a conveyance carrying any consignment of goods of value exceeding a specified amount may be required to carry a prescribed document as may be prescribed.

14. What action can be taken for transportation of goods without valid documents or attempted to be removed without proper record in books?

If any person transports any goods or stores any such goods while in transit without the documents prescribed under the Act (i.e. invoice and a declaration) or supplies or stores any goods that have not been recorded in the books or accounts maintained by him, then such goods shall be liable for detention along with any vehicle on which they are being transported.

Where owner comes forward: - Such goods shall be released on payment of the applicable tax and penalty equal to 100 per cent tax or upon furnishing of security equivalent to the said amount. In case of exempted goods, penalty is 2 per cent of value of goods or Rs 25,000/- whichever is lesser.

Where owner does not come forward: - Such goods shall be released on payment of the applicable tax and penalty equal to 50 per cent of value of goods or upon furnishing of



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security equivalent to the said amount. In case of exempted goods, penalty is 5 per cent of value of goods or Rs 25,000/- whichever is lesser.

15. What will be the place of supply of goods services by way of transportation of goods, including mail or courier?

In case of domestic supply: If the recipient is registered, the location of such person shall be the place of supply. However, if the recipient is not registered, the place of supply shall be the place where the goods are handed over for transportation (section 12 of the IGST Act).

For international supplies: The place of supply of transport services, other than the courier services, shall be the destination of goods. For courier, the place of supply of services is where goods are handed over to courier. However, if the courier services are performed even partially in India, the place of supply shall be deemed as India (section 13(3), 13(6) and 13(9) of the IGST Act).

16. What is the time of supply of service in case of tax payable under reverse charge?

The time of supply will be the earlier of the following dates: a) date on which payment is made; or b) the date immediately following sixty days from the date of issue of invoice by the supplier.

17. What will be the implications in case of receipt of supply from unregistered persons?

In case of receipt of supply from an unregistered person, the registered person who is receiving goods or services shall be liable to pay tax under reverse charge mechanism. [NOTE: This clearly means that unregistered persons taking goods or services from unregistered persons are exempted from such payment under RCM]

18. What is our final status in GST?

Our status in GST is that we are charged at the rate of 5 per cent without ITC under RCM. This means we are not required to register our company, provided we are not doing any other activities in the same company which may require registration under GST.

19. Which law exempts us from registration?

Government issued a notification numbered 5/2017 on June 19 which became effective from June 22, 2017;

which exempts all entities under RCM exempted from registration.

20. But many customers are still asking us about our GST details?

They are not updated about the notification No. 5/2017. Once you send them the notification they will realize the reality.

21. What do we do with our Service Tax registration?

In a recent FAQ Government has clarified that you may surrender your Service Tax registration or the new GST ID by July 30, 2017.

22. But what about those who have migrated to GST and got provisional ID?

Whoever at whatever stage of registration should surrender their registration any time after June 30 but before July 30, 2017. Seek help of your local GST center for detailed guidance.

23. What will happen to my bookings made before June 30, 2017?

All such bookings which are not yet delivered forms part of business in transit. On this matter the earlier stand of Government was that whatever is in transit as on the night of June 30, 2017 will be finished as per the law applicable till June 30, 2017.

However Government has bowled a googly in a recent FAQs, dated June 26, 2017, on this subject in which they have mentioned that if a service is provided in June 2017 but the invoice is raised in July 2017, it will be subject to GST. However as our status is of unregistered party, we cannot pay GST.

24. Earlier we were collecting service tax from proprietary body or individuals who were not registered in service tax. What is the new status?

Earlier as per Service Tax rules we were not collecting service tax from six categories as they were paying ST on RCM basis; however only one category was our responsibility i.e. Proprietors or Individuals. Now a seventh category is created which covers proprietors also. Therefore, as business verticals nothing is left out.

25. Where is our responsibility of collecting GST?

In RCM, we have no such responsibility except two

situations-

- When the consignor/consignee whoever will pay the freight is unregistered because he is having a turnover below Rs. 20 lakhs; however if such a consignor is booking goods interstate he need to be registered in GST irrespective of his turnover.
- When the goods are of B2C nature. B2C means goods which will be directly used/consumed by the consignee; example- used house hold goods, personal use items like bike, etc.

In such circumstances the GTA has to pay GST under RCM, and for that he needs to take registration of GST.

26. We don't want to register ourselves to cater to these two categories, what should we do?

This depends upon your business model. If such business is insignificant in your overall business, you may stop accepting such goods for booking. Alternatively you may have another company for such goods transportation which may get registered under GST. If you do both activities in the same company, it may lead to confusion and complications in future.

We have appealed to Government to exempt the unregistered parties due to turnover less than 20 lakhs from GST completely. We may get a favorable response.

27. How are Packers and Movers classified?

Packers and Movers are basically B2C companies. They are classified as 5 per cent GST without ITC but in FCM. Hence they need to register in order to file returns and pay taxes.

28. Some companies are doing various types of activities in the same company. For example- GTA and warehousing, or another GTA, warehousing and Cargo Handling, etc. What will be their status?

Such companies will have dual status. Though they are exempted from registration as GTA being in RCM, yet they have to register for activities which are under FCM. If a company is having more than one vertical in which registration is required, they will get different ID for each vertical; in such cases 13th no. of their ID code will be different.

29. What are the pitfalls in having multiple verticals? Especially when one is under RCM?

There are certain difficulties which need to be attended carefully. Under RCM there is no Input Tax Credit (ITC), whereas there is ITC available in FCM. If the same facilities are being used by RCM and FCM vertical, then there are regulations.

For example if I have a godown admeasuring 10000 sq. ft. and I am using 5000 sq. ft for GTA and balance 5000 sq. ft for Warehousing. If my total rent is one lakh rupees and I am paying a GST of Rs. 18000 on that; I am entitled to credit of the tax paid on warehousing rent which is half the rent; hence of tax amount Rs.9000.

If the division is not proper, the department may verify on the basis of turnover of both verticals pertaining to the warehouse.

If possible, different verticals should be completely recorded as different divisions in the company accounts so that there is no mix up of the two.

30. Where goods and/or services received by a taxable person are used for effecting both taxable and non-taxable supplies, whether the input tax credit is available to the registered taxable person?

As per section 16(6) of MGL, the input tax credit of goods and/or service attributable to only taxable supplies can be taken by registered taxable person. The amount of eligible credit would be calculated in a manner to be prescribed in terms of section 16(7) of the MGL read with

GST ITC Rules (yet to be issued). It is important to note that credit on capital goods also would now be permitted on proportionate basis.

31. Status of a truck owner

Truck owners are fully exempted in GST therefore there are no compliances for a truck owner.

32. Status of a truck supplier/broker

As per Government a truck supplier is just like any other broker hence he is required to be registered, provided he is doing a business of more than Rs. 20 lakhs in a year. However we have approached Government to exempt him as he is only the part of a truck owner.

33. Status of express cargo

Express Cargo by road is defined same as a GTA.



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34. Status of e-way bill

As the Government is not ready with the proposed mechanism for E way bill which is postponed for some time, the existing highway forms and systems will remain in place.

35. What kind of invoice is to be issued by a GTA to his customer?

Where the supplier of taxable service is a goods transport agency supplying services in relation to transportation of goods by road in a goods carriage, the said supplier shall issue a tax invoice or any other document in lieu thereof, by whatever name called, containing the gross weight of the consignment, name of the consigner and the consignee, registration number of goods carriage in which the goods are transported, details of goods transported, details of place of origin and destination, Goods and Services Tax Identification Number of the person liable for paying tax whether as consigner, consignee or goods transport agency, and also containing other information as mentioned under rule 46. (Quoted from Notification No. 10)

[NOTE: In GTA business, we have three modes of operation- Paid, To-pay and To be billed. (a) In paid services we generally don't issue a detailed invoice to consignor, we just give a money receipt, other details are contained in the consignment note. As per this rule, we need to design our money receipt in such a way that the required info is contained in the tax invoice. However as the tax invoice requires the mention of vehicle number in it, the MR can only be issued after the goods are moved in a truck. Consignor will get credit of his paid tax on the basis of this document. (b) Similarly in To Pay business, we issue a delivery receipt to the consignee, which need to be designed in similar manner as to make that function like a tax invoice. (c) In to be billed there is no issue as we can easily incorporate all fields required.]

36. Are there any cases of Transportation of goods in which tax invoice is not required?

Following are the cases for transportation without tax invoice-

For the purposes of-

- Supply of liquid gas where the quantity at the time of

removal from the place of business of the supplier is not known,

- Transportation of goods for job work,
- Transportation of goods for reasons other than by way of supply, or
- Such other supplies as may be notified by the Board,

The consigner may issue a delivery challan, serially numbered not exceeding sixteen characters, in one or multiple series, in lieu of invoice at the time of removal of goods for transportation, containing the following details, namely-

- Date and number of the delivery challan,
- Name, address and GST Identification Number of the consigner, if registered,
- Name, address and GST Identification Number or Unique Identity Number of the consignee, if registered,
- Harmonised System of Nomenclature code and description of goods,
- Quantity (provisional, where the exact quantity being supplied is not known)
- Taxable value,
- Tax rate and tax amount – central tax, State tax, integrated tax, Union territory
- Tax or cess, where the transportation is for supply to the consignee,
- Place of supply, in case of inter-State movement, and
- Signature. (Quoted from Notification-12)

[NOTE: We should be relieved to note that mentioning HMS code is the responsibility of consignor and not of transporter; as many consultants have been telling us differently.]

37. If a machine or other equipment which is covered by one tax invoice need to be carried separately in semi/fully knocked down condition, what kind of paper work is required for road transportation?

Where the goods are being transported in a semi knocked down or completely knocked down condition-

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- The supplier shall issue the complete invoice before dispatch of the first consignment,
- The supplier shall issue a delivery challan for each of the subsequent consignments, giving reference of the invoice,
- Each consignment shall be accompanied by copies of the corresponding delivery challan along with a duly certified copy of the invoice, and
- The original copy of the invoice shall be sent along with the last consignment.

38. Is the transporter required to maintain any records of his services of transportation?

Records to be maintained by owner or operator of godown or warehouse and transporters –

- Every person required to maintain records and accounts in accordance with the provisions of sub-section (2) of section 35, if not already registered under the Act, shall submit the details regarding his business electronically on the common portal in FORM GST ENR-01, either directly or through a Facilitation Centre notified by the Commissioner and, upon validation of the details furnished, a unique enrolment number shall be generated and communicated to the said person. [NOTE: Text of 35(2)- (2) Every owner or operator of warehouse or godown or any other place used for storage of goods and every transporter, irrespective of whether he is a registered person or not, shall maintain records of the consigner, consignee and other relevant details of the goods in such manner as may be prescribed.

Many practitioners are interpreting this clause in a different way. This is not about submitting details of your day to business periodically; this is about submitting your establishment's details once only through a form GST ENR-01. Whenever any addition/deletion of work places happen, we need to update. The form has a sub heading "Enrolment under u/s 35(2) - (only for unregistered persons). Hence it is ample clear that there is no requirement of uploading

details of your transactions. This can be compared to our filing such details under Centralised registration in Service Tax regime.]

- The person enrolled under sub-rule (1) as aforesaid in any other State or Union territory shall be deemed to be enrolled in the State or Union territory. [NOTE: We need not get enrolled in all states and UTs separately. This will be like centralized registration.]
- Every person who is enrolled under sub-rule (1) shall, where required, amend the details furnished in FORM GST ENR-01 electronically on the common portal either directly or through a Facilitation Centre notified by the Commissioner. [NOTE: As said earlier, we have to amend any deletion/addition of facilities or even change in things like phone number, email or any such details.]
- Subject to the provisions of rule 56 -
 - ▶ Any person engaged in the business of transporting goods shall maintain records of goods transported, delivered and goods stored in transit by him alongwith the Goods and Services Tax Identification Number of the registered consigner and consignee for each of his branches. [NOTE: We have always been maintaining such records, the additional requirement is to have GSTN of all consignors/consignees at all branches.]
 - ▶ Every owner or operator of a warehouse or godown shall maintain books of accounts with respect to the period for which particular goods remain in the warehouse, including the particulars relating to dispatch, movement, receipt and disposal of such goods. [NOTE: This is nothing but our godown stock and movement record which we all maintain anyway.]
- The owner or the operator of the godown shall store the goods in such manner that they can be identified item-wise and owner-wise and shall facilitate any physical verification or inspection by the proper officer on demand.



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Eicher Lowers Prices of Commercial Vehicles Upto 5 Per Cent

In a bid to pass benefits of the Goods and Services Tax, Eicher Trucks and Buses announced the reduction of prices on its entire product range. The VE Commercial Vehicles unit is offering the price reduction from 1.5 per cent up to 5 per cent on its range of trucks and buses. A company statement read that the new rates, which varied model wise and state wise, came into effect from July 1, 2017.

While commenting on the price reduction, Vinod Aggarwal, Managing Director & CEO, VE Commercial Vehicles said, "The GST is the biggest tax reform that we have witnessed and it will bring in a lot of efficiencies and productivity benefits. The immediate impact is some reduction in taxes on an average basis and we have passed on the expected benefits from the new tax regime to the customers. The reduction in prices ranges from 1.5% to 5% for most of the product categories," reported ET

Auto. Notably, Eicher Trucks and Buses is present in the light and medium duty vehicle segment with a strong presence in the 4T-15T truck segment and a market share in the 16T-49T heavy duty trucks segment.

Further, Eicher has unveiled its entire new range of future generation trucks and buses, named the 'Eicher Pro' series. The new Pro series trucks and buses promise to deliver best-in-class fuel efficiency, higher loading capacity, superior uptime and overall vehicle life time profitability. The new brand philosophy is to "Go Pro" as the company aims to modernize the Indian trucking industry.

Experiencing a decline of 20.4 per cent, Eicher Trucks and Buses sold a total of 3885 units in June 2017 (YTD 11501 units) compared to 4878 units in June 2016 (LYTD 15914 units). In the domestic CV market, Eicher recorded sales of 3382 units (YTD 9913) in June 2017 compared to 4256 units in June 2016 (LYTD 13602 units), posting a decline of 20.5 percent.



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It's Time To Be Friends With GPS Vehicle Tracking!

Who doesn't want to be a happy trucker? Certainly, everyone! Then, welcoming new technologies is what can surely help achieve distant dreams. Many trucking companies or businesses in India that rely on trucks and other vehicles to deliver products and services can experience tangible financial benefits with the introduction of GPS truck and vehicle tracking into their systems.

As fleet tracking solutions put one in the passenger seat of a vehicle, complete control is easily gained over the fleet. This not only helps reduce costs alone but improve productivity and driver safety at the same time.

Monitoring through GPS vehicle tracking solutions can help reduce fuel costs big time. As speeding is one of the major factors in high fuel consumption; maintaining a

normal speed can significantly reduce the amount of fuel used by a vehicle. Also, many telematics solutions provide speed information and alert when a truck exceeds the set speed threshold limit or overspeeds.

Further, excessive idling can lead to high fuel costs as many drivers unproductively waste fuel.

Vehicle tracking solutions can be of great help at this hour. They can be tuned to send out an alert when vehicles idle longer than a preset duration so that corrective measures can be taken immediately.

As fleet tracking solutions offer location-based data, dispatchers can use this to provide proper routing information to technicians and vehicles on the radar. A

technician can be sent out to the site first, thus further reducing fuel usage. Further, many systems have the ability to locate the closest vehicle to any specific job site.

***GPS vehicle
tracking
solutions can
help reduce fuel
costs big time***

Many studies have also established that tracking vehicles encourages employees to work more effectively

Other factors contributing to high fleet costs are unauthorized vehicle usage and improper driver behavior. These GPS-enabled vehicle tracking solutions are well designed to relay information regarding driving behavior, which includes speed, and engine start-up and shut-down time.

Further, GPS Tracking can be of immense help when the question of safety and security arises. The information offered can be used to enforce driving policy and curb unwanted behavior like excessive speeding, tardiness and extended idling. Many studies have also established that tracking vehicles encourages employees to work more effectively.

Moreover, some vehicle tracking solutions come with the ability to automate timesheets. This will help to know exactly when employees start work, how long they take for breaks, and when they stop working for the day. Having accurate and verifiable timesheets can help avoid paying excessive overtime pay.

Another advantage associated with GPS-enabled vehicle tracking solutions is that these help in improving the fleet

security. If a vehicle is stolen, a hidden GPS receiver can help recover it along with the onboard equipment or inventory, if any. Additionally, some vehicle tracking systems send out alerts immediately if a vehicle is used during off-hours.

Further, the GPS fleet tracking systems lets one know when vehicles are due for routine maintenance. Regular maintenance not only ensures that the fleet is compliant with safety guidelines but help reduce repair costs too. The in-built mapping software let fleet owners and managers know the exact location of every vehicle out for delivery. Also, it allows them to direct drivers to any job site, or can

GPS vehicle tracking solutions offer better routing and dispatching

locate and dispatch the closest vehicle to any job site.

Undisputedly, GPS vehicle tracking solutions offer better routing and dispatching which reduces fuel usage and reduces truck mileage, as well as increases the number of jobs completed in a day. Not just this, fleet tracking solutions help improve customer service too.

Certainly, while designing the global positioning system (GPS) for military and intelligence applications during the Cold War in the '60s, the inventors didn't have any idea about the popularity it will enjoy in the future.





Government Plans 80 New Roads To Link Northeast India

Addressing the deficit of physical infrastructure of connectivity, power and telecommunication in the northeastern region is one of the major concerns of the Government of India.

From building roads that cut down distances for movement of men and material by half, to construction of bridges and waterways that help bring the untapped natural resources within the reach of the Indian economy, it's high time to integrate northeast into the mainstream India.

The NDA-led government has given its nod to 80 road infrastructure projects, which when joined together, weave a network of access within the seven sister states. The recently inaugurated Dhola Sadiya (Bhupen Hazarika) bridge connecting Assam to Arunachal Pradesh is just one dot from the

the new four-laning of highway project between Nagaon in Assam to Holongi in Arunachal Pradesh for an estimated Rs. 4,500 crore

planned collection.

Giving entire region the benefits of port connectivity, a small 1.8 km bridge on river Feni in southern Tripura will connect the region with the Chittagong port, the

largest sea port in Bangladesh. As per plans, the bridge will be a reality by 2019. Its tender for Rs. 128 crore was awarded in March.

Also, the government has approved the new four-laning of highway project between Nagaon in Assam to Holongi in Arunachal Pradesh for an estimated Rs. 4,500 crore. When done, the 166-km four-lane highway will turn the current 12-hour grueling ride into a five-hour journey on a national highway-standard road. The project is expected to complete by 2019-20.

Further, major work on the link between West Bengal and

Assam on NH-2 will be done by December 2018.

Recently, Road Transport, Highways and Shipping Minister Nitin Gadkari announced Rs. 1 lakh crore for connectivity projects in the Northeast over the upcoming five years. Sanjay Jaju of National Highways and Infrastructure Development Corporation (NHIDCL), said, "There are a huge number of projects, big and small. If taken together, the worth of our projects in Northeast may exceed even Rs 1 lakh crore. They ultimately aim to establish connectivity the kind which the Northeast states have never got in the past. Even a relatively small road project has great local impact there," reported Indian Express.

High on Gadkari's agenda are the four strategic road projects along the China border in Northern, Eastern and Southern parts of Arunachal Pradesh with a combined road length of 568 km at a total cost of around Rs. 7,500 crore. Among them, an 184 km two-lane new National Highway - 313

between Roing, Hunli and Anini at a cost of Rs. 3,007 crore is going to be the next showpiece achievement for the government's Northeast connectivity plan.

Further, the four strategic projects in Arunachal Pradesh near the China border and another one, the 60-km Tirap-Changlang Khonsa link worth Rs. 610 crore near the Myanmar Border, together also serve as access to

remote districts of the state to ultimately tap 24 hydel power projects.

Moreover, the shipping ministry is gearing up to activate the National Waterway-2 on the River Brahmaputra in Assam to revive the 891 km age-old navigable route for all-year commercial movement. The government has

**the government
has earmarked
Rs. 1100 crore for
the year 2017-20, and
Rs. 1600 crore for
2020-27 for
development of
National Waterway-2**

earmarked Rs. 1100 crore for the year 2017-20, and Rs. 1600 crore for 2020-27 for development of National Waterway-2. Of the 106 new National Waterways declared under the National Waterways Act, 2016, 19 are in the northeast, spanning across the seven states.

Currently, the ministry's aim is to create dedicated channels in the river, before

other installations like providing markers to clearly demarcate routes for vessels are done.

The NW-2 connects North East with Kolkata through the Indo- Bangladesh Protocol route. The IBP route offers a seamless connectivity between NW-1 (Allahabad - Haldia) to ports in



Bangladesh via NW-2 (Pandu, Assam). "Right now there is some movement of ships off and on. But what the waterways project will provide is perennial commercial navigation, including night navigation, saving time and providing a viable alternative route to the Northeast," told Shashi Bhushan Shukla, Secretary, Inland Waterways Authority of India (IWAI).

Union Cabinet Approves Highway From Manipur to Myanmar

The Union Cabinet gave a nod to the upgradation of a 65-km-long national highway in Manipur to boost the state's connectivity with south and southeast Asia via Myanmar, reported IANS.

Road Transport and Highways Minister Nitin Gadkari told reporters that NH-39 from Imphal to Moreh near the Myanmar border would reduce travel time from three-and-a-half hours to one hour and 45 minutes. The minister said, "This road will increase connectivity to the districts of Imphal East, Thoubal, Kaching, Chandel, and Tengnoupal while also boosting international connectivity. It will give new direction to the development of the north-east," adding, "The project is of international importance as it would make it possible to travel from India to Myanmar and even Bangkok by road."

Further, the road transport minister stated that the Imphal-Moreh highway would not only boost international trade



and business, but would also be important from security point of view. He added that it is also crucial for socio-economic development in the northeast region which currently has poor road network.

According to the road transport minister, the project, which is estimated to cost around Rs. 1,630 crore, would create employment opportunities in Manipur and is part of the Asian Highway project.

Moreover, Gadkari said that the northeast region has been a priority for the BJP government which has already started road infrastructure projects worth Rs. 50,000 crore in the region.



Road Construction Increases From 3 Km To 23 Km Per Day

Road Transport, Highways and Shipping Minister Nitin Gadkari said that the construction of roads, which used to be 3 km per day in the past is now progressing at the pace of 23 km per day, reported TOI.

While addressing the Textiles India 2017, the road minister said that the transport ministry is ready for

innovations and use of new materials that improves quality of Indian roads and increasing its longevity but it should be affordable and practical.

Further, the minister stated that while there is no dearth of funds or manpower in the government, there is a lack of willingness to take decision in the government sector. He said that the ministry has set up a committee chaired by an IIT Bombay professor who would approve innovations which can be used for road, bridge and tunnel constructions.

The thrust areas for the ministry include the Himalayas, northeast and Uttarakhand. The minister told that the size of the current and future projects is Rs. 6 lakh crore.

In addition, Gadkari said that there should be an acceptable margin of error for contractors and civil servants if the mistake is bona fide. The minister commented, "Under current scenario, the scrutiny from various quarters of the society including media and judiciary doesn't encourage innovation and new practices. Thus we don't see ideas like some foreign countries."

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Northeast To Get Road Projects Worth Rs 2. Lakh Crore By 2019

Road Transport and Highways Minister Nitin Gadkari announced that the central government plans to initiate road projects in the northeast with an estimated expenditure of Rs. 2 lakh crore by 2019, reported IANS.

The road transport minister informed that while projects with expenditure of Rs. 1.5 lakh crore would be carried out through the National Highways and Infrastructure Development Corporation Ltd. (NHIDCL), state Public Works Departments (PWDs) will handle projects amounting to Rs. 50,000 crore.

The minister said, "In five years, we will accomplish more than what was accomplished in the last 50 years," adding, "In the north-east, our target is to start projects of at least Rs. 1.5 lakh crore through NHIDCL by 2019 and another Rs. 50,000 crore through the state PWDs."

Further, the minister said that the projects worth Rs. 50,000 crore were already started by the NHIDCL. "After independence, it is the first time the government has taken special interest in setting up road and rail networks in the north-east and has made it a priority," he said.



PWD To Submit Proposal Again For Four-Laning of Jalandhar-Kapurthala Highway

Road Transport and Highways Minister Nitin Gadkari asked the Public Works Department (PWD) to again submit the proposal for the four-laning project of national highway 703-A, connecting Jalandhar to Kapurthala.

Hindustan Times quoted PWD (central works) executive engineer BS Tulli as saying, "The ministry asked the department to assure that there are no legal complications in the case," adding, "We are currently working on fulfilling the condition laid down by the ministry and are hopeful to get the clearance by next week."

Further, the PWD official said that no new tenders will be floated under the project. "The company who was

earlier assigned the work will carry out the construction in the area," he said.

The ministry had recently cleared Rs. 3.63 crore required to complete the long-delayed four-laning for the 3-km stretch of Jalandhar-Kapurthala road after state BJP chief Vijay Sampla and mayor Sunil Jyoti met Nitin Gadkari in Delhi, requesting the minister to clear grant under the project.

Last month, the National Highway Authority of India (NHAI) had rejected the revised estimate of Rs. 3.63 crore that was needed for completing the road work in the two and a half km stretch of the four-lane project. So far, the municipal corporation has spent Rs. 8.64 crore on the project.



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Over 1.6 Lakh Bridges Audited, Government Considering New Monitoring Technology

The central government completed safety audit of 1.6 lakh bridges in the country and found 147 structures in dilapidated condition.

The ministry last year launched the Integrated Bridge Management System (IBMS) at an estimated cost of Rs. 300 crore to create data of all bridges and culverts in the country as part of steps to avert mishaps. Before IBMS there was no system to map the bridges, many of which were constructed during British era and were on the verge of collapse.

"IBMS has completed the first phase of inventory and inspection of all types of bridges, which comes to 1,60,186. of these 147 bridges were found to be dilapidated and calls for immediate attention," Road Transport and Highways Minister Nitin Gadkari told PTL. The road transport minister said that 23 such structures were found of over 100 years of age.

Further, he said new technologies for monitoring of bridges in real time like nano, laser and sensor were being introduced, while radars and infra ray drones, among



others will be used for their inspection.

"As on date IBMS has a database of about 1.6 lakh structures, including 1.2 lakh culverts, and are being categories under different categories. The system which is an initiative under 'Make in India' drive and will have the minutest details to address all safety and security concerns," said the road minister.

The need for this system was triggered as the country did not have any such data, while companies like BHEL had to shell out as high as Rs. 50 lakh fee to get the data whether the bridge was compatible for its machines or not for crossing it.

In addition to the structural rating, the bridges are also being assigned socio-economic bridge rating number, which will decide the importance of the structure in relation to its contribution to daily socio-economic activity of the area.

Rs. 263-crore Elevated Road Bridge Sanctioned For Phagwara



Road Transport and Highways Minister Nitin Gadkari sanctioned an elevated road bridge over a one-km stretch of national highway 1 at an estimated cost of Rs. 263 crore.

Informing this, Union Minister Vijay Sampla said that the bridge would have 39 pillars, reported PTL. He said that he

met the Union Minister for Road Transport and Highways at Delhi and the latter gave his approval to the project. He added that the work on the project would start soon.

Further, the Punjab BJP chief said that External Affairs Minister Sushma Swaraj had approved in-principle a Post Office Passport Centre at Bholath town in Kapurthala district. The Union Minister of State for Social Justice and Empowerment told, "However, she (Swaraj) has said it would be opened in the second phase of allotting such centres." The Phagwara Head Post Office had already been granted a passport centre, which would start operating soon, he added.

Moreoevr, Sampla also said commercial flights will start operating from the Adampur domestic airport from September 25. "I have met the civil aviation minister in this connection and a meeting will be held in Delhi within a week or 10 days to finalise the project," added the state BJP chief.



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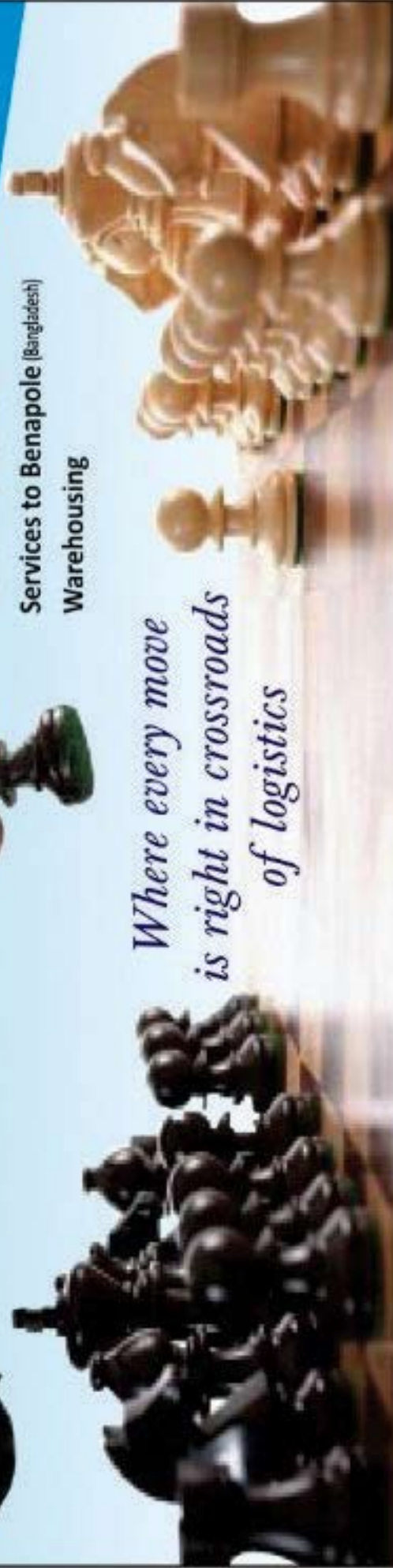
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GST Brings Checkpost-free Ride For Truckers



Gone are the days when trucks used to spend hours at state borders, waiting to pay taxes. Thanks to the Goods and Services Tax (GST)! From July 1 onwards, as many as 23 states (Chattisgarh being the first one) have removed checkpost barriers and others will follow suit soon.

Now trucks roar past most interstate borders, where earlier they used to spend 3-5 hours or a full day at checkposts. Also, the menace of cash extortion seems to have taken a backseat with the implementation of GST. Certainly, this will reduce the episodes of idling. Truck drivers are thrilled even though it is still not a perfect ride.

The travel time of long-haul trucks and other cargo vehicles has reduced by at least one-fifth since border

check posts have been removed across the country following the implementation of GST.

Many transport operators are reporting logistics efficiency gains after states abolished border checkposts in the wake of GST. "The time has reduced by nearly 30 per cent as there are no multiple check points and taxes," B. Krishna Rao, category head at Parle Products, told ET Bureau, adding, "The initial assessment from our logistics partner is that we are saving at least three days if not more in our supply chain."

TNN quoted Rajesh Agrawal, chairman of All India Transport Welfare Association (AITWA) and head of Aggrawal Packers and Movers Ltd., as saying, "The total travel time between Delhi and Mumbai is now three days

The time has reduced by nearly 30 per cent as there are no multiple check points and taxes

***The total travel time
between Delhi and Mumbai
is now three days in comparison
to four days before GST***

in comparison to four days before GST. Similarly, now it takes five days to cover the Delhi-Chennai stretch against six-and-a-half days earlier. Assam is the only state, which has not removed border check-posts." In addition, he said that the provision of "no detention" by tax officials has cut down the inordinate delay of vehicles reaching the destination.

Also, many from the transport industry believe that the reduction in travel time of cargo vehicles on major routes is due to fall in consignment bookings and/or vehicles



carrying items such as food and agriculture produce, petroleum and LPG tankers, which are unaffected by the GST implementation.

A Delhi-based think tank, S.P. Singh of the Indian Foundation for Transport Research (IFTR), told ET, "There is almost 40% reduction in movement of vehicles carrying parcel consignments because of less booking of such taxable consignments and the transport agents fearing action. Without e-way bill and by ending the old system of transit permit, now there is a vacuum." He further stated that the initial decline in transport time could be simply because there is less traffic on the roads because of GST-related disruption.



According to the IFTR official, as many as 2.5 million trucks are off the roads as transporters want to see how business evolves post GST roll-out. Logistics companies want to see if gains persist as GST settles in. The Road Transport and Highways Minister had told ET that logistics costs should decline by at least 20 per cent after GST implementation. Moreover, a PhillipCapital study

***The Road Transport and
Highways Minister had told
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implementation***

highlighted that the costs should come down as the 'one nation, one market' begins to take shape under GST.

While many transporters reported the disappearance of tax officials from roads, transport department officials were found extorting money on some pretext or the other. Regional Transport Office (RTO) staff are said to be stopping trucks and seeking monthly payments for various charges while mobile squads are making surprise checks and seeking payoffs.

Notably, Road Transport and Highways Minister Nitin Gadkari had said that there will be no checking by RTOs on highways as all the toll plazas will get 'weight-in-motion' bridges to check overloading. The government needs to issue advisories directing various agencies not to misuse their authority and create unnecessary panic.



E-way Bill System Under GST To Bring Respite To Transporters From October

'Better late than never' perfectly suits delay in the e-way bill launch. The Goods and Services Tax (GST) provision, which will require goods more than Rs. 50,000 in value to be pre-registered online before it can be moved, is likely to be implemented from October after a centralised software platform is ready.

Further, the e-way bill system would be implemented after infrastructure for smooth generation of registration and its verification through hand-held devices with tax officials, is ready. Notably, the information technology platform for the e-way bill system is being developed by the National Informatics Centre (NIC). Originally, GSTN was to develop the e-way bill platform, but last month only the GST Council decided to rope in NIC to develop it

since it was felt that in the initial days of GST roll out, GSTN would be busy with other work, including solving issues like registration and invoice generation.

***We hope
the e-way bill can be
implemented in three
months time as by
then, we hope to
develop the
infrastructure for
consolidated
e-way bill***

Also, the Centre has decided to relax the timeline provision under which the e-way bill generated by GSTN for 20 days for goods travelling more than 1,000 km. Earlier, this was 15 days. As per the provision, GSTN would generate e-way bills that will be valid for 1-20 days, depending on the distance to be travelled - one day for 100 km, 3 days (100 to less than 300 km), 5 days (300-less than 500 km) and 10 days (500-less than 1,000 km).

The GST Commissioner may extend the validity period of e-way bill for certain categories of goods. PTI quoted a

senior official as saying, "We hope the e-way bill can be implemented in three months time as by then, we hope to develop the infrastructure for consolidated e-way bill."

Though the GST has been rolled out from July 1, the centralised e-way bill system could not be implemented as the rules and forms were not ready. "The e-way bill rules may be taken up in the next meeting of the GST Council on

The e-way bill rules may be taken up in the next meeting of the GST Council on August 5. After the rules are in place, the NIC and GSTN would develop an all India platform for a consolidated system

August 5. After the rules are in place, the NIC and GSTN would develop an all India platform for a consolidated system," another official said.

Since states like West Bengal, Kerala, Bihar, Odisha and Andhra Pradesh already had a robust e-way bill system, the GST Council has allowed the states having e-way bill rules to continue with the existing form till a central format is built.

The draft e-way bill rules, which were made public in April, provide that the person in-charge of conveyance will be required to carry the invoice or bill of supply or delivery challan, and a copy of the e-way bill or the e-way bill number, either physically or mapped to a Radio Frequency Identification Device (RFID) embedded on to the conveyance.

Also, the rules authorise the tax commissioner or an



officer empowered by him on his behalf to intercept any conveyance to verify the e-way bill or the number in physical form for all inter-state and intra-state movement of goods. Physical verification of conveyances can be carried out on specific information of evasion of tax, the rules further state. The officer will be required to submit a summary report of every inspection of goods in transit within 24 hours and the final report within three days of inspection.

Physical verification of conveyances can be carried out on specific information of evasion of tax, as per the rules. The officer will be required to submit a summary report of every inspection of goods in transit within 24 hours and the final report within three days of inspection.

Undoubtedly, the e-way bill system will end the harassment of truckers by the tax officials on highways. Also, it will make the officials accountable for stopping any truck which is out for delivery.





Octroi Abolition May Help Transport Industry Save Rs. 2,000 Crore

It seems like the God has finally lent his ears to transporters! As the new tax regime, Goods and Services Tax, ended the cascading tax system in India from July 1 onwards, Octroi has died way ahead of time. In addition, as many as 23 states have completely dissolved checkpoints since July 1 with the advent of GST.

Experts are of the view that the abolition of Octroi could result in saving of more than Rs. 2,000 crore and cut down freight time for trucks and commercial vehicles by at least 25 per cent.

A recent report based on a 2011-12 survey, commissioned by Transport Corporation of India (TCI) and Indian Institute of Management Calcutta (IIMC), highlighted that one of the major problems faced by the Indian trucking sector is "interstate and intrastate checkpoint delays. Since different states have different documentation requirements for sales tax compliance, a considerable amount of time is wasted at interstate checkpoints for completing sales tax-related formalities. Besides, delay is experienced at checkpoints and on-road for filling in forms required by various government departments, checking of documents and physical checking of the vehicle, driver and consignment by RTO and traffic police, and collecting highway toll and taxes. On top of this, there are police harassment and corruption soliciting unofficial payments from drivers. Survey data show that on-road stoppage expenses (Toll/RTO/ST/Octroi etc.) including unofficial payments made to government officials and traffic police amount to, on an

average, 15% of total trip expenses."

For long, the transporters were demanding that any charges/fees/penalties (such as ODC Penalties, Octroi, Entry Tax etc) en route on the goods levied by any authorities shall be payable by the client directly and if the same needs to be paid by the carrier, it shall be explicitly agree in the contract and be reimbursed promptly on the submission of bill along with applicable service charges.

Moreover, the road freight movement between different Indian states had been one of the major concerns of the transport industry. Existence of numerous barriers and the non-uniformed tax structure made the task even harder for goods transporters. Further, the huge bureaucracy in checking essential documents, such as vehicle registration book, driving license and imposed taxes (Octroi, Behti and others), added to the woes of the truckers. Moreover, the documentation requirements varied from state to state, which made the goods transport and logistics industry even more unattractive and ineffective.



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Satellite Technology To Check Overloaded Vehicles In Uttar Pradesh

Seriously working towards realizing Prime Minister Narendra Modi's 'Digital India' dream, digital and satellite technology will be used to keep an eye on overloaded vehicles in Uttar Pradesh as the state government steps up monitoring of vehicles flouting rules.

UP Transport Minister Swatantra Dev Singh told PTI in an interview, "The Uttar Pradesh government will seek the usage of digital and satellite technology to get rid of the menace of overloading."

As part of measures, the Yogi-led government has taken action against 18,112 overloaded heavy vehicles, and recovered Rs. 23 crore as fine, confirmed the state transport minister. "Overloading has never been brought

under complete control. For the first time in UP, the state government has been able to curtail it," the minister added.

Imposition of heavy fines on overloading has led to improved earnings for the Uttar Pradesh State Road Transport Corporation which has reported a profit of Rs. 14 crore from the earlier Rs. 10 crore.

Further, the minister said that the department is resolving close to 100 complaints on a daily basis, which pour in from different social media platforms including Twitter and Facebook.

On a related note, Gurgaon police launched a special drive before the onset of monsoon, as overloaded trucks often get stuck in the mud during rains. Such breakdowns often lead to snarls on highways.

Twenty one dumpers, overloaded with heavy materials, were seized in just two days from across the district. The impounded dumpers were carrying stones beyond permissible limit, the police told HT. While the permissible weight depends on the size of the dumpers, most of the ones impounded by the city police were haiba trucks, which were allowed to load up to 25 tonnes of goods. The trucks, however, were weighing 50 tonnes, the police said.



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Potholes Took More Than **10,000** lives In Past **Three** Years

Emerging as one of the biggest killers on Indian roads, potholes prove fatal in road accidents for 30 people daily. A recent Government of India report highlighted that potholes and speed breakers on the infamous Indian roads have claimed over 10,000 deaths over the last three consecutive years.

As per the data compiled by the Ministry of Road Transport and Highways, 10,876 people were killed due to potholes in 2015 which is a slight dip from 11,106 deaths in 2014. But a senior transport ministry official said that the number of deaths could be even higher as the ministry does not have a reliable database on accident related deaths.

The official said, "According to data provided by state police headquarters, 10,876 people died due to potholes and speed breakers on roads. The maximum fatalities were reported in Maharashtra. Roads in rural areas are mostly prone to potholes where construction quality is found to be poor as compared to urban areas and big cities," reported Mail Today.

He added, "Number of accidents can be higher as there is no scientific method for reporting the road accidents in India. As a result, many accidents go unreported and there

is no detailed investigation into causes of road deaths in our country."

Notably, data on road accidents is reported by police headquarters of various states and union territories and big cities with population of over 10 lakh. The data is reported to the Transport Research Wing (TRW) of Ministry of Road Transport and Highways.

Talking about Delhi, the situation is no different here too. A recent survey by the SPA found that overloaded trucks entering Delhi caused maximum damage to footpaths and weakened the city roads. Also the civic and transport agencies do not have a mechanism to check the



overloaded trucks.

The situation assumes significance as India is a signatory to the United Nations convention on reducing road fatality by 50 per cent.

Experts highlighted that the road fatality in India is increasing at the rate of nearly 8 per cent every year. In 2015, around 1.46 lakh people were killed in road crashes in India. However, transport and traffic experts blamed it on the faulty road designs and poor maintenance of roads.

Shedding light on the issue, some road researchers also alleged that the guidelines for construction of speed breakers are not followed in India.

"As per the guidelines, the height of the speed breaker cannot exceed 10 cm; however, in majority of cases particularly in smaller cities and residential pockets, the speed breakers are up to 6-8 inches high. This makes motorists particularly the bikers more vulnerable," said S. Velmurugan, senior principal scientist (traffic engineering) at the Central Road Research Institute (CRRI).

In addition, the scientist said that the roads in India are still being constructed as per decades old guidelines. Also most of the arterial and elevated roads do not have cautionary signages for speed breakers that lead to frequent road accidents.

Moreover, road engineers said the ill-conceived drainage system in cities were also responsible for potholes. The situation worsens in Monsoon when the existing drainage

system fails due to excess water flow and, thus, water stagnates on the roads resulting into potholes.

On a related note, the Road Transport and Safety Bill mooted by the Centre will be opposed by AIADMK MPs

in the Rajya Sabha during the upcoming session, Transport Minister M.R. Vijayabhaskar informed the Assembly. Replying to DMK member N. Suresh Rajan (Nagercoil), who urged the government to oppose the Bill in the Rajya Sabha where the AIADMK has considerable number of MPs, Vijayabhaskar said that the AIADMK MPs have been informed about the Bill and they would press for the amendments intended by the State government. "Tamil Nadu is the only

State which has been opposing the Bill for long demanding certain amendments. We will continue to press for the amendments," the transport minister said. Earlier, Mr. Suresh Rajan alleged that the Bill was against State autonomy.

Notably, the legislative framework which currently exists in India is

inadequate and fails to meet most of the global standards of best practice legislation defined by the World Health Organisation (WHO). The Amendment Bill, if passed, would help levy steeper fines and punishments for offenders. Further, it would help create a more unified and streamlined licence and registration registry at the national level. Moreover, the bill bats for greater automation in the process of testing vehicles for their fitness and greater electronic surveillance on national and state highways and urban roads.

According to data provided by state police headquarters, 10,876 people died due to potholes and speed breakers on roads





जुलाई में पेट्रोल-डीजल के दाम में हुई वृद्धि

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आईओसी की वेबसाइट पर जारी रेट्स के मुताबिक एक जुलाई से अब तक डीजल की कीमतें 1.62 रुपए बढ़ चुकी हैं। पिछले

22 दिन में डीजल के दाम 53.33 रुपए प्रति लीटर से बढ़कर 54.95 रुपए प्रति लीटर हो गए हैं।

गौरतलब है कि तेल मार्केटिंग कंपनियां तीन आधार पर पेट्रोल और डीजल के दाम तय करती हैं। पहला अंतरराष्ट्रीय बाजार में कच्चे तेल का भाव, दूसरा देश में आयात करते वक्त भारतीय रुपए की डॉलर के मुकाबले कीमत और तीसरा अंतरराष्ट्रीय बाजार में पेट्रोल-डीजल के मौजूदा रेट्स।





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Can Scania's New-gen Tipper Become The Golden Truck?

Scania Commercial Vehicles India Ltd. launched a new P440 8x4 Cu.m U-BODY tipper. A company statement stated that the new-gen tipper has been put through intense testing for over 12000 hours of operations in some of the most demanding mines in India.

Further, the P440U-BODY tipper offers increased payload carrying capacity and fuel efficiency in mining operations. This would help the Indian mining sector to improve the total operating economy.

The Swedish commercial vehicle manufacturer in India has designed the P440U-BODY tipper with a new 13L engine, which churns out 446ps of maximum power and reaches its peak torque at lower engine speeds. Also, it is BS-IV compliant through the Selective Catalytic Reduction (SCR) technology.

ETAuto reported Raghavan Srinivasa, Director Sales (Trucks), Scania Commercial Vehicles India, as saying, "We, at Scania, work to integrate sustainability into the core of the business. Scania leverages innovative thinking, develops partnerships and works extensively within the logistics flow to capture efficiencies and secure

customer profitability." The official added, "We are very confident that P 440 U-BODY tipper will deliver on our promise of driving even more value and profitability for our customers."

Notably, all Scania tippers come with an option of choosing Fleet Management Services (FMS), which enables its customers to remain in control of the fleet's performance by providing information such as fuel consumption, tipper idling time, driving behavior and tipper's position. Moreover, FMS ensures maximum productivity and profitability for the customer.

"Scania India firmly believes in having a true partnership with our customers. Besides being a manufacturer of heavy trucks and buses, Scania is increasingly developing new ways of delivering customer value based on a full service offering that delivers lifecycle profitability," said Hanna Johansson, Director, Business Support, Scania Commercial Vehicles India.

Notably, Scania recorded 10 percent increase in its net sales for the calendar year 2016 and stood at nearly SEK 104 billion. Further, total deliveries of trucks and buses and coaches reached all-time high levels.



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Carriage By Road Cost Index (CRI) - JULY 2017

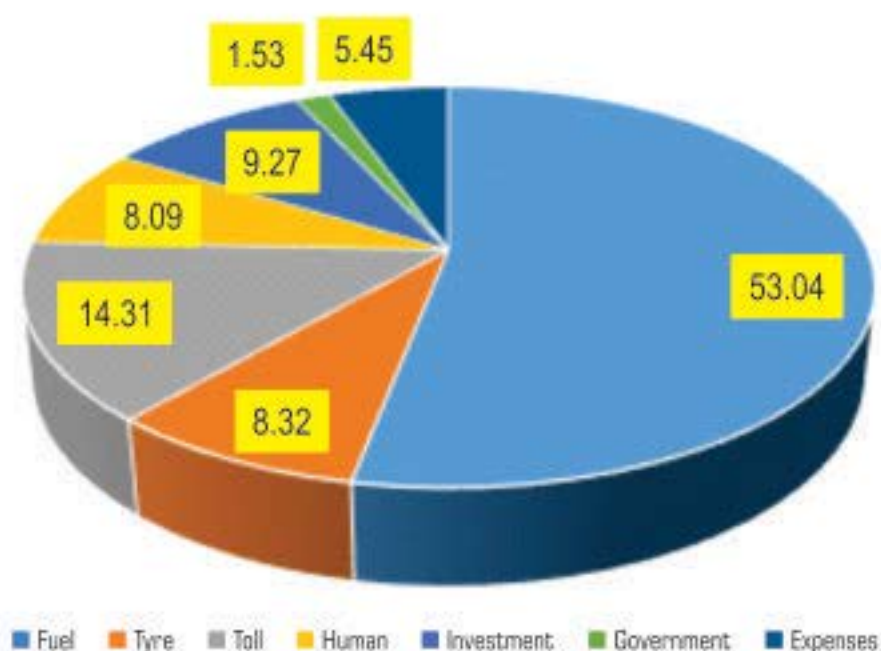
CRI JULY 2017 - 113.82

Data Updated upto JUNE 30, 2017

Average Diesel Price as on JUNE 30, 2017 - **Rs. 55.93** per litre.

Cost Distribution Pie June 2017

CRI PIE Chart June 2017



Changes: Matrix - June 2017	
Diesel	-2.85 Per Litre
Change in Index	-3.07

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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टायर कंपनियों के शेयरों में आ सकती है चमक

• स्तर कीर्तियों में गिरावट और अधिक योग्य की उम्मीद इस क्षेत्र के लिए संभावनात्मक है

• कीर्तियों में खरीद के लंबे स्तर के बाद से लगभग 100 कीर्ती की गिरावट आ चुकी है



एकदमक में गिरावट में गिरावट और अधिक योग्य की उम्मीद इस क्षेत्र के लिए संभावनात्मक है। स्तर कीर्तियों में गिरावट और अधिक योग्य की उम्मीद इस क्षेत्र के लिए संभावनात्मक है। स्तर कीर्तियों में गिरावट और अधिक योग्य की उम्मीद इस क्षेत्र के लिए संभावनात्मक है।

स्तर कीर्तियों में गिरावट और अधिक योग्य की उम्मीद इस क्षेत्र के लिए संभावनात्मक है। स्तर कीर्तियों में गिरावट और अधिक योग्य की उम्मीद इस क्षेत्र के लिए संभावनात्मक है। स्तर कीर्तियों में गिरावट और अधिक योग्य की उम्मीद इस क्षेत्र के लिए संभावनात्मक है।

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मोदी सरकार के 2000 किमी के हाइवे प्रोजेक्ट्स अटके, पैसे फंसने के डर से बैंक नहीं दे रहे लोन

एनएच का दबाव ब्रेश रहे बैंक इन प्रोजेक्ट्स को नहीं मान रहे खर्चविल, नहीं हो पा रहा फायनेसियल क्लोजर

- इन प्रोजेक्ट्स में डिस्ट्रीक्ट एडमिनिस्ट्रेशन में भी खर्चविल
- डिस्ट्रीक्ट एडमिनिस्ट्रेशन में खर्चविल का जो बैंक के पास है

महा ने मुखा बहाव

एनएच का दबाव ब्रेश रहे बैंक इन प्रोजेक्ट्स को नहीं मान रहे खर्चविल, नहीं हो पा रहा फायनेसियल क्लोजर



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16 जून से रोज बदलेंगे डीजल-पेट्रोल के दाम

जीएसटी में पेट्रोलियम भी जल्द!

जीएसटी परिषद करेगी फैसला

• कच्चा तेल, पेट्रोल, डीजल, गैर, ईंधन और प्रकृतिक गैस को इस समय जीएसटी के दायरे में रखा गया है

• जीएसटी परिषद की बैठक में जीएसटी के दायरे में शामिल किया जाना संभव नहीं



जीएसटी परिषद की बैठक में जीएसटी के दायरे में शामिल किया जाना संभव नहीं

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पंजाब में ट्रांसपोर्ट यूनिटों का एकाधिकार होगा खत्म जितने किलोमीटर चलेंगे, उतनी ही दूरी का देना होगा टोल टैक्स

- पंजाब में राज्य ने 154 कि.मी. की दूरी तक टोल टैक्स का फैसला किया
- पंजाब में टोल टैक्स का फैसला किया

अजय, दिल्ली



पंजाब में ट्रांसपोर्ट यूनिटों का एकाधिकार होगा खत्म

- पंजाब में राज्य ने 154 कि.मी. की दूरी तक टोल टैक्स का फैसला किया
- पंजाब में टोल टैक्स का फैसला किया

अजय, दिल्ली

पंजाब में ट्रांसपोर्ट यूनिटों का एकाधिकार होगा खत्म



पंजाब में ट्रांसपोर्ट यूनिटों का एकाधिकार होगा खत्म

Bribes, borders and middlemen: Why India's GST is a game changer

Moving goods across Indian states isn't exactly easy, and that's a major barrier to economic growth in India.

Rolling a truck of vegetables into Gujarat, the state once governed by Prime Minister Narendra Modi, requires a bribe of 500 rupees to 2,000 rupees even with your papers in order, according to Rakesh Kari, vice-president of Cassian Roadways Ltd., which has about 400 trucks plying India's pot-holed road.

But getting past the state tax collectors into Uttar Pradesh, India's most populous state, will cost you more: Upwards of 20,000 rupees, Kari says.

The penalty for not paying off the right people is steep: fines from factories whose raw materials are stuck at state borders sometimes for as long as five days.

That's why he and other companies are cheering the July 1 implementation of India's biggest tax reform since independence in 1947. The move will replace more than a dozen levies with a new goods-and-services tax.

That should help reduce the immense power India's myriad middlemen wield at state borders, free up internal trade, make it easier to do business and widen the country's tax base.

"Even if your documents are correct, they will find some small error and hold your vehicle," Kari says in his New Delhi office, located in a dairy trucking depot where hundreds of drivers sit near their brightly painted trucks in the 42-degree Celsius (108-degree Fahrenheit) heat. "Once GST is there, all that goes."

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finance minister P. Chidambaram, was one of the key backers of the reform, late night after the cabinet meeting to glean finer details. Actually, Gojpal was uncomfortable giving the go-ahead and it was Mulayam Singh Yadav, the then defense minister, who tipped the scales.

As per the time table, full deregulation was to happen in 2002. However, with crude oil prices beginning to rise, increasing volatility, political support rapidly eroded and the deadline was never realized.

It was only after the Congress-led United Progressive Alliance took charge in 2004 the idea was revived. Again, to manage the political mine fields, the government chose the committee route—first under former Reserve Bank of India governor C. Rangarajan, then under Planning Commission members B.K. Chatterjee and Kirit Parikh. Armed with expert advice, the government backed the idea of freeing the prices of

Common Market

The new tax would be Modi's most significant economic reform since coming to power in 2014. Yet with less than two weeks to go before its implementation, the government is still refining the details, announcing on Sunday it would relax initial filing requirements for July and August amid concerns businesses were not ready.

Despite the last-minute tweaks, Finance Minister Arun Jaitley confirmed Wednesday the tax would roll out on July 1.

While India already boasts one of the world's fastest growing major economies, architects of the reform say it will strike efficiency and growth by creating a common market of 1.1 billion consumers, a population greater than the U.S., Europe, Brazil, Mexico and Japan combined.

QuickTake explainer on the new GST

Take the border crossings: Lorry drivers in India face 40 percent of transit time to reach blocks, tolls and other stoppages, which means logistics costs are up to three times higher than international benchmarks.

While truck drivers may still need to stop to have their goods checked, cut that time in half, and logistics costs could fall by up to 40 percent, according to a 2014 World Bank report.

petrol and diesel.

Consequently, in June 2010, the government deregulated petrol prices; diesel was decontrolled by the Prime Minister Narendra Modi-led National Democratic Alliance in October 2014—reiterating the continuity of thought on this crucial piece of reform.

The real test will, however, arise as and when international oil prices start hardening. At present, crude oil prices are hovering around the \$50 mark; the domestic retail levy would abate radically if, for instance, prices spiked to \$100 per barrel of crude.

It will have to be seen whether the Indian consumer possesses the resilience to adapt and the incumbent government has the political spine to stay the course.

But given the global circumstances—especially the slump at China—and the game-changer role of solar power, such an eventuality may not actually arise.

Fuel price revisions: Burying the administered price mechanism ghost

The implementation of daily revision of petrol and diesel prices marks the culmination of a very significant piece of economic reform—administered price mechanism

Last Friday, India formally ditched the last vestige of the administered price mechanism or APM for petrol and diesel. From 6 am, government-owned oil-marketing companies, who between them account for 90% of the retail market for fuel, linked daily sales at all their petrol pumps with the international prices of crude oil. Consequently, like in the US and Australia, domestic diesel and petrol prices have now been globalised.

This marks the culmination of a very significant piece of economic reform; something we would be remiss in playing down in comparison to other reform initiatives.

Not only is it politically sensitive to undertake but it signals India a step closer to becoming a competitive market economy defined by rules as opposed to the existing exceptions-based regime.

And coincidentally, it comes on the eve of the 20th anniversary of the decision by the then United Front government led by Prime Minister I.K. Gujral to set in motion the dismantling of APM—in fact, it was the last decision of the government as a last power move after. Prior to that, petroleum prices were administered (and subsidised), not only did it lead to inefficient allocation of a scarce resource, it also became a fiscal headache (as the subsidies were based in what was known as the oil pool account, details of which were all but opaque).

Importantly, this initiative represents a rare political consensus on economic reforms and spans several



regimes. The idea was first proposed during the Congress government led by Prime Minister Narendra Rao. The then petroleum minister Subhash Sharma set up the 'R-committee' under the chairmanship of petroleum secretary V.K. Sankar (R stood for reform) to look at the blueprint for dismantling APM.

As things happen, the R-committee survived the government and eventually came up with a solid plan. Remember this was the time when there was enormous political uncertainty with minority governments barely surviving; yet somehow, the political support for the idea did not wane.

Eventually in November 1997, the I.K. Gujral government led the battle as it were. I remember meeting up with Jaresh Ramdas, serving as an officer on special duty in the ministry of finance, whose then boss,

Dr. Yashwantrao Chavan, said:

One of the biggest goals of the GST is to widen the tax net in our economy, where more than 50 percent of workers are employed informally. Companies will need to be able to measure and prove their profits to claim a credit against their costs. Pressure to comply will increase along the line and the black economy shrinks.

Inevitable Disruption

Still, for as many knees up ahead, the restructuring starts may initially suffer as the extra revenue is generated in more populous consuming states. There are also industries untouched by the new tax, including alcohol and real estate. Thousands of small retailers are likely to be squeezed out of business as IT systems deployed.

"There will inevitably be disruption as a result of the implementation of the GST," said Sankar Naray, vice president of the New Delhi-based Observer Research Foundation.

Before now, India's slow to introducing a sector for that causes panic and uncertainty. More than 150 countries have a value-added tax or GST, including Canada, Australia and the European Union, according to Deloitte.

The optimistic case is that initial ripples are soon smoothed over, according to Frank Rost, a professor at Cornell University in Ithaca, New York. "One of the most important questions, any disruption in commerce and economic activity is likely to be short-lived, while the long-term benefits could be significant," he said.

Big companies will be prepared, Aggarwal at Transport Corp. says, but he frets about the smaller, informal businesses. "How big companies will 'insure'.

That informal workforce includes Rakesh Ram Rajgopal, a 26-year-old teacher in jeans and sandals who regularly drives goods across the border between India and

"I have not put any training," he says, holding up a sheet of material, also demonstrating how to do it correctly. "You know that old economy."

AIR FREIGHT (INT'L+DOM.)

S. no.	Airport	Freight (in MT.)					
		For The Month			For The Period April To May		
		May	May	% Change	2017-18	2016-17	% Change
(A) 18 International Airports							
1	Chennai	34433	28732	19.8	66969	57165	17.2
2	Kolkata	15637	13381	16.9	28386	24786	14.5
3	Ahmedabad	8147	6181	31.8	15301	11568	32.3
4	Goa	365	357	2.2	733	727	0.8
5	Lucknow	741	449	65.0	1183	814	45.3
6	Trivandrum	2444	3129	-21.9	4948	5084	-2.7
7	Guwahati	1716	1303	31.7	4140	2591	59.8
8	Jaipur	1185	1134	4.5	2254	2286	-1.4
9	Calicut	1672	1012	65.2	3319	2052	61.7
10	Bhubaneswar	718	628	14.3	1412	1263	11.8
11	Coimbatore	818	690	18.6	1625	1330	22.2
12	Srinagar	567	501	13.2	990	961	3.0
13	Varanasi	77	101	-23.8	152	211	-28.0
14	Mangalore	209	69	202.9	394	163	141.7
15	Amritsar	157	75	109.3	309	161	91.9
16	Trichy	547	552	-0.9	1169	1106	5.7
17	Port Blair	364	360	1.1	760	760	0.0
18	Imphal	367	408	-10.0	698	703	-0.7
Total		70164	59062	18.8	134742	113731	18.5
(B) 6 JV International Airports							
19	Delhi (DIAL)	83450	72151	15.7	162445	137723	18.0
20	Mumbai (MIAL)	76623	61897	23.8	149070	121713	22.5
21	Bangalore (BIAL)	28273	26197	7.9	54549	50799	7.4
22	Hyderabad (GHIAL)	11302	9425	19.9	21754	18365	18.5
23	Cochin (CIAL)	7286	7084	2.9	14361	13964	2.8
24	Nagpur (MIPL)	618	573	7.9	984	1020	-3.5
Total		207552	177327	17.0	403163	343584	17.3
(C) 8 Custom Airports							
25	Pune	2795	2856	-2.1	5566	5650	-1.5
26	Visakhapatnam	469	401	17.0	896	884	1.4
27	Patna	660	424	55.7	1281	766	67.2
28	Chandigarh (JV Airport)	906	742	22.1	1527	1249	22.3
29	Bagdogra	265	381	-30.4	490	699	-29.9
30	Madurai	123	52	136.5	219	120	82.5
31	Aurangabad	180	188	-4.3	290	303	-4.3
32	Gaya	0	0		0	0	
Total		5398	5044	7.0	10269	9671	6.2
(D) 50 Domestic Airports							
33	Indore	817	757	7.9	1594	1337	19.2
34	Raipur	326	377	-13.5	651	702	-7.3
35	Agartala	481	528	-8.9	988	1089	-9.3
36	Jammu	165	182	-9.3	330	341	-3.2
37	Vadodra	150	215	-30.2	319	438	-27.2
38	Udaipur	0	0		1	1	0.0
39	Ranchi	462	325	42.2	979	639	53.2
40	Dehradun	35	12	191.7	49	19	157.9
41	Bhopal	92	84	9.5	161	161	0.0

S. no.	Airport	Freight (in MT.)					
		For The Month			For The Period April To May		
		May	May	% Change	2017-18	2016-17	% Change
(D) 50 Domestic Airports							
42	Vijayawada	0	0	-	0	0	-
43	Leh	231	134	72.4	307	410	-25.1
44	Tirupati	0	0	-	0	0	-
45	Rajkot	29	19	52.6	61	31	96.8
46	Jodhpur	1	1	0.0	2	2	0.0
47	Dibrugarh	29	49	-40.8	77	106	-27.4
48	Rajahmundry	0	0	-	0	0	-
49	Silchar	25	23	8.7	57	44	29.5
50	Surat	10	0	-	10	0	-
51	Bhuj	3	3	0.0	4	5	-20.0
52	Juhu	33	35	-5.7	69	70	-1.4
53	Jabalpur	2	0	-	3	0	-
54	Dimapur	76	5	1420.0	123	14	778.6
55	Gaggai (Kangra)	0	0	-	0	0	-
56	Tuticorin	1	2	-50.0	1	5	-80.0
57	Belgaum	0	0	-	0	0	-
58	Jamnagar	0	2	-100.0	0	10	-100.0
59	Khajuraho	0	0	-	0	0	-
60	Jorhat	2	6	-66.7	9	13	-30.8
61	Gorkhpur	0	0	-	0	0	-
62	Allahabad	0	0	-	0	0	-
63	Agatti	2	0	-	3	0	-
64	Hubli	0	0	-	0	0	-
65	Bhuj	0	0	-	0	0	-
66	Bhavnagar	0	0	-	0	0	-
67	Diu	0	0	-	0	0	-
68	Gwalior	0	0	-	0	0	-
69	Barapani (Shillong)	0	0	-	0	0	-
70	Pantnagar	0	0	-	0	0	-
71	Lakhimpur (Lilabari)	0	0	-	0	0	-
72	Agra	0	0	-	0	0	-
73	Tezpur	0	0	-	0	0	-
74	Bhatinda	0	0	-	0	0	-
75	Porbandar	0	0	-	1	0	-
76	Kanpur (Chakeri)	0	0	-	0	0	-
77	Cuddapah	0	0	-	0	0	-
78	Bikaner	0	0	-	0	0	-
79	Jaisalmer	0	0	-	0	0	-
80	Ludhiana	0	0	-	0	0	-
81	Kolhapur	0	0	-	0	0	-
82	Shimla	0	0	-	0	0	-
Total		2972	2759	7.7	5799	5437	6.7
(E) St. Govt. / Pvt Airports							
83	Lengpui (Aizawl)	69	46	50.0	117	85	37.6
84	Durgapur	0	0	-	0	0	-
85	Nanded	0	0	-	0	0	-
86	Mundra	0	0	-	0	0	-
Total		69	46	50	117	85	37.6
(F) Other Airports							
Grand Total		0	0	-	0	0	-
(A+B+C+D+E+F)		286155	244238	17.2	554090	472508	17.3

Source: A.A.I.

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

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/L NG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers		Coal		Containers Tonnage	TEUs	Other Misc. Cargo	TOTAL	% VAR. AGAINST 2016-17
					FIN.	RAW	Thermal & Steam	Coking & Others					
KOLKATA	TRF APRIL-JUNE'2017	182	208	-	35	9	-	119	2327	155	1156	4036	
	TRF APRIL-JUNE'2016	204	175	-	38	-	-	345	2529	166	959	4250	-5.04
Haldia Dock Complex	TRF APRIL-JUNE'2017	2052	1253	454	134	72	462	2725	602	33	1754	9508	
	TRF APRIL-JUNE'2016	1425	1173	19	36	33	450	3214	332	23	1561	8243	15.35
TOTAL: KOLKATA	TRF APRIL-JUNE'2017	2234	1461	454	169	81	462	2844	2929	188	2910	13544	
	TRF APRIL-JUNE'2016	1629	1348	19	74	33	450	3559	2861	189	2520	12493	8.41
PARADIP	TRF APRIL-JUNE'2017	8436	436	2574	4	1054	6581	3122	10	1	2219	24436	
	TRF APRIL-JUNE'2016	6032	514	1009	21	920	7509	2370	18	1	2206	20599	18.63
VISAKHAPATNAM	TRF APRIL-JUNE'2017	4012	449	2937	412	264	1848	1444	1549	90	2192	15107	
	TRF APRIL-JUNE'2016	4232	424	2602	321	263	2866	1084	1505	87	2305	15602	-3.17
KAMARAJAR(ENNORE)	TRF APRIL-JUNE'2017	1039	27	-	-	-	6312	-	-	-	591	7969	
	TRF APRIL-JUNE'2016	1000	28	-	-	-	6145	-	1	-	571	7745	2.89
CHENNAI	TRF APRIL-JUNE'2017	3290	420	-	-	42	-	-	7603	394	1322	12677	
	TRF APRIL-JUNE'2016	3122	301	-	12	46	-	-	7293	378	2367	13141	-3.53
V.O.CHIDAMBARANAR	TRF APRIL-JUNE'2017	191	196	-	30	235	2320	811	3355	166	1904	9042	
	TRF APRIL-JUNE'2016	158	237	-	67	164	3131	1150	3196	162	1500	9603	-5.84
COCHIN	TRF APRIL-JUNE'2017	4860	79	-	15	42	-	-	1909	136	266	7171	
	TRF APRIL-JUNE'2016	3887	120	-	-	57	44	-	1690	120	263	6061	18.31
NEW MANGALORE	TRF APRIL-JUNE'2017	5846	440	936	171	27	1108	773	354	22	308	9963	
	TRF APRIL-JUNE'2016	5255	390	102	73	26	944	1149	280	18	264	8483	17.45
MORMUGAO	TRF APRIL-JUNE'2017	170	127	3828	25	-	755	2100	100	7	1173	8278	
	TRF APRIL-JUNE'2016	154	123	3935	55	-	858	2152	104	6	1081	8462	2.17
MUMBAI	TRF APRIL-JUNE'2017	8829	421	1925	57	30	738	1481	167	13	1923	15571	
	TRF APRIL-JUNE'2016	8848	539	1764	59	-	684	1184	140	11	1922	15140	2.85
J.N.P.T.	TRF APRIL-JUNE'2017	1128	617	-	-	-	-	-	14380	1202	222	16347	
	TRF APRIL-JUNE'2016	1089	615	-	-	-	-	-	13990	1144	208	15902	2.80
KANDLA	TRF APRIL-JUNE'2017	14837	2379	171	996	1	3505	82	473	32	4745	27189	
	TRF APRIL-JUNE'2016	14517	1920	184	1110	118	4539	72	60	2	3511	26031	4.45
ALL PORTS	TRF APRIL-JUNE'2017	54872	7052	12825	1879	1776	23629	12657	32829	2251	19775	167294	
	TRF APRIL-JUNE'2016	49923	6559	9615	1792	1627	27170	12720	31138	2118	18718	159262	5.04
% Variation from previous year													
9.91													5.04

Source: I.P.A.

CHIP OFF THE OLD BLOCK

Mr. Raaja Kanwar
Vice Chairman & Managing
Director, Apollo International
Limited

Raaja Kanwar is the founder of Apollo International Limited, a part of the Apollo Group and a rapidly growing company in itself. He holds a management degree from Drexel University, U.S. It was his zeal to venture into something new and challenging that made him choose to lead Apollo Group's diversification plans instead of his natural progression into the tyre business.

Raaja Kanwar set the stage for the group's expansion through Apollo International Limited (AIL) and spearheaded its venture into integrated logistics business, digital cinema, distribution and marketing of tyres, international business in products, equipment and projects, and manufacturing and export of leather garments and accessories.

Led by his vision of "Nurturing entrepreneurship through partnership," AIL has emerged as a diversified business entity with global footprints. Testimony to its success and promising future, the company has been recognized as a "Global Growth Company" by the World Economic Forum. Raaja Kanwar is a member of several prestigious organizations, including the Young President's Organization and the World Economic Forum. He currently chairs the FICCI Logistics Forum, which is a platform for the logistics industry in India to voice its opinion and concerns.



Mr. Raaja Kanwar

Questionnaire

(1) How long have you been in operation?

Established in 2009, Apollo LogiSolutions (ALS) is an end to end integrated logistics solution provider with multimodal capabilities.

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

ALS is engaged in the business of offering complete and comprehensive logistics services relating to container freight station, inland container depots, freight forwarding, custom brokerage, 3PL, warehousing and allied services.

ALS has been growing at a CAGR of 35-40% in the last 4 years. The company has a total employee strength of over

1000 and growing, 1.3 Mn. sq.ft. of warehousing space and a geographic reach that touches over 100 countries across Europe, Middle East, Africa and Asia Pacific.

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

An efficient transport and logistics infrastructure of the near future is based upon big data and cognitive computing sensor technology that measures factors like traffic flow, area specific volume and movement of people and area infrastructural strength, to enable sustainable economic growth. In India, the labour costs being a fraction of those in developed countries, the aim would be to find the right balance between automation and labour to get improved and predictable productivity.

Robots can help improve speed and accuracy and increase productivity per square foot of warehouse space at a time when the growth of e-commerce is driving up commercial rents.

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

ALS has over the last 4-5 years developed a USP by creating a platform especially for importers and exporters who want integrated services from the origin country till the consumption point.

We have already developed expertise in a couple of industries such as auto, whereby we are providing all integrated solutions. Similarly, other such industries will follow suit.

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

Logistics industry in India is on a growth trajectory over the past many years. "Currently the annual logistics cost of the world is estimated at about USD 3.5 trillion. India spends around 14.4% of its GDP on logistics and transportation as compared to less than 8% by the other developing countries." (Source: Assocham 2016 figures).

"The industry is likely to grow at a CAGR of 8.6% between 2015 and 2020; it grew at a CAGR of 9.7% during 2010-2015. Transportation and Communication accounted for 7% of the nation's GDP in 2015, accounting for around US \$130.44 billion. The key drivers of this growth are infrastructure investment associated with ports, airports, and other logistics development plans, domestic demand growth, and increasing trade." (Source: 'Indian Logistics Industry 2016 Outlook', Frost & Sullivan)

Tax reforms (notably GST) by the Government of India, an expanding e-commerce sector, dedicated freight corridors, an increased port connectivity and the constant endeavor of the government towards easing of policies and their focus on strengthening the infrastructure (rail, road, ports and airport) backbone, are all positive developments in this regard.

Vinod Kaul

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