RNI. No. DEL BIL/2004/13842/Registrar of Newspaper Govt. of India/English/Hindi (Bi-lingual)

Monthly Magazine of All India Transporters Welfare Association

Parivahan Pragati

The True Mouthpiece Of India's Road Transport Industry

संगठन में शक्ति

All India Transporters Welfare Asso.

HAPPY INDEPENDENCE DAY

GST chaos all around, RCM & FCM haunt GTAs

₹10/-

contents

04 **Editorial**
- The Impact Of GST Is Positive?

06 **Opinion**
- GTAs Struggling Hard To Cope With The GST Shockwave
- New GST Challenge: 5 Per Cent RCM v/s 12 Per Cent FCM

10 **Cover Story**
- GST Made Complicated For Transporters

14 **Issues**
- Reactions Of Transport And Logistics Industry On RCM And FCM

18 **Article**
- Will The Motor Bill Get Passage In The Monsoon Session?

20 **Issues**

24 **Technology**
- Tesla Working On Self-Driving Technology For Semi-Trucks

26 **Government Policies & Initiatives**

38 **Golden Truck**

40 **Achievement**

42 **Recent Activities / Events**

44 **Issues**

46 **Parliament Session**

48 **Freight Index**

50 **Newspaper Cutting**

52 **Statistics**

54 **Corporate Profile**

PRINTED, PUBLISHED &EDITED BY : R.K. Gulati, National Secretary
OWNED BY :- All India Transporters Welfare Association
PRINTED BY : Jai Bharat Printing Press, 1526-A, West Rohtas Nagar, Shahadara, Delhi-110032
PUBLISHED AT : M-5, Ashoka Centre, 4E/15, Jhandawalan Extn., New Delhi-110055, Tel.: 011-23540448, Telefax : 011-23626915, Email: aitwaho@gmail.com, aitwaorganisation@yahoo.in

The impact of GST is positive?

Ramesh Kumar Gulati
National Secretary, AITWA

At the beginning of this write up, I congratulate and wish each Indian and the AITWA members a very happy Independence Day. Also, I salute the freedom fighters who made this possible for us to experience independence.

Now that India has grown 70-year-old as an independent state, every move that the government makes is expected to be wisely planned. But seeing the condition across the fields in India, the impression we get is chaos and more chaos. And, the reason is the Goods and Services Tax (GST), which hit the floor on July 1, 2017. When the NDA government broke the news that it will put all its energy to roll out GST, it seemed like that the bad days are over for once and all. The news was like a puff of fresh air for commoners, as well as the industrial set ups. The 'one nation, one tax' was believed to be not just a slogan but a new strategy for Indian economy.

GST has allowed firms to redesign supply chains and centralize hub operations to take advantage of scale economies

Much was expected but little did Indians know that the GST roll out could lead to such a chaos. Today, no one has crystal clear idea about the new tax regime. And, the logistics sector, which broadly comprises of road transport service providers (consisting of unorganized small businesses, trucking, fleets and large transport companies), and storage and warehousing companies, is no exception. In a state of confusion, truckers rather have preferred not to run vehicles. The drop in the percentage of goods carriers post July 1 is huge, which has given a blow to not the transport industry alone, but the entire nation. The prices of vegetables and other daily consumables have gone up. However, experts still believe that the future holds well for the sector.

In the warehousing zone, it is a different story. The sector is experiencing a visible change. Betting on GST transforming the nation's logistics space, Nagpur, India's 'zero mile city', is already set to become the 'nation's warehouse', witnessing increased investment from retailers and warehouse companies.

And, for manufacturers, the implementation of GST means all the multiple state VATs are past. Now, they need not to have a hub across all states. The new theory, GST, has allowed firms to redesign supply chains and centralize hub operations to take advantage of scale economies. It will also allow firms to employ efficient practices, such as bulk-breaking and cross-docking from a central location.

And, for the transport service providers, though the 'reverse charge mechanism' is levied as before, the taxpayer, however, will not be able to claim input tax credit. The reason is that, the main input cost is fuel and it is outside the purview of GST. According to experts, this may work to the advantage of small/medium transporters who may be unable to comply with tax filings every 20 days. But this can have an impact on businesses hiring the services of transporters and in case of service charge, being liable to pay taxes, cannot claim the input tax credit. Therefore, some friction is expected in negotiation and payment for transport services. Also, it could cause a disruption in the industry as there is a possible threat that big players might like to exit from pure transportation business and get into more value-added services.

The GST, however, will be beneficial for third party logistics providers, as the tax on warehousing, storage and other labour services has increased from 15 per cent to 18 per cent under the new tax system under the new tax system. Big players in the industry now have plans to move towards the services that have a high degree of value addition and where input tax credit can be claimed. This can result in consolidation in the storage and warehouse sector.

GST will bring a lot of positive changes to the value-added services in the logistics sector

Most experts from the industry believe that GST will bring a lot of positive changes to the value-added services in the logistics sector. This will make way for razor-edge investments and mergers and there will be a phenomenal maturity in asset utilization and in operational efficiency. Mini warehouses along the highways with technological efficacy will witness big investment opportunities and it won't be surprising if we witness a fresh wave of technology enabled start-ups.

Under the new GST regime the logistics sector is seen as one of the prominent beneficiaries. Though at initial level, an increase in compliance and adjustment costs is expected, in the long run, operational efficiency is bound to improve. In experts' view, GST won't solve many intrinsic problems of India's transport network, but it could reduce the logistics costs of companies producing non-bulk goods by as much as 20 per cent (estimated by Crisil Ltd.). However, most likely, the impact and overall cost benefits of GST will widely vary from industry to industry.

GTAs Struggling Hard To Cope With The GST Shockwave

Pradeep Singal, National President, AITWA

Dear Friends,

At the opening of this piece, I extend my well wishes and congratulate all of you on the 70th anniversary of India's Independence. Also, I thank and applaud efforts of every member and official of All India Transporters' Welfare Association (AITWA) for making the convention on GST a huge success.

GST Council is not industry friendly and will only benefit large corporate houses to reduce their cost of transportation substantially

The implementation of Goods Services Tax (GST) means the hope of people and transporters of freeing them from the cascading tax system, has eventually landed. The 70th Independence Day, therefore, was expected to bring along a breakthrough transformation in the Indian tax law, but little did the citizens of India know about the contrary and hidden tax woes coming their way. The GST Council, post its 20th meeting on August 5, announced that goods transport agencies now have an option of paying either 12 per cent GST with full input tax credit (ITC) or 5 per cent without ITC. Also, a GTA needs to submit his choice at the beginning of financial year.

This new recommendation by the GST Council has forced GTAs to post their current status as 'hung in balance,' as they work for both type of customers, including the ones who are happy to pay tax at the rate of 5 per cent on reverse charge basis, and the others who want their goods transport service provider to opt for 12 per cent GST with full ITC on forward charge basis. Choosing one means not servicing the other set of customers, which in turn will reduce the business for a GTA drastically.

Further, this will force a GTA opting for RCM at the rate of 5 per cent without ITC battle with the other transporter who opted for 12 per cent GST with full ITC as the latter could afford to reduce his rates to attract more business. Moreover, a GTA opting for FCM at the rate of 12 per cent with ITC will not get any ITC if it will hire vehicles from the market, but can still charge a higher tax rate than a GTA under RCM.

It all boils down to the fact that the new recommendation by the GST Council is not industry friendly and will only benefit large corporate houses to reduce their cost of transportation notionally. As big players in the transport industry will buy more and more vehicles to avail ITC, dark clouds loom over the single truck owners, who contribute big time for smooth functioning of GTAs. In short run the differential cost of the transportation for both methods may reduce the cost up to 5 per cent but wiping out the large number of single truck owners. We are creating a socio economic problem at first and also the benefit accrued will be lost in long run due to more overhead of organized fleet owners. The single truck owners may be lacking in compliance skills but still their low profit margin and efficiency due to low cost structure because of pop-and-mom kind of model family is in fact cheaper and economical. The need of the hour calls out to the entire transport fraternity to stand united to prevent parasitic business practices entering the system.

Friends, despite repeated request and representation the government has failed to confirm the working system, including the definition of GTA services, road transport services, courier services, applicability of inter branch supply in transportation or give exemption to double taxation where no input tax credit is taken and whereby the trucker need to pay for its sale of second-hand material, such as tyres, trucks, etc., or pay under RCM for purchases from unregistered vendor. This has created a situation where there is huge agitation in mind of the large base of truckers and transporters who do not speak well for the smooth working of the transport trade and may lead to unpleasant confrontation with the government. We are doing everything possible to avert such a situation but the government is responsible for this chaos and mess. We request the government to proactively try to resolve the issue before things get out of control.

Apart from this new recommendation, the GST Council also approved the implementation of electronic way bill (e-way) system across the country from October 1, 2017, and created a necessary structural framework for anti-profiteering mechanism. After the council meeting, Union Finance Minister Arun Jaitley announced, "The Council decided to implement E-way bill across country... There will be no check posts and process will be technology driven." In addition, the minister said that the e-way bill will not be required to transfer exempted goods. Further, the GST Council is contemplating an exemption for transporting goods up to 10 km within a city.

Council decided to implement E-way bill across country... There will be no check posts and process will be technology driven

Notably, an e-way bill will be required for transporting goods in excess of Rs. 50,000 within or outside a state. The supplier and transporter will have to upload details on the GSTN portal, after which a unique e-way bill number (EBN) will be made available to all parties to the transaction. The EBN will remain valid for one to 15 days depending upon the distance to be covered.

Further, it has been repeatedly mentioned by the government that the abolition of physical check posts would cut down journey time and cost, but there is no respite from the mobile squads which are synonymous with check posts and/or state barriers. We are eagerly awaiting the details of new e way bill.

While transporters in India have braced themselves for frequent changes under the GST law at least for the next few months, they only hope that its basic framework remains unchanged and the specific issues of transport industry are resolved at earliest.

Jai Hind!

New GST Challenge: 5 Per Cent RCM v/s 12 Per Cent FCM

'Grass looks greener on the other side of the fence,' is what describes the current status of goods transporters the best after the launch of Goods and Services Tax (GST) in India. The transport industry was hopeful for the GST roll out to bring indisputable benefits, including greater up-time for trucks, less idle hours, faster turnaround and a more optimal warehousing structure. But the real picture in the GST era is narrating a whole new story.

While GST caused check post abolition in majority of the states, the much awaited e-way bill is yet to see the light of the day. During the initial days, transporters did report of

saving journey time, firstly, owing to check post abolition, and secondly, lesser truck traffic on roads as there were fewer bookings due to confusion related to GST. As the days passed, truckers started to report of the menace of tax officials on highways once again. And, the checks by flying squads of the tax department started to consume the time saved by truckers.

Further, goods transport agencies (GTAs) were not finished with the celebrations of the 'no registration' clause, which kept all their compliance related anxieties at

Ashok Gupta
Hon. General Secretary, AITWA

bay, the GST Council in its recent meeting gave a blow to them. It recommended that a GTA can choose to either get taxed at the 5 percent rate on reverse charge basis without availing any input tax credit (ITC) or at 12 per cent on the forward/direct charge basis under which a supplier of

GTA can choose to either get taxed at the 5 percent rate on reverse charge basis without availing any input tax credit (ITC) or at 12 per cent on the forward/direct charge basis

goods and/or services is liable to pay tax.But the catch is that a GTAcan make its choice to be either in 5 per cent with reverse charge mechanism (RCM) or 12 per cent with forward charge mechanism (FCM) in the beginning of a financial year. And, it cannot change its choice during the year.

Undoubtedly, this new recommendation by the GST Council has landed the transport and logistics industry in a

Most of the GTAs hire vehicles from single truck owners, who form 80 percent of the truck movement

thick soup. Also, this has increased apprehensions of transporters amidst other GST related issues they are trying to cope with. Notably, most of the GTAs hire vehicles from single truck owners, who form 80 per cent of the truck movement. Also, these small fleet operators are exempted under the present GST Act.

Post this recommendation by the GST Council, there are customers who prefer to deal with registered transport companies charging proposed 12 percent GST. At the same time, there are small industries, traders and wholesalers who prefer to deal with unregistered transporters as there will be lesser tax liability of 5 per cent.

A GTA opting for RCM at the rate of 5 per cent without ITC will have to compete with another transporter (charged at 12 per cent GST) who will avail ITC and can afford to reduce his rate commensurate to the ITC enjoyed. Further, a GTA opting for FCM will be forced to abide by the anti profiteering law to reduce its rates. Moreover, a transporter under the 12 per cent category need to finance his tax liability for a minimum of three months, as customers make payment within three to six months in the current business scenario.

In addition, a GTA opting for FCM at the rate of 12 per cent with ITC, will not get any ITC if he will hire vehicles from the market yet will charge a higher rate of tax then a GTA under RCM. It will become tough for FCM transporters to sustain without purchasing vehicles as without ITC their business model will not succeed. Gradually, this will throw single truck owners out of the game.

By and large, this provision aims at benefitingbig transport companies,which can afford to purchase their own fleet to any extent. Following the GST Council announcement on August 5, 2017, many big players in the market have started to draw plans to expand their fleet of vehicles in order to avail ITC. Further, this recommendation has been made to benefit large corporate houses so that their cost of transportation gets reduce substantially.

Now it is to be seen where the transporters will head between the devil and the deep sea!

GST made complicated for Transporters

The Goods and Services Tax (GST) was introduced with the following provisions for road transport service providers, technically known as goods transport agencies (GTAs):

1. A GTA was classified under the 5 per cent GST category under Reverse Charge Mechanism (RCM) without any input tax credit (ITC)

2. Truck owners giving their vehicles for transport services to GTAs were exempted from GST

All these rules were on expected lines as the Government had decided to tow away the Service Tax in the GST era. But, various business associations had submitted their representation for 'status quo' under the new tax regime. Further, the basis of these recommendations now and earlier under the Service Tax rest on two facts, firstly, a GTA does not get any input tax credit on their main raw material, i.e. diesel; as petroleum products have been kept out of the ambit of taxes denying consumers of ITC against them. Secondly, majority of truck owners are poor, uneducated and disorganized groups that cannot keep records or comply with complex working system of GST; which is true as even the Income Tax department has exempted people having upto 10 trucks from keeping any records by fixing their presumptive income per vehicle.

GTA came to understand that if he has to sell his old trucks, tyres or any other such asset, he has to charge GST on such a sale

Associations gave presentations to the government that as a GTA is neither collecting tax from service recipient being in the RCM system nor it is getting any ITC on its purchase, there is no point in its registration under GST; and that too in all states wherever it has a branch. The government appreciated this fact and exempted GTAs from registration by the notification no. 5/2017 on June 19, 2017. GTAs were happy about the whole scheme.

But few things came up that were disturbing. Gradually a GTA came to understand that if it has to sell its old trucks, tyres or any other such asset, it has to charge GST on such a sale; and to collect such a tax it needs to get registered under GST. Such a registration means depriving a GTA of the benefits of notification no. 5/2017 and compelling it to do all compliance like getting registration in all states and filing returns even if nil. GTAs all over India have been approaching the GST Council asking a question that if a GTA is buying a truck after paying full 28 per cent GST, and it is not allowed to claim the tax as ITC then why should it charge the same 28 per cent GST again when it is selling an old and used vehicle. This amounts to cascading of taxes on the same product twice; which is against the spirit of GST. The government though finds it a logical question, yet at no level it is ready to commit itself. There have been similar few more apprehensions like GTAs being liable to pay tax by registering while paying any fee to lawyers, etc. For whatever reasons there may exist, the GST Council is not clarifying these minor issues.

To make things worse, the GST Council came out with a new recommendation in their meeting on August 5, 2017, at Hyderabad. As per their recommendation a GTA can either register as per the earlier provision or may opt for a new provision as per which the GST rate would be 12 per cent under Forward Charge Mechanism (FCM) and get ITC on purchase. In addition, the condition is that a GTA can choose only one option in the beginning of every financial year and cannot change it during the year.

Initially GTAs were confused why such an unexpected recommendation is made by the council as none of the associations had demanded anything like this. The effect started unfolding from day one of the news coming to fore. Many customers started calling up GTAs that they want the GTA to register under the 12 per cent category with FCM only, otherwise they would not continue the business with them. The effect is that the customers of transport companies are getting divided into two groups, one with 5 per cent in RCM, and the other one wants 12 per cent with FCM. This has thrown a GTA into a quandary. How can a GTA select only one kind of customers out of his loyal customers and let go the others? This new provision is extremely detrimental to all GTAs. If every company will choose either 5 per cent RCM or 12 per cent FCM, it will have to lose its other type of business. The rule will create havoc in the industry.

If every company will choose either 5% RCM or 12% FCM, he will have to lose his other type of business

Also, there are some other repercussions of the new ruling. Here are the effects:

1. Presently, the cost of transportation for a particular route is same for all transport companies; post this rule the company in 12 per cent FCM will enjoy some ITC benefit, hence, it will be able to reduce its cost and in turn, the rates. Thus, two types will not be on same level playing field in the market,

2. The above will cause the depletion of companies opting for 5 per cent RCM as they will not withstand the onslaught of the other group.

3. The worst affected community will be the single truck owners and operators who provide nearly 80 per cent of the transportation through GTAs; however, a GTA in 12 per cent FCM will not take any vehicles on hire from such truck owners as they are exempted from GST, thus no ITC will be available for such GTAs. Thus, a GTA under FCM will be buying their own trucks to enjoy the ITC. This will mean that all truck owners will be thrown out of the market gradually. They will not be able to meet their EMI for payment of vehicles. Their conditions will be like farmers who are committing suicide every day under the burden of debt.

4. There is another active member in the transport trade known as broker/supplier of trucks. He is generally the interface between GTAs and truck owners for fixing up their trips to mutual suitability in exchange of a small commission from truck owners. Such brokers will be completely wiped out of the market.

5. Now the question is who will be benefitted in this whole process. The benefitted parties are those who are in

a hurry to make it big in the logistics market. There are big companies who are buying trucks in lots of 500 to 1000 at a time just to achieve their turnover. They are financed by many venture capitalists mainly from abroad. With the tool of ITC in hand they will be in a better position to compete with other GTAs and with huge amount of credit as ITC from purchase of trucks they will have cushion to negotiate their selling prices. Incidentally such companies are not bothering for the bottom lines as their commitment to their financiers is of achieving top line for a good valuation.

6. Other benefited parties are vehicle manufacturers who are getting bulk orders from such aggregators. One such deal happened immediately after this new ruling was announced. And, it was of a company called Rivigo of 500 trucks for Rs. 120 crores on August 11, 2017. This company had earlier purchased 1200 trucks in anticipation of a favorable ruling under the GST regime. This is just one example; there will be a rise of many such foreign players. The rule may suite some of the GTAs who are operating only for a particular segment which needs this 12 per cent GST.

7. Another major fallout of this ruling is that a GTA registered under the 12 per cent with FCM bracket, will have to pay GST upfront on the supply of services, whereas a client may pay it in three to six months, which is the prevailing payment position of lots of large sectors. Thus, a GTA will be used to finance the GST of the customer for three to six months apart from his own invoice value.

The said new rule advised by the GST Council is yet to be notified. Such a rule if notified may create a major unrest in the transport industry in India. The entire transport industry is furious with this new unanticipated and unfriendly recommendation of the GST Council. This is an unique example of taxation wherein one industry is given two different ways of taxation and is challengeable too.

Mahendra Arya
Sr. Vice President
All India Transporters' Welfare Association (AITWA)
mahendraarya@gmail.com, 9821021323

Reactions of Transport And Logistics Industry On RCM And FCM

The Goods and Services Tax (GST) was the cynosure of everyone before its roll out, but the real state of it has left everyone in dilemma. Here is the glimpse of few concerns shared by some members of the transport and logistics sector.

Mahendra Arya: Let us think this ITC credit business from GST perspective. Why GST at all? To avoid cascading effect of taxes on taxes. That is possible only if previously paid taxes are reduced from the prices. Otherwise the credit of taxes remains with the supplier and add to his profits. That is not the idea of the Government to add to anybody's profits; the whole exercise is to bring the final prices down by bringing the tax effect at last point. If someone thinks that he is getting richer with this scheme he is fooling himself. Sooner or later he will have to reduce his prices by the ITC credited.

Puneet Agarwal: I do not fully agree with you Mahender ji. Transporters with owned fleet would have a cost advantage of over 5% as against transporters operating with market fleet which is not insignificant given our sectors profitability. In my view, they can very well pocket margins until whole industry migrates to forward mechanism. Operating through market vehicles where input credit is lost would become increasingly uncompetitive and thus people would tend to move towards own trucks in the medium to long term, thereby eliminating the small truck operators which is not in the interest of the nation as well as the industry. In the situation as it stands today, I personally think anyone continuing with RCM would be at a strong cost disadvantage and I feel whole industry needs to stop fearing the compliance challenges which would be for the transition period of 8-12 months only before it becomes routine, and prepare for whole industry to move to forward mechanism, which is the core intent of the GST regime. However, to have complete parity for owned fleet vs market fleet based transporters, the option for small fleet operators to charge from GTA on forward mechanism and take input credit should also be available.

Mahendra Arya: Dear Punit. I fully agree with your analysis of the scene. What you have spoken is the expectation under FCM and what I had mentioned was the intent of the government. You are right that FCM and RCM companies will not compete where customer wants FCM. Therefore it is the FCM who will have to reduce their price to satisfaction of that customer. RCM customers can not ask the GTA to reduce prices. Finally whatever a FCM had gained over a RCM will go to the client. That is the precise reason why a client is insisting on FCM. This will start happening right away. Coming to your suggestion to transporters and truck owners to become compliant; GTA in general will have no issue to become compliant but if they don't get ITC on hired vehicle why should they? Many friends on this forum have talked big that truck owners are ready for compliance. I ask everyone while dozens of meeting g has been organised for awareness among GTA; can anyone give me a single example of a meeting of truck owners for making them aware about compliance. People are day dreaming that everyone will become super literate over night. Sorry your expectations will not be met.

Mahendra Arya: There is another angle to this issue. The government will not let anybody pocket the saving due to ITC. Let few months pass. Then the next work of govt will be powerful implementation of anti profiteering law. The objective of government will not be met if the taxes saved are pocketed. They want the credit of taxes to reach the last point. Just explain otherwise why govt has allowed us ITC. To make us richer?

Madhav: We should all keep in mind that truck freights are governed by market forces. In these times of increased HSD prices and toll and in adverse equation of demand and supply market of truck freights, where is the profit that anti profiteering would imply upon us.

If this dual situation of RCM and FCM continue simultaneously, then we would be bound to flow with the market forces and nobody can operate today with high costing. If there is some dynamics of decreasing costs, and we do not decrease our cost, then people operating with higher costs would be eliminated from the market.

I am not supporting FCM but if this dual status continues , it would become a business compulsion for all to remain in the market as anyone cannot overrule the effect of FCM decreasing logistics cost of the industry and one who would operate with increased cost, would be eliminated from the market.

Mahendra Arya: Anti profiteering law will enforce reduction of contracted rates in all PSU contracts followed by corporates contract based on declaration by govt if the difference caused by ITC. They will not ask your profitability as ITC is additional income which needs to be passed over. Try to look at things from Government perspective.

Madhav: So will that PSU or corporate entertain a GTA, if the GTA is offering higher rates?

Puneet Agarwal: I second that Madhav ji. There is no way govt can put a check on anti profiteering in our context as most transport contracts follow a competitive bidding process and therefore it would be impossible to establish if anyone has made extraordinary profits. Anti profiteering makes sense in case of consumer goods kind of industry where the manufacturer decides the price of its products and the products are fairly differentiated.

Pradeep Singal: What are we discussing. We all are in agreement that in FCM the ITC need to be passed to customer making GTA working on FCM cheaper and hence more competitive in long run.

Madhav: We are all governed by market forces and our freights are not as per our will. They are slashed by competitive reverse biddings and negotiations by the companies. So in these times, if dual status of FCM and RCM continue, then person operating with a lower cost will only survive.

Mahendra Arya: Punit, anti profiteering does not look into your profits they just reduce the ITC part from rates which does not belong to you. Lots of companies have voluntarily reduced their prices to the effect of ITC. Do they mind extra profit.

Mahendra Arya: Uncontracted business may not be much affected.

Puneet Agarwal: Objective of the govt is to have an efficient tax regime and fundamental to that is the input credit chain shouldn't be broken anywhere. Govt had to make some exceptions to exclude a few items to take care of federal politics which is understandable. I feel govt may allow such practices of RCM for few industries but ultimately they'd find ways to push everyone towards forward.

Mahendra Arya: Where is the chain of taxes if the taxes are not passed over. You are contradicting yourself.

Pradeep Singal: Now the question is that how will the majority of small truck owner survive in this scenario. I also wish that they are able to comply but reality is otherwise. So we are now seeing lowering of business for this segment in times when already there is too less loads for them. So if anybody has a case that the small truck would not be at disadvantage than i do not agree.

Mahendra Arya: Govt does not oblige GTA by keeping them in RCM. Govt has a weak point because they don't want to pass on tax benefit of diesel. Just because they ate doing injustice to GTA they have to give such concessions. The day diesel comes into GST there will not be any logic left for GTA to be in RCM.

Mahendra Arya: Truck owners will not survive as rightly explained by Punit in his opening remark. I agree with his analysis there.

Pradeep Singal: Again we are all in agreement.

Puneet Singhal: I have fair bit of clarity in my thoughts. I might have not been able to convey it clearly as it is an extremely complex issue. What I intend to say is, RCM implies breaking of credit chain which is against the fundamental of GST regime and I doubt it'd continue for long. We should endeavor to align ourselves in line with the wind rather than against it.

Mahendra Arya: Yes that is what I have said to FM in my video msg.

Mahendra Arya: RCM chain starts at GTA level because input that is diesel is out of GST. It is a lame FCM with 18% of input only subject to ITC.

Mahendra Arya: In all industries at least 70 to 80 % input gives ITC. Then it is meaningful.

Pradeep Singal: Let us pause for a while and answer basic questions

Pradeep Singal: Will FCM makes small truck owners at disadvantage. Yes or no 1… and will people in FCM need to pass their benefit to customer yes and no2.

Mahendra Arya: Yes to both questions.

Puneet Agarwal: I agree, the law as it stands today or both FCM and RCM are available, large transport contractors would gravitate towards owned fleet for competitive advantage, therefore small truck operators are gonna be doomed. As an industry, we should either get the FCM option abolished to safeguarding their interests, which I doubt would be possible given the notification has been issued and govt can't do a u turn. And, if FCM is to stay, it'd be wiser to align ourselves with it rather than resisting it. And i personally always believe that people rise to the occasion, small truck operators would also find out ways to do compliance, our trade associations can facilitate that. Shouldn't be as big an impossibility as we are terming it to be. Though, it's best to hear from the horse's mouth than mere speculating.

Madhav: Anybody who operates ,be it a single truck owner or large fleet operator , will have to fall in line with market forces to do business and no business can be run today on a high cost band when there is a scope of lowering of costs .

By cost, I do not only mean our cost but also COST TO THE CUSTOMER.

Puneet Agarwal: Yes to 1st, unless there is appropriate mechanism that small operators can also take input credit if they do necessary compliance.

Puneet Agarwal: 2 conditional yes, for customers where input credit is available, and they don't have any preference for FCM or RCM, those operating with owned fleet and following FCM would be able to pocket profits as long as not all transporters competing for that customer are operating on same model.

Mahendra Arya: I think now the debate is absurd as the basis is wishful thinking the everything will automatically be all right. Truck owners are simply sidelined. Those in RCM are expected to buy own fleet. These are wishful thinking. The reality is that small transporters who cannot afford own fleet will be out. Small truck owners will be wiped out. All brokers will be jobless. And after all this the FCM guy will earn only what he has been earning as the tax benefit will go to customer.

Mahendra Arya: Tax chain is not the name of some kind of sport. Tax chain means tax paid at one level need not be repeated at next level and that is only possible when the tax is passed on further. No one understands the spirit of GST that is why all these confusions.

Pradeep Singal: Puneet, your total analysis is spot on. Now as representative of all the industry specially the smaller one we took the stand of status quo until diesel the major component comes into GST and meantime we get time to train and organise the small truckers . Some of our friends supported FCM just thinking that they will have more profit which may be true in short term but as soon the market forces takes care that will be lost and all this at what cost . Regds

Pradeep Singal: We like it or not the FCM will tilt the favour towards big organised players. Regds

Mahendra Arya: Let me give an interesting story. I was in a meeting g with a commissioner of GST, a very senior one. I asked him about why 12%. He said some of your friends represented that they are losing heavy amount by not getting tax input. So they pushed for FCM. I asked the Sr officer- are we losing on ITC? Have you not designed 5% tax rate after considering a direct pass over to customers. And that is why FCM at 12 %. He was answered. He admitted his mistake?

Puneet Agarwal: Mahendra ji, shall request fair bit of respect to contrasting view. It seems, we wouldn't be able to engage in a healthy conversation here, and shall abstain for taking it up further. I shared my views on the subject, and there are always pros and cons to various approaches and individual contexts and perceptions vary. From where I look at the situation now, in my opinion, we should work towards aligning with FCM, and safeguarding the interests of the small fleet owners in FCM scenario too. Rest, I am sure whatever happens eventually shall be for good.

Mahendra Arya: Puneet our debate has been good as we all have talked honestly. But the basic law of dual taxes is detrimental to trade. Small ones are bound to be wiped out. Our efforts will not change anything. This basic policy is challengeable in court of law.

Pradeep Singal: Puneet your views are welcomed. Do not take any comments personally, it is just debate

Pradeep Singal: Debate in which we all agree to the effects

Pradeep Singal:

Ashok Goyal: Imagine for a company with a turnover of 100 Crores, the GST payable will be 12 CR and to claim the entire credit on this, he has to buy almost 150 vehicles every year!!!

Considering 7 lacs input credit on each truck purchase and rest from tyres, repairs, rentals etc.

For buying 150 vehicles the fund required is 37 CR??

For paying FCM his working capital goes up by almost 3 Crores!!!

Which means a interest burden of 3 lacs per month!!!!

Mahendra ji ----correct me if I am wrong.

Mahendra Arya: Bang on sir

Suyash Gupta:

Pradeep Singal: But Ashok ji the calculation in our friend is different. The tax paid is given by customer and whatever is ITC is profit - By our friends

Ashok Goyal: Sir, in 5 years time everyone will add 750 vehicles to their fleet and what will happen to the freight rates is anybody's guess!!!

And WHERE WILL WE GET THE DRIVERS???

Puneet Agarwal: Appreciate your perspectives, Pradeep ji and Mahendra ji. My only point of difference is, having dual mechanism - gives an unfair competitive advantage for those operating with owned fleet for the duration till the entire industry switches to that model. An industry association, we should strive parity for all the players - irrespective of the operating model they choose to follow. And to have parity, either we should work towards getting the FCM option abolished - which to me seems unlikely to happen - and thus - we should also think about how to enable the ones operating with market fleet and the small truck operators to get benefit of input credit in FCM mode, rather than resisting the FCM mode altogether - which, we like it or not, is now a reality.

Pradeep Singal: An interesting comment by one customer that you are working on same rates as was five years ago

Puneet Agarwal: We may want to link it with Diesel being brought into GST input credit chain to put pressure on Govt, but if that doesn't happen - those choosing to operate with own fleet will have an advantage till those operating through market fleet sit on the fence. I am not sure that helps. Let us, at least, start thinking about possibility of getting the small operators onboard the input credit chain mode and FCM.

Mahendra Arya: I absolutely endorse your positive feelings.

Madhav: It depends entirely upon the company which is having 100 cr freight turnover , that how much fleet does that company owns in current times .The picture which you have shown states that company having 100 cr freight turnover does not own any current fleet and all ITC would be availed through new purchases of fleet . But all GTA having such large turnover have an ample and adequate size of fleet on which they are paying reasonable amount of GST through tyres, spares, body repairs etc. You have shown that against 12 cr annual GST collection , 3 cr of extra working capital required .Now, 12cr annual GST means 1cr monthly GST and to pay that GST , how 3 cr is needed . While paying off that 1 cr GST, all taxes which we have been paid off on tyres etc will be adjusted per month .Please don't show incorrect figures to justify your point. I am not favouring FCM, but if this dual status continues, those having large fleets would be bound to go for it to fall in line with low costing, to remain in the market.

Puneet Agarwal: Ashok ji, your calculation looks a bit off to me. As Pradeep ji indicated, whatever input credit is received is a profit. You don't need to buy that many trucks. It doesn't make sense for anyone to buy fleet for the sake of input credit. It's just that whatever fleet they'd buy in normal course of business, the input credit on that would be additional profit to them. And besides that the input tax of 28% on tyres, insurance, and admin overheads. To my calculation that should be around 5-6% of total cost of the business done through owned fleet. And, as most people follow a hybrid model, it wouldn't be much of disadvantage for them even to use market fleet for some of their business - except for the extra working capital requirement for the tax portion.

Vikas Dhanania (CA-Kolkata): Sir, I am also going through the debate in the group. There is no doubt that the GST demands strict compliance and it is also not the easy one. It needs day to day accounting as well as need of specialized accountant and consultant which has also cost. This is the one side. I also agree that there is no GST on Diesel and Toll Tax which is substantial cost. But if we registered ourselves, we have to pay handsome GST on purchase of goods and services from unregistered dealer. No ITC available.

But there is another scenario, which we have to look into:

1. Big giant not allow to do business with them if unregistered. I know lot of transporter who don't have fleet have to stay in GST due to that.

2. Some companies asked that transporter has to take FCM. Might be reason their capital not blocked or get additional benefit. Whatever the reason, but they don't allow to business with them otherwise.

3. There is no surety till now that no GST will be payable if truck sold by truck owner and I have doubt Govt. allow exemption. I have an understanding that GST has to be paid on sale of old truck.

4. Please also think the GST in case of sale of goods lying in godown of transporter or in case insurance claim received.

I share my view which I feel and understood during discussion with lot of transporter now a days. All are confused, what to do and I am unable to answer because my understanding of law based on the pessimistic analysis of GST.

Puneet Agarwal: There are too many variables in the whose equation and it's interesting to ponder upon how things would pan out, but my best guess is those choosing to manage the compliance process and bit of extra working capital and jumping on the FCM bandwagon and would emerge as winner.

Ashok Goyal: Sir, 3 Crores working capital is assumed taking into consideration that customers generally pay in 60-90 days, so you will need to pay for first 3 months from your own funds. Also, input credit will not be available on old fleet, except tyres and repairs, which on a fleet of 300 vehicles comes close to about 1 CR per year. Assumption is that a truck runs only 5500-6000 km in a year.

Ashok Goyal: Puneet, problem is every single customer of that 100 Crores will be after you to reduce the prices by 12%. I have already had a very heated argument with one of my very old customer. He does not want to understand the logic of outsource vehicles.

Suyash Gupta: In a month?

Ashok Goyal: Ashok ji's example was though not realistic but was an eye opener. If we say he has existing fleet then his ITC portion on those becomes tiny; basically one set of tyre and one insurance per year. Not a big deal. If he depends partly on market vehicle so zero input there. Ashokji has given example of best possible situation where you enjoy maximum ITC.

Ashok Goyal: 1.2 CR GST every month, so in 3 months 3.6 CR. Assuming 75 days payment cycle, you require 3 Crores additional working capital.

Mahendra Arya: I have a question to all - Tell me why a customer prefers 12% GST in FCM over 5% GST in RCM? What could be his probable benefit. Don't give long answers. Just be to the point please.

Puneet Agarwal: Everyone wants to reduce their costs. Customers would put pressure. Their consultants are advising them to put pressure. They have been putting pressure on us too. And we have to concede where we happen some cushion, for the rest, we tell them we don't have any room for concessions and they may choose to go for a fresh bidding process to discover fair market price. It certainly is testing time for the trade and everyone, but I hope this should be only for a short period till things settle down and we've to stand through it.

Mahendra Arya: Waiting reply to my question.

Madhav: To reduce his logistics cost.

Mahendra Arya: That means to reduce his purchase price. Agreed

Madhav: Agreed

Puneet Agarwal: If a customer has input credit cushion available, which most of our customers do - since their output is taxed higher of 12%, it is absolutely immaterial to them whether they pay 5% RCM or 12%FCM as neither is a cost to them. The slight benefit in the short term they get is - they get some saving on their working captial - as in case of RCM they need to pay tax on transporter invoices by 5th of next month, whereas- in case of FCM - they get input credit as soon as the vendor uploads the invoice into GSTN portal. And more important benefit in the long term - as the cost of their vendors reduce due to them getting input credit - over time due to competitive forces their cost would get reduced. So, most customers (excluding the ones with huge capex done recently or those with lower than 12% output tax category) working with FCM transporters stands to gain.

Rajender Kapoor: We all must understand one & only one thing that if we all are UNITED than we get all according to our need / choice, But if not which is the practical condition as per today govt. impose all on us as per their wish. So in spite of these discussions we all must work to get all under one umbrella if we succeed in this than our leader ship know how to deal with govt. Regards

Mahendra Arya: Ramanji don't use this 'some member' language. We are in a healthy debate. Those some members who don't own vehicles are as much the transporters because they are giving bread and butter to those who have vehicles but no business. Everyone is a transporter here.

Mahendra Arya: So the conclusion is to get rate benefit plus credit on taxes benefit.

Puneet Agarwal: Of course. Everybody does what suits them. And FCM suits most customers. And ours being a highly competitive trade, many of transporters would choose to go for FCM as it would suit them. We cannot just wish that away by resisting it.

Ashok Goyal: Sir, currently I have 300 vehicles, the input credit available is about 75 lacs per year on tyres, repairs, insurance, rent and my interest on working capital on paying 12% GST is 1 CR, (considering my present turnover,)apart from that I have appointed 2 persons to handle GST returns, Cost 12 lacs per year… customers are insisting that we reduce the rates.

Puneet Agarwal: Yes, but do we have a control on them to not let them choose what suits them. I really doubt as an industry we all can take a call that nobody goes for FCM. Rather, most transporters would have 2 companies - one for FCM and one for RCM and would slowly shift business to FCM due to competitive pressures.

Mahendra Arya: Everyone seems to agree that a customer who prefers 12% GST with FCM because he wants to reduce his cost that means reduce our rates. So we all know what is expected further.

Mahendra Arya: I think we had one of the best logical debate in FCM vs RCM today. Made my morning. Thanks

Sumit Banga: Mine too

Sumit Banga: Last 2 days have been very conclusive and knowledgeable

Puneet Agarwal: Ashok ji, let me do a ballpark maths - I am not too good at owned fleet costing yet - 300 vehicles with about Rs 12000 costs per month per truck for tyres on a conservative basis - which is about 36 lacs per month. assuming 28% tax included in that, you would get input credit 10 lacs per month on tyres alone. Am I wrong somewhere?

Pradeep Singal: So we conclude that people who thought that ITC would mean more profit have lead the whole industry into this mess .where while we end up in more compliance but only for benefit of lowering rates for customer and in the whole exercise of FCM the small truck owner is looser vs organised fleet owners. Regds… Please correct me if there is any other conclusion.

Mahendra Arya: Conclusion is already out with answer to my last question.

Mahendra Arya: Taking a break here from now or never. Bye

Pradeep Singal: And we all in long run would have to align with FCM. We like it or not because of differential pricing created. Regds

Puneet Agarwal: Sir, I agree partly. Those operating with owned fleet - lobbied for FCM as it suited them - at least in the short-to medium term. Those who operate through market fleet are against it as it doesn't suit them. FCM guys had their way as it was more aligned with the GST core philosophy. So either the RCM guys prevail by getting the FCM option scrapped or gear up to align their business models for FCM. And a step towards gearing up for FCM for market fleet guys would be to enable the small truckers to take input credit by following compliance and work with the govt to reduce compliance burden.

Puneet Agarwal: Great discussion, sir. Me too taking a break now. Thanks. ☺

Suyash Gupta: Sir, We believe we are a large fleet owner. And we still support RCM.

Will The Motor Bill Get Passage In The Monsoon Session?

As the Indian roads are growing more and more infamous, the need to give passage to the Motor Vehicle (Amendment) Bill 2017, which was passed by the Lok Sabha last year, by the Rajya Sabha members has become all the more important. Notably, the bill, which seeks to amend nearly 30-year old Motor Vehicle Act, 1988, aims at bringing radical reforms in the transport sector like heavier fines for traffic rules violation, improve licensing system, protect the good Samaritans and check bogus vehicle theft cases.

It is not a political agenda, and his ministry is looking to transform the sector where about 30 per cent licenses are bogus

While expressing sadness over 1.5 lakh deaths on Indian roads every year and hoping that the government will be in a position to check this with stringent laws, Union Minister Nitin Gadkari proposed an all-party meeting to allay apprehensions regarding the proposed Motor Bill that aims at bringing in radical reforms in the transport sector. The minister said that he is ready to accept suggestions from all political parties on the bill as "it is not a political agenda, and his ministry is looking to transform the sector where about 30 per cent licenses are bogus."

According to a decision taken at the meeting, which aims at bringing radical reforms in the transport sector, all parties in Rajya Sabha (Upper House) will give their objections on the proposed Motor Vehicles Bill in writing before a decision can be taken on its fate. In addition, the parties will submit their views to Deputy Chairman P J Kurien.

The Opposition parties, including Congress and DMK, have been alleging that the provisions in the bill are too harsh and need a relook, for which it should be referred to a Select Committee of the Rajya Sabha. Further, The Bill does not address several issues around road safety that have been highlighted by other committees, such as creating road safety agencies and improving road design and engineering.

"It was decided in the meeting that all parties will give their objections and amendments in writing to the Deputy Chairman by Monday. These will be examined by the Ministry of Road Transport and Highways and a written reply will be submitted to the Deputy Chairman," Gadkari was reported as saying by PTI. He added that subsequently, another all-party meeting will be held and if matters are not resolved even after this, then the Deputy

There were lot of objections and Opposition to some of the clauses of Motor Vehicle Bill

Chairman may decide to refer it to the Select Committee.

The union minister further stated, "In the interest of the people there is an imperative need to bring the Act expeditiously as India accounts for about 5 lakh accidents per annum. Any delay will lead to unnecessary and preventable loss of lives."

Recently, Kurien said, "There were lot of objections and Opposition to some of the clauses of Motor Vehicle Bill. I myself suggested to LoP (Leader of Opposition) that he may discuss with Minister that he can accommodate some of the views. Later I understand that the Minister (Gadkari) himself was ready to accommodate."

Notably, the Motor Vehicle (Amendment) Bill 2017, is aimed at ushering in multi-fold hike in fine for traffic violations, compensation of Rs. 5 lakh for grave injuries and check bogus licences and vehicle theft. In addition, the bill calls for 100 per cent e-governance and will cap maximum liability for third party insurance at Rs. 10 lakh in case of death in a motor accident. Moreover, it provides for a Motor Vehicle Accident Fund which would provide compulsory insurance cover to all road users in India for certain types of accidents.

The Motor Vehicle (Amendment) Bill 2017 also provides for amending the existing categories of driver licensing, recall of vehicles in case of defects, protection of good samaritans from any civil or criminal action and increase of penalties for several offences under the 1988 Act.

Tax Reforms And Advances In Technology To Bring Higher Investments To Indian Transport And Logistics Industry

It is not hidden that the transport and logistics industry in India needs to update itself with the upcoming technologies to be in the running. Also, the Government of India needs to support this one of the major contributors to its economy, big time. From 'Make in India,' which laid strong emphasis on manufacturing and boosting domestic production, to 'Digital India,' which called for embracing new digital world, the government has started to do its bit to strengthen the industry.

Further, transport and logistics companies are making concerted efforts to keep pace with this growth in demand by digitizing their solutions and offering online freight services. They know that these services will not only provide visibility across the supply chain, but transform it into an organized industry. Some of the advanced technologies brought into the system by many transport and logistics companies include automated storage and retrieval systems (ASRS) in warehouse and transportation, radio frequency identification (RFID) in place of bar codes and global positioning system (GPS) for real-time tracking.

And recently, Frost & Sullivan's Supply Chain & Logistics Transformation team also found that advances in digital technologies create growth opportunities for logistics technology developers. Indian Logistics Industry - Growth Insights and Forecast to 2020 is part of the Supply Chain & Logistics Transformation team's Growth Partnership Subscription. According to the study, investments in infrastructure development across all modes of transportation, relaxed foreign direct investment regulations, implementation of GST, and increased technology adoption are altering the Indian transport and logistics industry.

According to a research analyst, Supply Chain & Logistics Transformation Practice, Frost & Sullivan, "In addition to riding the digital wave, logistics companies in India are strategizing for the transition from indirect taxation to goods and service tax (GST). The simplified tax structure will benefit the warehousing industry and reduce logistics costs by up to 2.5 per cent." He added, "This tax reform, along with land and labor market reforms, will improve the efficiency of both transportation and freight forwarding."

Notably, economic reforms and government initiatives in terms of strengthening the manufacturing sector and improving ease of doing business are expected to attract private investment. Further, the development of transportation and logistics-related infrastructure, such as dedicated freight corridors, logistics parks, free trade warehousing zones, port modernization and container freight stations will help improve efficiency. Moreover, the study highlighted that technology adoption is likely to accelerate in the transportation, warehousing, and freight forwarding segments, and logistics solutions will be the driving force behind warehousing market growth.

At present, the increasing influx of international logistics service providers (LSPs) are prompting third-party logistics (3PLs) and domestic LSPs to expand their

footprint and focus on transportation services, warehousing and freight forwarding. In addition, it will open up opportunities for partnerships, and domestic logistics companies will have access to the modern technologies introduced by global service providers. Further, transport and logistics service providers in India will immensely benefit from the development of transportation and logistics-related infrastructure, including dedicated freight corridors, logistics parks, free-trade warehousing zones, port modernization, and container freight stations.

As per the Frost & Sullivan senor analyst, "Another major influence on the logistics industry is the ubiquity of smart phones and internet, and the consequent rise of e-Commerce. As more than 30% of the Indian population resides in tier II and tier III cities, e-Commerce sites receive more orders from these cities." Further, he stated, "To provide better services to customers, e-Commerce firms are demanding bigger and more efficient warehouses, faster delivery options and improved last-mile connectivity, which translates to a plethora of business opportunities for 3PL companies and logistics startups."

By and large, the modernization of logistics infrastructure and government support will go a long way in advancing the Indian transport and logistics industry.

Eicher Trucks And Buses Opens New 3S Dealership At Bhiwandi

Eicher Trucks & Buses, a business area of VE Commercial Vehicles Limited (VECV), inaugurated its new 3S (Sales, Service and Spares) dealership facility in Bhiwandi, Maharashtra. The 3S facility has been set up by Fortpoint Automotive to provide service and support to Eicher customers, according to a company statement.

Further, the new facility will cater to the availability and after-sales service for Eicher's heavy duty, light and medium duty range in the region in order to foster a long-term relationship with the customers. This will strengthen Eicher's sales, service and spare parts network in the Thane- Bhiwandi- Kalyan Belt.

With the introduction of the new dealership in Bhiwandi, Eicher now has three 3S facilities, five service facilities and one container set up apart from seven satellite sales offices in Mumbai-Thane-Raigad area.

Total sales and service dealerships in West region comprising Maharashtra, Gujarat and Goa have now gone up to 52 and the all India dealership network to 285 numbers.

Vinod Aggarwal, CEO of VECV, said, "Mumbai and its surrounding towns including Bhiwandi have always been a key market for the sale of all our heavy duty, light and medium duty and bus range. With the introduction of this modern facility, we bring our entire range of Eicher Trucks and Buses and advanced aftermarket support much closer to all our customers in and around Bhiwandi which is a vibrant city and extremely busy with economic activity. This all equipped facility with its well-trained staff is ready to delight customers of this area with high quality and timely service," reported ET.

He further stated, "Our warranty offerings are among the best in the industry; where customers can opt for extended warranty programs as well. Apart from on-site services, we offer additional after sales programs like "Freedom" and "Eicher Promise" for maximum uptime and higher level of productivity. These programs are in tandem with our "Pro Customer" philosophy where we strive to ensure maximum profitability and prosperity for them. With our vision to lead modernization of the Indian trucking industry, we are taking our partners, customers and the Indian trucking ecosystem to a whole new level."

APML | GST Ready

Dear CEO's & Logistic Heads

CAN YOU MOVE YOUR LTL (LESS THAN TRUCK LOAD) IN A EXCLUSIVE CONTAINER & PAY ACCORDING TO WEIGHT & SIZE OF YOUR SHIPMENT ?

WE CAN !

APML OFFERS YOU A SOLUTION WITH UNIQUE CONCEPT OF "TRUCKING CUBE"

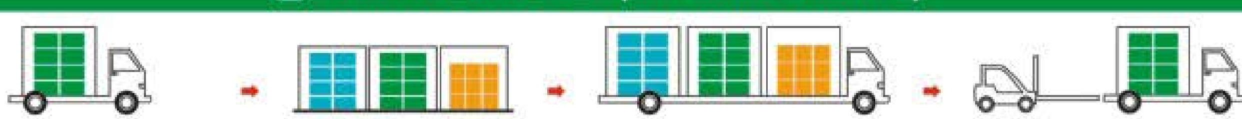
ZERO TRANSSHIPMENT | **SAFE & SECURE** | **COST REDUCTION** | **CONVENIENCE**

☒ WITH YOUR REGULAR LOGISTICS VENDOR

Origin from your factory. → Your goods are unloaded & stored along with other goods. → Loaded in a Truck for the common destination with other goods. → Your goods are unloaded again at the destination hub with other goods. → Your goods loaded again in a small truck & delivered.

☒ • Unsafe in case of Food, Pharma & sensitive Goods • More packing & insurance cost

☑ WITH TRUCKING CUBE (EXCLUSIVE CONTAINER)



Your goods in your exclusive cube is locked & the keys handed over to you. → Your exclusive Cube is kept at the transport hub (i.e. Virtual Warehouse) → Your cube is fork lifted on a truck and transported to the destination. → On reaching the destination, the cube is delivered, where you open the Lock.

☑ • Food, Pharma & sensitive Goods are safe • Upto 16% savings on packing costs • Pay only for the space used

Initiative By: **AGARWAL PACKERS AND MOVERS LTD. (APML)**
Limca Record for Largest Mover

For Business Enquiries Call:
090 7777 6666, 08287278287

Tesla Working On Self-driving Technology For Semi-trucks

Tesla Inc. is getting closer to testing a prototype of a long-haul, electric semi-truck that can drive itself and move in "platoons" that automatically follow a lead vehicle, said a recent report by Reuters, which got its hands on an e-mail discussion of potential road tests between the company and the Nevada Department of Motor Vehicles (DMV).

Further, the e-mail discussion showed that Tesla is putting self-driving technology into the electric truck, which it planned to unveil in September this year. Moreover, the vehicle manufacturer mentioned that it was advancing toward real-life tests. Notably, Uber Technologies Inc. and Alphabet Inc's Waymo are also working on the self-driving technologies to beat the competition in the commercial transport.

The e-mail exchange in May and June between Tesla and Nevada DMV representatives included an agenda for a June 16 meeting, along with the Nevada Department of Transportation, to discuss testing of two prototype trucks in Nevada, according to the exchange seen by Reuters.

"To insure we are on the same page, our primary goal is the ability to operate our prototype test trucks in a continuous manner across the state line and within the States of Nevada and California in a platooning and/or Autonomous mode without having a person in the vehicle," wrote Tesla's regulatory official to Nevada DMV official. Further, the Telsa official made no reference to any dates for

Self-driving technologies to beat the competition in the commercial transport

potential road tests.

As of now, no companies yet have tested self-driving trucks in Nevada without a person in the cab. On July 10, the Telsa official inquired further to the Nevada DMV about terms for a testing license.

Further, California DMV spokeswoman told Reuters that Tesla had requested a meeting to introduce new staff and talk about the company's efforts with autonomous trucks. She also said that the DMV was not aware of the level of autonomy in the trucks.

While Tesla declined to comment on the matter, Nevada officials confirmed the meeting with Tesla and said that the company had not applied for a license so far. After announcing intentions a year ago to produce a heavy-duty electric truck, Musk tweeted in April that the semi-truck would be revealed in September, and resonated the same at the company's annual shareholder meeting in June, but he has never mentioned any autonomous-driving capabilities.

Notably, Tesla has been a leader in developing self-driving technology for its luxury cars, including the lower-priced Model 3, which it is beginning to manufacture. At present, several Silicon Valley companies developing autonomous driving technology are working on long-haul trucks. Citing the relatively consistent speeds and little cross-traffic trucks face on interstate highways and the benefits of allowing drivers to rest while trucks travel, these companies see the industry as a prime early market for the technology,.

Some companies also are working on the technology for "platooning", a driving formation where trucks follow one another closely. If trucks at the back of the formation were able to automatically follow a lead vehicle, this could cut the need for drivers. For instance, Peloton Technology, a Silicon Valley start-up, is working with several truck makers including Volvo on its platooning system, which it sees as a precursor to autonomy.

Several Silicon Valley companies developing autonomous driving technology are working on long-haul trucks

While established trucking companies and truck manufacturing startups have poured resources into electrifying local package delivery fleets, battery range limitations have largely kept the industry from making electric trucks that travel across swaths of the country.

Lithium ion battery researcher Venkat Viswanathan of Carnegie Mellon University said that electric long-haul trucking is not economically feasible yet. Notably, diesel trucks used for cross-country hauls by United Parcel Service Inc. can travel up to 500 miles (800 km) on a single tank, according to UPS's director of maintenance and engineering, international operations. Currently, the company's electric local package delivery trucks travel up to 80 miles on a full charge.

Government Launches Several Highway Projects To Decongest NCR

Union Road Transport and Highways Minister Nitin Gadkari inaugurated two National Highway projects in Gurugram aimed at decongesting the National Capital Region and also laid the foundation stone for two new projects.

The minister inaugurated a four-lane flyover at Maharana Pratap Chowk on the Mehrauli-Gurgaon road and an eight-lane flyover at Hero Honda Chowk on NH-8, reported IANS. Further, the project cost of the two flyovers is estimated to be Rs. 34 crore and Rs. 95 crore respectively, mentioned a ministerial statement.

Also, Gadkari inaugurated a two-lane underpass from Chaudhary Baktawar Singh Road towards Delhi, near Rajiv Chowk, costing Rs. 30 crore. All the three projects are aimed at decongesting roads.

Further, the minister also laid the foundation stone for upgradation and strengthening of NH-248A from Rajiv Chowk to Sohna at Rs. 1700 crores. "He also laid the foundation stone for improvement of T-junctions near Dhaula Kuan Metro Station and near Defence Area at a project cost Rs 270 crore," the statement said.

Minister of State for Planning and Gurugram MP Rao Inderjit Singh said the work on national highways and waterways that has been done in the last three years under the leadership of Prime Minister Narendra Modi has been unparalleled.

Road Sector Alone Saved Rs 3 Lakh Crore Worth of Loans

Union Minister Nitin Gadkari claimed that proactive steps taken by the government in the road sector have helped save Rs. 3 lakh crore of loans from slipping into bad assets, while banks work overtime to resolve dud loans worth over Rs. 8 lakh crore.

Gadkari said, "With the cooperation of the finance minister and the prime minister, we took 22 Cabinet decisions, and conducted meetings day and night. Because of that, today there is a situation where we've saved banks from Rs 3 lakh crore of NPAs," reported PTI.

The minister, who was here to attend the listing ceremony of Cochin Shipyard, said that infrastructure was a "challenge" when the NDA government came to power in May 2014, when 403 stalled road projects, with a banking system exposure of Rs. 3.85 lakh crore, were on the verge of becoming non- performing assets.

But due to the measures taken by the present government, Gadkari claimed there is not a single stalled road project now though ventures worth over Rs. 50,000 crore have been "terminated" since then. He added that there is no problem with the road sector at present and money is not an issue anymore. But, the minister said that "the system not running fast is the problem".

Stressing that infrastructure development is a top priority for the Modi government, Gadkari said, "Making it (the system) run is my job."

One Organization Multiple Solutions

Satisfying customers since more than 50 Years

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

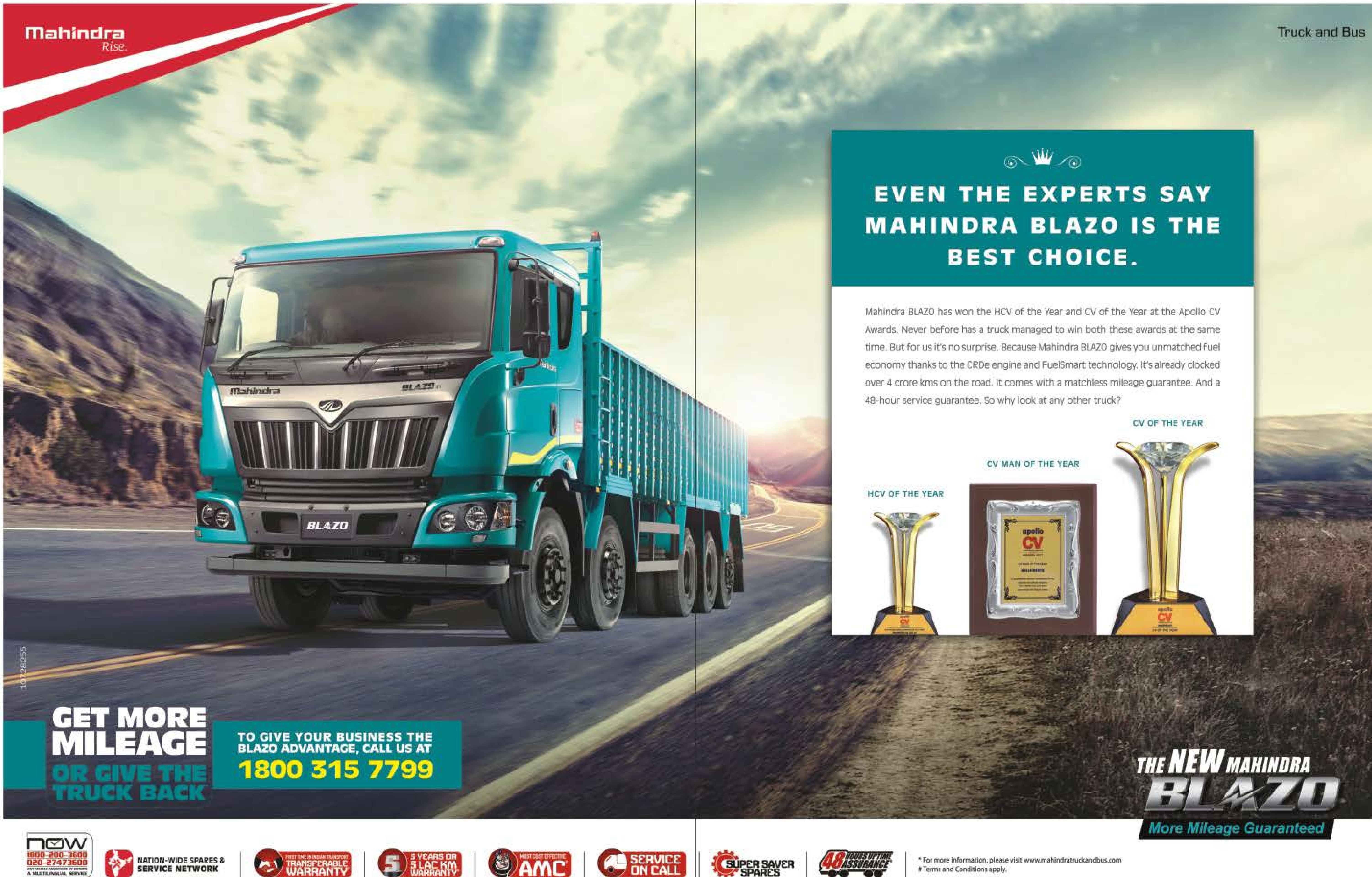
"END TO END INTEGRATED MULTI-MODAL LOGISTICS SOLUTIONS"

IRC (INDIA LTD.
IRC SUPPLY CHAIN SOLUTIONS LIMITED
IRC WAREHOUSING & 3PL SOLUTIONS

Estd. 1963

CORPORATE OFFICE : IRC House, 846- Joshi Road, Karol Bagh, New Delhi-110 005, Phone : 41548000 (5 lines) • Fax : 011-41548005
Email: ircl@irclindia.com • www.irclindia.com
REGIONAL OFFICE: Chandigarh • Chennai • Hyderabad • Mumbai • Kolkata
JAPAN OFFICE: Tokyo-Mr. Yoshiharu Shimizu, Email : y.shimizu@irclindia.com, (M) +81 80 33051740

MEMBER OF : IGLN • WCA Family of Logistic Networks • ASSOCIATION DELHI • AEO Indian Customs • Federation of Freight Forwarders Association in India • AMTOI


Mahindra
Rise.
Truck and Bus
EVEN THE EXPERTS SAY MAHINDRA BLAZO IS THE BEST CHOICE.
Mahindra BLAZO has won the HCV of the Year and CV of the Year at the Apollo CV Awards. Never before has a truck managed to win both these awards at the same time. But for us it's no surprise. Because Mahindra BLAZO gives you unmatched fuel economy thanks to the CRDe engine and FuelSmart technology. It's already clocked over 4 crore kms on the road. It comes with a matchless mileage guarantee. And a 48-hour service guarantee. So why look at any other truck?
HCV OF THE YEAR
CV MAN OF THE YEAR
CV OF THE YEAR
GET MORE MILEAGE
OR GIVE THE TRUCK BACK
TO GIVE YOUR BUSINESS THE BLAZO ADVANTAGE, CALL US AT
1800 315 7799
THE NEW MAHINDRA
BLAZO
More Mileage Guaranteed
NATION-WIDE SPARES & SERVICE NETWORK
TRANSFERABLE WARRANTY
5 YEARS OR 5 LAC KM WARRANTY
AMC
SERVICE ON CALL
SUPER SAVER SPARES
48 HOURS UPTIME ASSURANCE
* For more information, please visit www.mahindratruckandbus.com
# Terms and Conditions apply.

Government Kicks Off Rs. 260 Crore Project To Decongest Delhi

Union Minister Nitin Gadkari laid the foundation stone of Rs. 260-crore project that includes widening of a highway stretch near Dhaula Kuan, to help decongest Delhi, reported PTI.

"Nitin Gadkari, Minister for Road Transport and Highways and Shipping will lay the foundation stone on August 14, for NHAI's project to decongest one of the Delhi's most congested corridors which leads to Indira Gandhi International Airport," the Ministry of Road Transport & Highways said in a statement.

The project has been sanctioned at a cost of Rs. 260 crore. For undertaking this project, the Ministry of Defence has agreed to transfer 13 acres to the National Highways Authority (NHAI). The time period for completion of the work is 18 months, the ministerial statement further said. "The first bottleneck is junction of station road with NH8 in front of metro station and as per NHAI plan, this junction is being made signal-free," it added.

Moreover, the ministry said that a flyover is proposed to be constructed on right carriageway for traffic from Gurgaon to Delhi and at the junction, provision for 'U' turn is also being provided. Further, two foot over bridges with

escalators are also to be constructed for facilitating pedestrians.

For segregating buses, it said, proper bus bay is being provided. On station road, a vehicular underpass is being constructed for facilitating smooth movement of defence personnel. "The stretch from Dhaula Kuan Junction to Parade Road is proposed to be widened to ensure minimum four lanes on either side for through traffic. Near junctions, additional structures are provided. In this stretch, a vehicular underpass is also proposed to be constructed for connecting defence establishments on either side," the statement said.

At Parade Road Junction, the curve is being improved by road widening to allow smooth turning of traffic towards airport/Gurgaon. "For junction improvement, part of land is also required from police station. The bids for the project have been received and work is likely to start in October, 2017. The time period for completion of this work is 18 months," it added.

Over 100 Bridges Across The Country Can Collapse Anytime

Union Transport Minister Nitin Gadkari said in the Lok Sabha that more than 100 bridges in different parts of the country are on the verge of collapse and need immediate attention. This came to light after the Ministry of Road Transport and Highways completed a safety audit of 1.6 lakh bridges in the country and more than 100 structures were found to be in an unsound state.

"These 100 bridges can collapse anytime and they need immediate attention," PTI quoted Gadkari as saying during the Question Hour in Lok Sabha.

Further, the union road transport minister informed the Lok Sabha that the transport ministry had last year launched a special project to organise data regarding all bridges and culverts in the country as part of measures being taken to avert mishaps.

He said that road projects worth Rs. 3.85 lakh crore were delayed due to various reasons in the past and most of these issues were resolved and their work is in progress. This has been happening due to issues related to land acquisition, encroachment and environmental clearance, the minister explained.

Gadkari added that the transport ministry was working to come up with wayside amenities every 50 km on national highways for passengers and truckers. These facilities will offer a range of services that will include parking for vehicles, food courts, rest rooms and kiosks for sale of local specialties and help battle unemployment, the minister said.

SAFEXPRESS
20
Years of Logistics Excellence
DELIVER
DIRECTLY TO
RETAILERS
Call The Logistics Experts
Lead The GST Revolution
With GST, now you can deliver smaller consignments directly to retailers or customers anywhere in India. Reduce your costs significantly by eliminating the intermediaries from your supply chain. Now is the time to call Safexpress, the Logistics Experts. Safexpress has India's largest Logistics network, covering all 22110 Pincodes of India.
SAFEXPRESS
THE COMPLETE LOGISTICS SOLUTIONS
Call: 1800 113 113
info@safexpress.com
www.safexpress.com
Distribution Redefined

Green Rules Hampering Development In Maoist-affected Areas

Road Transport and Highways Minister Nitin Gadkari said that obstructive rules of the environment ministry and its notifications issued without considering ground realities have proved to be roadblocks for development in Maoist-affected areas, reported TNN.

At an inter-ministerial meeting on infrastructure, attended by environment minister Harsh Vardhan and power minister Piyush Goel, Gadkari mentioned that the myopic view of green ministry officials was posing a huge challenge to the government's development works. "What are we protecting and for what as all these are pushing naxalism. People in areas like Garhchiroli have been pushed to poverty. They are taking up arms," the minister said.

Further, Gadkari added,"First you delay clearances for 7-8 years. Then after getting your go-ahead, the matter gets stuck in National Green Tribunal. We all must understand the cost the nation pays for such delays."

Uttarakand government officials, who attended the meeting, demanded that the environment ministry withdraw a 2012 notification which declared 40 sq km in Uttarkashi district along Bhagirathi river as eco-sensitive zone. The state had objected to it. The notification has held up Char Dham, Namami Gange and border roads projects.

Moreover, the highway ministry asked the environment ministry to exempt road projects undertaken within 100km of Line of Control or international boundaries from sending proposals to regional offices of the green ministry, as it is done in the case of defence.

Road Transport and Highways Ministry Stands For Concrete Roads Across India

Union Road Transport and Highways Minister Nitin Gadkari said that all the roads in the country would be converted into cement-concrete ones to ensure their stability and durability.

Gadkari said last night at 'Prawaas 2017' - India International Bus and Car Travel Show in Vashi in neighbouring Navi Mumbai, "In Mumbai, the cement concrete roads built 20 years ago are still in a good shape. But some political leaders, bureaucrats and contractors do not wish that such roads should be constructed in Mumbai," reported PTI. "These people feel that tarred roads should be made and potholes should surface on them from time to time," he added.

Further, the minister said, "All the roads in the country would be converted into cement concrete ones. And I guarantee that they will last for 200 years."

Gadkari also expressed confidence that the Motor Bill would be passed in the Parliament. The Motor Vehicle (Amendment) Bill 2017, passed by the Lok Sabha last year is yet to be passed by the Rajya Sabha. The bill is aimed at steeply enhancing the fine for traffic violations, providing for compensation of Rs5 lakh for grave injuries and cracking down on bogus licenses and vehicle thefts.

Gadkari said some states fear that the Centre would grab their power if the legislation was passed but there was no basis for such apprehensions. According to Gadkari, the country is short of around 22 lakh drivers and so 2,000 training centres are being set up to make up the deficiency. He said drivers' cabins of trucks and buses should be air-conditioned but the manufacturers do not make such vehicles citing the increase in cost. "When the temperature rises to 48 degrees Celsius and the drivers operate for 12 hours, this is absolutely essential to increase their capacity," Gadkari added.

Government Planning To Set Up PFC-like Finance Arm For Highways

The government is considering setting up an independent financial institution to cater exclusively to the roads and highways sector along the lines of Power Finance Corp. Ltd (PFC), Road Transport, Highways and Shipping Minister Nitin Gadkari told Mint in an interview. The proposal is still at the evaluation stage with the ministry, the minister said.

Gadkari said, "We are planning to set up a vehicle in National Highways Authority of India with participation from foreign investors, say an Infrastructure Finance Corp., on the lines of Power Finance Corp.," adding, "The power ministry has a finance arm. The road ministry has a much larger scope of work than power, but we don't have such a financing arm. Investors from Japan and (South) Korea are keen on such structures."

PFC was set up in 1986 and is currently the largest non-banking financial company in the country with a loan book size of Rs. 2.4 trillion in the power and allied sectors in India and abroad.

"NHAI (National Highways Authority of India) can put Rs. 1,000 crore in equity and an investor can put another Rs. 1,000 crore and we can create this finance arm. It will be a win-win situation for both the parties. We can raise a large corpus for funding infrastructure through this, given NHAI's strong credentials," Gadkari said.

In 2015, the government set up the National Investment and Infrastructure Fund (NIIF) to mobilize funding for the infrastructure sector with an initial targeted corpus of Rs. 40,000 crore, of which Rs. 20,000 crore was to be invested by the government. The remaining Rs. 20,000 crore was to be raised from long-term international investors, including sovereign wealth funds, insurance and pension funds and endowments.

Further, the government is also working on raising capital by monetizing the operational road assets of NHAI, which has drawn up a list of 105 projects to be monetized over a period of time. "We are going to monetize Rs. 1.25 lakh crore worth of NHAI projects," said Gadkari.

Road Transport Ministry Holds Bureaucracy Responsible For Delay In Infrastructure Projects

Road Transport and Highways Minister Nitin Gadkari held bureaucrats and the system responsible for delay in infrastructure projects in the country. While speaking at 'The Dawn of Cruise Tourism in India' conference, Gadkari was quoted as saying by The Indian Express, "The reason for the delay of projects are not ministers but the system and the bureaucracy."

Further, the minister said, "The NGOs and courts said that it will harm fishing and the newspapers wrote 6 column stories about it. Then I took many journalists to the site in Mahim and there we found only mud. How can there be any fishing in mud?" Due to the delays, Gadkari claimed that the cost of construction had more than doubled from its initial estimate of Rs. 420 crore.

During a press conference minutes later, Gadkari continued saying that his plans to build a helipad in Nariman Point have been stuck because of a stay imposed on it by Bombay High Court. "The intention is to eliminate the traffic jams in South Mumbai each time a VIP has to pass through. Once the helipad comes up, ministers can avoid inconveniencing motorists and fly directly to South Mumbai and go to Mantralaya from there," he said.

In addition, Gadkari said that various projects of his ministries are currently stuck because clearances have not been granted by the ministry of environment and forests. "If the bureaucracy, courts, NGOs and media work together, we will be able to achieve things," he told.

Government Urges Players To Produce Methanol From High-ash Coal

Road Transport and Highways Minister Nitin Gadkari asked industry players to explore the possibilities of producing green fuels like methanol from high-ash coal, reported PTI. The minister also asked global players like Volvo and Stena Lines whether they could run automobile and shipping fleet on methanol.

While chairing a high-level meeting of various ministries, ports and industry players, Gadkari asked NITI Aayog to study automobile specifications that China has developed for running its fleet on ethanol. The Aayog has constituted three expert groups on production, utilisation and research and development of methanol.

Further, the minister termed methanol as a promising solution to cut on India's huge Rs. 7 lakh crore annual crude import bills. He said, "Most of the countries produced it from gas but in India it would be economically viable if we derive it from high-ash coal as India is surplus in coal generation."

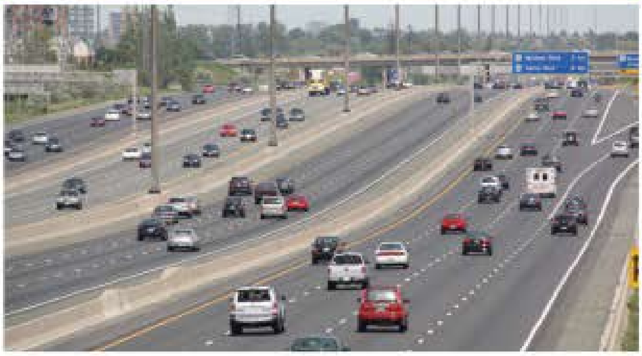
Moreover, Gadkari asked the players like Larsen and Toubro and Thermax whether they could come forward with a technology for it. The minister said that the government not only plans to run automobile fleet on it but also intends to use it as main fuel for running vessels on waterways.

"This government is committed to promote clean fuel. We have lots of coal mines....I had a meeting with the Prime Minister," he said.

The minister said that if methanol proves to be viable barges could be easily run on the same and asked Cochin Shipyard whether the methanol-compliant engines could be manufactured.

Also he stressed the need on use of agri produce, solid waste for methanol production besides coal, saying that methanol production from coal will be cost-effective. A pilot project for coal to methanol is running in Talcher.

Government Plans Rs. 3 Lakh Crore Highway Projects In Maharashtra



Union Minister Nitin Gadkari said that the government is planning to undertake highway projects worth Rs. 3 lakh crore in Maharashtra.

"We have a target to undertake highway projects worth Rs. 3 lakh crore in Maharashtra. We have started work on projects worth Rs. 1.5 lakh crore," Gadkari was quoted as saying by PTI after a meeting in Delhi.

The minister also said that a project on beautification of waterfront on both inland waterways and sea worth Rs. 2,000 crore will be undertaken by Thane Municipal Corporation. The project will be undertaken in three phases.

"We have decided to make fifty per cent contribution to the project. The ministry will provide Rs. 1,000 crore. Since the detailed project report for the first phase, which is worth Rs. 500 crore, is ready so our initial instalment would be of Rs. 250 crore," Gadkari said. He added that the beautification project will change the face of Mumbai.

On the issue of Aadhaar linkage with driving licence, the road transport minister said that he supported the move as it will help to fight de-duplication of licences.

On a question regarding Motor Vehicles Act, he said, "I have got objections from MPs late last night and we are preparing the answers. Once the replies are prepared then we will discuss it in front of Rajya Sabha Vice Chairman and decide next course of action".

NECC
Moving You Ahead

☎ 1800 11 7080

TAILOR MADE
LOGISTICS FOR
EVERY NEED

Our services include a wide array of freight management and customized logistics solutions backed by an automated ERP based software. We leverage our operational expertise, high capacity transportation network, unique technology and our dedicated team to provide nation wide transport services, which includes full truck load & Containerized movement as well as part load services in India, Nepal, Bhutan & Bangladesh, Our portfolio also includes last mile delivery services to e-commerce companies, bulk mine movements and warehouse management services catering to various industry segments.

North Eastern Carrying Corporation Ltd.

CO: NECC House 9062/47, Ram Bagh Road, Azad Market
Delhi-110 006 (INDIA) T: 011-23517516-19 | F: 011- 23527700
E: co@neccgroup.com | W: www.neccgroup.com

Can Tata Motors' New Range of Light Duty Commercial Vehicle Become **The Golden Truck?**

While on the hunt for the Golden Truck, transporters in India has met with Tata Motors' new range of small commercial vehicles. Recently, Tata Motors announced to expand its portfolio of small commercial cargo vehicles under the Ace brand with the addition of three new products priced between Rs. 3.08 lakh and Rs. 4.78 (ex-showroom Mumbai). Tata Motors said in a statement that the company plans to introduce the 'XL series' in its Ace Mega, Ace Zip and Ace range; offering 15 per cent longer loading deck as compared to the standard versions.

Further, Tata Motors Head Sales & Marketing (Commercial Vehicles) RT Wasan said, "With the introduction of BS-IV compliant XL range of SCV (small commercial vehicles), we are offering a complete portfolio of last mile delivery solutions," reported PTI. He added that these new additions will address the emerging needs for a safer, economical, and more reliable business transport solutions.

Tata Motors said in a statement that the company plans to introduce the 'XL series' in its Ace Mega, Ace Zip and Ace range

The Tata Motors' executive highlighted that with the implementation of GST, the hub-and-spoke model of transportation will become even more prominent, which in turn will fuel growth of both heavy duty trucks and last mile transportation small commercial vehicles.

Moreover, the company said that Ace XL with a payload of 710 kg is priced at Rs. 4.23 lakh, while Ace Mega XL that has a 1,000 kg payload is tagged at Rs. 4.78 lakh. The Ace Zip XL with a payload of 600 kg will cost Rs. 3.08 lakh (all prices ex- showroom Mumbai). All these are available across all the 1,400 sales points of Tata Motors across the country, announced the Tata Motors' executive, adding, "We have been the leaders in the SCV segment and with the addition of these new XL series we are hopeful of strengthening our market share even further."

Notably, the Tata Ace range has sold over 20 lakh units ever since its launch in 2005.

Further, home grown auto major Tata Motors announced the launch of a range of commercial vehicles in the Philippines to expand its presence in the south-east Asian nation.

The company said it has entered into a distribution agreement with Pilipinas Taj Autogroup Inc, a business conglomerate engaged in the local distribution of motor vehicles in the Philippines.

"Through this partnership, Tata Motors will commence the supply of its commercial vehicle brands," the company said in a statement. The range includes Tata Prima Range of tractor trailers and tippers, the LPT range of light, medium and heavy trucks, SFC 407, and the mini trucks range of Ace and Super Ace.

"The Philippines is one of our key markets in south-east Asia and we are delighted to be a part of one of the fastest growing Association of Southeast Asian Nations (ASEAN) nations," Tata Motors head (International Business), commercial vehicles Rudrarup Maitra said.

The company is confident that the partnership with Pilipinas Taj Autogroup will be successful in establishing a long-term relationship with customers, he added. Tata Motors had entered the Philippines market in 2014 with cars and small commercial vehicles.

Pilipinas Taj Autogroup president Jon Fernandez Jr said the partnership offered a new opportunity to cater to the commercial vehicle market in the Philippines with India's largest and most trusted automobile brand.

Besides the Philippines, Tata Motors commercial vehicles are present across several south-east Asian markets, including Malaysia, Vietnam, Indonesia, and Thailand. It has manufacturing facilities in Vietnam, Thailand and Malaysia.

Tata Motors will commence the supply of its commercial vehicle brands

Recently, Tata Motors shared its plans to invest more than 40 billion rupees ($625 million) to boost sales of its passenger and commercial vehicles, its chief executive Guenter Butschek said, as the Indian automaker looks to return to profit in its domestic business. The company has committed to invest 25 billion rupees in its passenger vehicles unit, and will pump in more than 15 billion rupees in its commercial vehicles business this year and annually over coming years.

GST Convention By AITWA

On July 29, 2017, All India Transporters' Welfare Association (AITWA) organized a convention on GST at NDMC Convention Centre, New Delhi. The event which witnessed presence of AITWA members, associated national organizations like AIMTC and AICOGOA, state level organizations like DGTA, DTA, Siliguri Transport Association, All Rajasthan Truck Transport Federation, All India Haryana Goods & Truckers Association and others was planned to increase awareness of transport and logistics sector about the GST law and its applicability.

The convention was sponsored by corporate giants - Eicher Motors / VE Commercial Vehicles and Indian Oil Corporation. Mr. Vinod Aggarwal, CEO & MD, VE Commercial Vehicles was the chief guest and 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, PrincipalPartner of Lakshmikumaran & Sridharan graced the occasion.

Various points were analysed and discussed in the convention and ended with a hope that the following issues would be clarified in favour of the transport industry, by the Government in the forthcoming GST Council meeting.

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.

MAHAVEERA TRANSPORT PVT. LTD

FLEET OWNERS & TRANSPORT CONTRACTORS

Regd. Office : C-1/14, 2nd floor, Behind Ambika Society, Prashant Vihar, Rohini Delhi-110085
Ph. : 011-27557771-2-3
Fax : 011-27557775
E-mail : rj@mahaveeratransport.com
visit us : www.mahaveeratransport.com

Dedicated Countrywide Services

Since 1980

Committed to Achieve Customers Satisfaction

• Economical • Responsible
• Reliable • Fast • Safe

SPECIALIST IN - AUTOMOBILES, ELECTRONIC GOODS, TYRES, FMCG TRANSPORTATION

HONOURED BY SH. JAGDISH TITLAR OF RASHTRIYA UDYOG AWARD
REWARDED A LIFE TIME ACHIEVEMENT AWARD FROM MARUTI SUZUKI INDIA LTD.

Banglore : 080-23570315-16
Dehradoon : 9368314355
Gurgaon : 0124-3258235, 3213541, 9311232375
Indore : 0731-4033821, 4033822, 9303211684
Mumbai : 022-26730674, 66921557, 9821045349
Noida : 0120-3100091 9311232372
Pune : 020-27487035, 32945195, 9371029933
U.P. Border : 9212042377
Goa : 9890450976

Channai : 044-26200657, 9382108118
Delhi : 011-27557771-2-3 9811065955
Hyderabad : 040-65554747 9396204747
Kalamb : 9355228057
Mysore : 0821-2413276 9342111065
Pondicherry : 041322, 78850-60
Ruderpur : 05944-321331 9358126675
Vapi : 0260-2435433 9375935433
Kottayam : 9544483830

Cochin : 0484-3043308, 9349378811, 8893888111
Faridabad : 9310082396
Haridwar : 9045037092
Sahajanpur : 9314333387
Zindpur : 9212042366
Laksar : 7895413169, 7895697174
Trichy : 9381290007
Jaipur : 7790991058
Coimbatore : 9843686580
Dharuhera : 9355561508
Ambala : 9760815909, 9897709138
Banur : 9357569853
Bhiwadi : 9350154621

Meeting with Honble Mos Finance

Mr. Arjun Ram Meghwal

with AITWA Deligation on 23.08.2017
at Ministry of Finance, North Block, New Delhi.
Headed by

Mr. Pradeep Singal - National President - AITWA.

Regarding Transport Sector Issues with GST

45 दिनों में 5 रु. महंगा हुआ पेट्रोल, आगे और बढ़ सकते हैं दाम

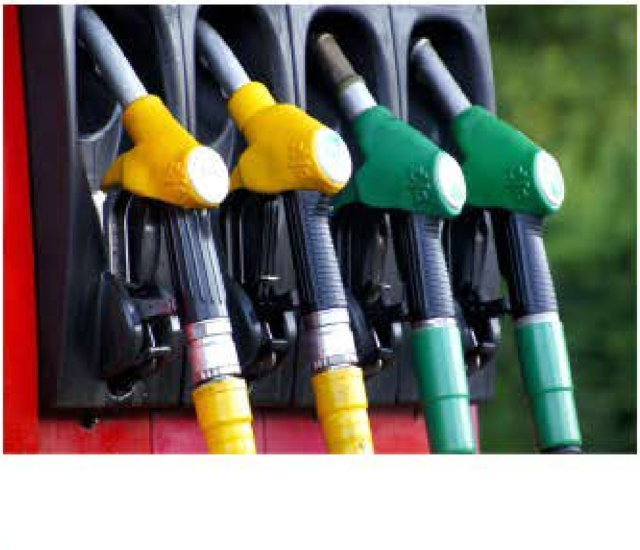
पिछले डेढ़ माह से पेट्रोल और डीजल की कीमतों में लगातार बढ़ोतरी हो रही है। और यह सिलसिला ऑटोमेटेड सिस्टम के शुरू होने के बाद से ही जारी है। इंडियन ऑयल की वेबसाइट के मुताबिक पिछले 45 दिनों में पेट्रोल की कीमतों में 5 रुपए की बढ़ोतरी हुई है।

वेबसाइट के मुताबिक 1 जुलाई से लेकर 15 अगस्त के बीच पेट्रोल की कीमत में 5 रुपए की बढ़ोतरी हुई है। 1 जुलाई को दिल्ली में पेट्रोल 63.9 रू. प्रति लीटर मिल रहा था, जबकि 15 अगस्त को दिल्ली में पेट्रोल की कीमत 68.8 रू. रही।

बता दें कि सिर्फ अगस्त में ही पेट्रोल की कीमत में 3 रू. की बढ़ोतरी हुई है। विशेषज्ञों का मानना है कि पेट्रोल की कीमत में यह बढ़ोतरी जारी रह सकती है। अंतर्राष्ट्रीय बाजार में कच्चे तेल की कीमतों में बढ़ोतरी होने से पेट्रोल की कीमत में बढ़ोतरी हो सकती है। उन्होंने बताया है कि क्रूड इंवेंटरी कम होने और जियोपॉलिटिकल तनाव के चलते मांग बढ़ने से क्रूड ऑयल की कीमत में बढ़ोतरी हुई है।

देशभर में पेट्रोल और डीजल के दामों में हर रोज बदलाव को देखते हुए, मोदी सरकार एक ऐसा मंत्र लेकर आई है जिसके बाद पेट्रोलियम पदार्थों के दाम में कमी आ सकती है। वित्त मंत्री अरुण जेटली ने देशभर के तमाम राज्यों के मुख्यमंत्री को एक पत्र लिखा है, जिसमें उन्होंने कहा कि पेट्रोलियम प्रोडक्ट्स जैसे नैचुरल गैस, कच्चा तेल आदि पर सेल्स टैक्स या वैट को कम करने को कहा है।

वित्त मंत्री ने पत्र लिखकर कहा है कि पेट्रोलियम उत्पादों कच्चा तेल, प्राकृतिक गैस, पेट्रोल, डीजल और एविएशन टर्बाइन ईंधन को जीएसटी के दायरे से बाहर रखा गया है। इसके अलावा अन्य पेट्रोलियम उत्पाद अप्रत्यक्ष कर की परिधि में आते हैं।



भारत सरकार
सड़क परिवहन और राजमार्ग मंत्रालय
राज्य सभा

अतारांकित प्रश्न सं. 1681

सोमवार, 31 जुलाई, 2017/9 श्रावण, 1939 (शक)

भूटान, बांग्लादेश, भारत और नेपाल मोटर वाहन करार

1681. श्रीमती रेणुका चौधरी:

क्या **सड़क परिवहन और राजमार्ग मंत्री** यह बताने की कृपा करेंगे कि:
(क) क्या भूटान, बांग्लादेश, भारत और नेपाल मोटर वाहन करार से भूटान अलग हो गया है;
(ख) यदि हां, तो इसके कारणों सहित तत्संबंधी ब्यौरा क्या है; और
(ग) भूटान के बिना परियोजना पर कार्यवाही हेतु सरकार द्वारा क्या कदम उठाए गए हैं?

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

(क) से (ग): बंगलादेश, भूटान, भारत और नेपाल (बीबीआइएन) मोटर यान करार (एमवीए) पर हस्ताक्षर करने वालों में भूटान एक हस्ताक्षरकर्ता है जिसने अभी तक बीबीआइएन एमवीए की पुष्टि नहीं की है । तथापि, पुष्टि लंबित होने की वजह से भूटान ने अन्य तीन देशों अर्थात् बंगलादेश, भारत और नेपाल जिन्होंने पहले ही इसकी पुष्टि कर दी है, को लागू करने के लिए बीबीआइएन एमवीए के लिए अपनी सहमति दे दी है।

Warehouse Space Available On Rent Basis All Over India

OM LOGISTICS LTD.

Making Business Simple

(An ISO 9001: 2008, 14001: 2015 Certified Company)

Our services

- Ready To Use Warehouses & Factory Sheds Available Across India On Lease
- More Than 20 Million Sq.Ft. Warehouse Space At Multiple Locations Across The Country
- 5000+ Committed Professionals Over 600+ Branches PAN India
- Deliveries To 39000 Pin-Codes,Covering 675 Out of 707 Districts
- 24x7 Hassle Free Services With Extensive Global Reach to More Than 150 Countries
- Fully computerized operation with latest and proprietary technologies
- Seamless Connectivity Across Surface, Train, Air, Sea

Corporate Office:
130, Transport Centre, Ring Road, Punjabi Bagh, Delhi - 110035
Ph: +91 - 11 - 45970200 | Fax: +91 - 11 - 28316533
Email: warehousing@omlogistics.co.in Website: www.omlogistics.co.in
Contact Us: **9811681184 | 9211783480**

Om Group Companies

OM TELECOM LOGISTICS PVT. LTD. | OMTRANS Logistics Ltd. Simplifying Your Business | OMTRAX Relocation | Om Infra Construction Ltd. (An Infrastructure Development Company) | OMX Info Management Ltd. Record & Data Management

Carriage By Road Cost Index (CRI) - AUGUST 2017

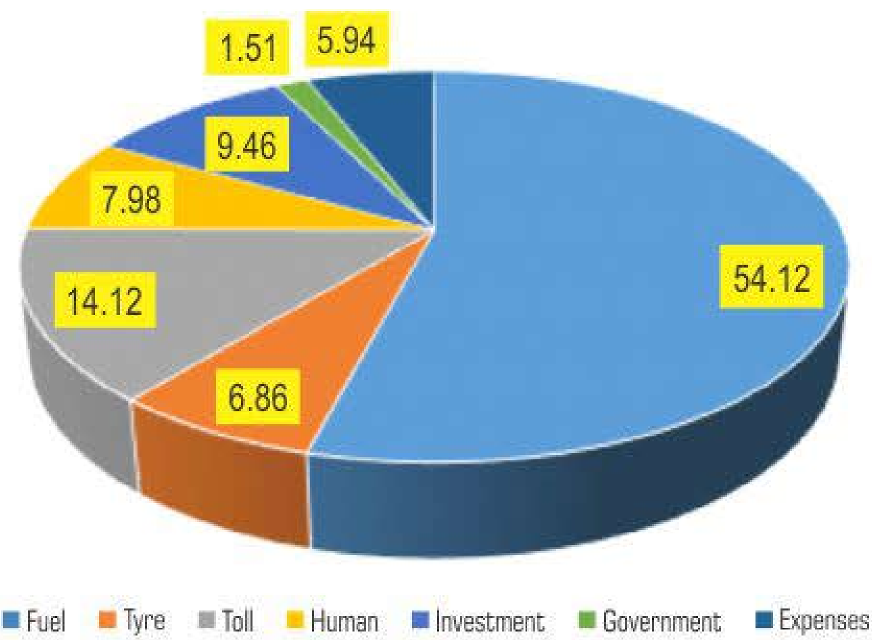
CRI AUGUST 2017 - 115.35

Data Updated upto AUGUST 1, 2017

Average Diesel Price as on AUGUST 1, 2017 - **Rs. 57.84** per litre.

Cost Distribution Pie July 2017

CRI PIE Chart July 2017



Changes: Matrix - July 2017	
Diesel	+1.33%
Change in Index	+1.53

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

GST officials start surprise checks against transporters

Nashik: Officials from the Goods and Services Tax (GST) department have started cracking down on transporters ferrying goods without proper bills.

A squad from the GST department on Friday morning conducted surprise checks on five trucks at Chandanpuri ghat near Sangamner on Nashik-Pune highway.

"The squad visited Chandanpuri ghat on Nashik-Pune highway to conduct surprise raids on five vehicles carrying goods to check whether these vehicles were carrying goods without bills," a source said.

Officials from the GST department, however, refused to comment. "It's illegal to transport materials without authentic bills under the new tax regime. We are holding meetings with businessmen in various sectors like transport, power loom, textile, etc. to guide them about GST and essential business models that they have to follow," a GST official said.

The department recently held a meeting with transporters and had directed them not to load goods without the mandatory GST number and bills. If they failed this, the truck along with the goods could be confiscated.

An office bearer from the Nashik Transporters' Association said that they had been directed by the department to follow rules related to the new tax regime while ferrying materials.

"Initially, our business was affected soon after GST implementation as the industries did not dispatch goods. But this has now improved by almost 70%. Earlier the district would dispatch 2,000 trucks per day on an average. Now this has come down 1,400 a day," the transporter said.

A senior office-bearer of an industrial association said, "The GST department has concentrated more on transporters. Officials have directed them not to upload goods without bills or face confiscation of their vehicles."

The Nashik zone of the state GST department involves five districts in north Maharashtra and three Marathwada districts.

E-way bill system in GST to come from October

The e-way bill system in GST, would be implemented after infrastructure for smooth generation of registration and its verification through hand-held devices with tax officials is ready

The goods and services tax (GST) provision, requiring any good more than Rs50,000 in value to be pre-registered online before it can be moved, is likely to kick in from October after a centralised software platform is ready, a top official said.

The provision, called the e-way bill, would be implemented after infrastructure for smooth generation of registration and its verification through hand-held devices with tax officials is ready. The information technology platform for the e-way bill system is being developed by the National Informatics Centre (NIC) along with GST-Network (GSTN)—the company which has developed the IT backbone for the new indirect tax regime.

The Centre has also 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 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. "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," a top official said. Although GST has been rolled out from 1 July, a centralised e-way bill 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 5 August. 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 in its meeting last month has allowed the states having e-way bill rules to continue with the existing form till a central format is built. 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 works like solving issues like registration and invoice generation.

The draft e-way bill rules, which was 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.

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, 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.

Government to consider objections to Motor Vehicles Bill

All the suggestions would be examined by the ministry and a written reply would be submitted to Rajya Sabha Deputy Chairman P.J. Kurien, Gadkari said after an all-party meeting.

All political parties have been asked to give their objections and propose amendments on the Motor Vehicles Bill in writing by Monday, Road Transport and Highways Minister Nitin Gadkari said on Thursday.

All the suggestions would be examined by the ministry and a written reply would be submitted to Rajya Sabha Deputy Chairman P.J. Kurien, Gadkari said after an all-party meeting here.

This will be followed by another all-party meeting and if matters are not resolved, the Deputy Chairman may decide to refer the bill to Select Committee, he said.

The opposition parties have been demanding that the Motor Vehicles Bill be referred to a Select Committee of the Rajya Sabha as some of its provisions are too harsh. Gadkari said there is an "imperative need" to bring the act expeditiously in the interest of the people and any delay will lead to "unnecessary and preventable loss of lives".

The bill — which aims to bring radical reforms in the transport sector — was passed by the Lok Sabha last year but got stuck in the Rajya Sabha.

06 नेशनल TRANSPORT TIMES

मोटर बिल समिति के हवाले, अब शीत सत्र में पेश होगा

- विपक्ष की मांग पर समिति को सौंपा गया मोटर बिल
- ड्राइवरों की शैक्षिक योग्यता बढ़ाए जाने की मांग भी की

केंद्र ने तय की डेडलाइन, अक्टूबर तक एनएच के सभी टोल लेन होंगे डिजिटल

- डिजिटल पेमेंट मोड को बढ़ावा देने के लिए सरकार का प्रयास, ईटीसी टैग के लिए कई और बैंकों से की गई बात

नई दिल्ली, 11 अगस्त - 17 अगस्त, 2017 TRANSPORT TIMES नेशनल 03

ई-वे बिल: चेक पोस्ट हटेंगी पर मानवीय हस्तक्षेप से बढ़ेंगी मुश्किलें

टीम अचानक कर सकेगी गाड़ी की जांच, गड़बड़ी पाए जाने पर गाड़ी होगी जब्त, एक अक्टूबर से लागू हो सकती है व्यवस्था

- टोल लेन डिजिटल होने से वाहनों की आवाजाही होगी ज्यादा आसान
- 50 हजार रुपए से ज्यादा के सामान के ट्रांसपोर्टेशन पर लागू होगी नई व्यवस्था

ऐसे जेनरेट होगा ई- वे बिल

AIR FREIGHT (INT'L+DOM.)

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To June		
		June 2017	June 2016	% Change	2017-18	2016-17	% Change
(A) 18 International Airports							
1	Chennai	35569	29977	18.7	102538	87142	17.7
2	Kolkata	13608	12405	9.7	41994	37191	12.9
3	Ahmedabad	7981	6515	22.5	23282	18083	28.8
4	Goa	365	254	43.7	1098	981	11.9
5	Lucknow	608	549	10.7	1791	1363	31.4
6	Trivandrum	2402	2688	-10.6	7350	7772	-5.4
7	Guwahati	1583	869	82.2	5723	3460	65.4
8	Jaipur	1204	1353	-11.0	3458	3639	-5.0
9	Calicut	1769	1079	63.9	5088	3131	62.5
10	Bhubaneswar	626	603	3.8	2038	1866	9.2
11	Coimbatore	811	683	18.7	2436	2013	21.0
12	Srinagar	1258	846	48.7	2248	1807	24.4
13	Varanasi	86	86	0.0	238	297	-19.9
14	Mangalore	260	75	246.7	654	238	174.8
15	Amritsar	204	85	140.0	513	246	108.5
16	Trichy	526	556	-5.4	1695	1662	2.0
17	Portblair	473	351	34.8	1233	1111	11.0
18	Imphal	358	398	-10.1	1056	1101	-4.1
Total		**69691**	**59372**	**17.4**	**204433**	**173103**	**18.1**
(B) 6 JV International Airports							
19	Delhi (DIAL)	79084	70401	12.3	241529	208124	16.1
20	Mumbai (MIAL)	73846	62519	18.01	222916	184232	21.0
21	Bangalore (BIAL)	29035	26944	7.8	83584	77743	7.5
22	Hyderabad (GHIAL)	11037	9902	11.5	32791	28267	16.0
23	Cochin(CIAL)	6590	6980	-5.6	20951	20944	0.0
24	Nagpur (MIPL)	772	692	11.6	1756	1712	20.6
Total		**200364**	**177438**	**12.9**	**603527**	**521022**	**15.8**
(C) 8 Custom Airports							
25	Pune	2840	2724	4.3	8406	8374	0.4
26	Visakhapatnam	389	356	9.3	1285	1240	3.6
27	Patna	688	462	48.9	1969	1228	60.3
28	Chandigarh (jv Airport	636	666	-4.5	2163	1915	13.0
29	Bagdogra	308	288	6.9	798	987	-19.1
30	Madurai	154	66	133.3	373	186	100.5
31	Aurangabad	108	135	-20.0	398	438	-9.1
32	Gaya	0	0	-	0	0	-
Total		**5123**	**4697**	**9.1**	**15392**	**14368**	**7.1**
(D) 50 Domestic Airports							
33	Indore	897	625	43.5	2491	1962	27.0
34	Raipur	336	353	-4.8	987	1055	-6.4
35	Agartala	374	348	7.5	1362	1437	-5.2
36	Jammu	155	162	-4.3	485	503	-3.6
37	Vadodara	150	251	-40.2	469	689	-31.9
38	Udaipur	1	1	0.0	2	2	0.0
39	Ranchi	387	320	20.9	1366	959	42.4
40	Dehradun	32	10	220.0	81	29	179.3
41	Bhopal	97	86	12.8	258	247	4.5

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To June		
		June 2017	June 2016	% Change	2017-18	2016-17	% Change
(D) 50 Domestic Airports							
42	Vijayawada	0	0	-	0	0	-
43	Leh	150	145	3.4	457	555	-17.7
44	Tirupati	0	0	-	0	0	-
45	Rajkot	24	20	20.0	85	51	66.7
46	Jodhpur	0	0	-	2	2	0.0
47	Dibrugarh	34	37	-8.1	111	143	-22.4
48	Rajahmundry	0	0	-	0	0	-
49	Silchar	23	20	15.0	80	64	25.0
50	Surat	7	0	-	17	0	-
51	Bhuj	2	3	-33.3	6	8	-25.0
52	Juhu	33	33	0.0	102	103	-1.0
53	Jabalpur	4	0	-	7	0	-
54	Dimapur	37	11	236.4	160	25	540.0
55	Guggal(kangra)	0	0	-	0	0	-
56	Tuticorin	0	2	-100.0	1	7	-85.7
57	Belgaum	0	0	-	0	0	-
58	Jamnagar	1	0	-	1	10	-90.0
59	Khajuraho	0	0	-	0	0	-
60	Jorhat	5	8	-37.5	14	21	-33.3
61	Gorkhpur	0	0	-	0	0	-
62	Allahabad	0	0	-	0	0	-
63	Agatti	1	0	-	4	0	-
64	Hubli	0	0	-	0	0	-
65	Bhuntar	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	1	0	-	2	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		**2751**	**2435**	**13.0**	**8550**	**7872**	**8.6**
(E) St.Govt. / Pvt Airports							
83	Lengpui(aizwal)	52	63	-17.5	169	148	14.2
84	Durgapur	0	0	-	0	0	-
85	Nanded	0	0	-	0	0	-
86	Mundra	0	0	-	0	0	-
(E) St.Govt. / Pvt Airports		**52**	**63**	**-17.5**	**169**	**148**	**14.2**
(F) Other Airports		**0**	**0**	**-**	**0**	**0**	**-**
Grand Total (A+B+C+D+E+F)		**277981**	**244005**	**13.9**	**832071**	**716513**	**16.1**

Source: A.A.I.

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

(*) TENTATIVE (IN '000 TONNES)

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers		Coal		Containers		Other Misc. Cargo	TOTAL	% VAR. AGAINST 2016-17
					FIN.	RAW	Thermal & Steam	Coking & Others	Tonnage	TEUs			
KOLKATA													
Kolkata Dock System	TRF APRIL-JULY'2017	219	276	-	52	9	-	139	3181	208	1515	5391	
	TRF APRIL-JULY'2016	265	245	-	38	-	-	483	3443	224	1302	5776	-6.67
Haldia Dock Complex	TRF APRIL-JULY'2017	2764	1672	536	170	101	663	3840	824	45	2449	13019	
	TRF APRIL-JULY'2016	1972	1434	19	48	59	524	4312	448	31	150	10966	18.72
TOTAL: KOLKATA	TRF APRIL-JULY'2017	2983	1948	536	222	110	663	3979	400	5253	3964	18410	
	TRF APRIL-JULY'2016	2237	1679	19	86	59	524	4795	3891	255	3452	16742	9.96
PARADIP	TRF APRIL-JULY'2017	11839	554	3432	4	1401	8773	3964	14	1	2958	32939	
	TRF APRIL-JULY'2016	8297	738	1835	21	1226	10087	3609	26	1	2816	28655	14.95
VISAKHAPATNAM	TRF APRIL-JULY'2017	5513	630	3702	651	317	2528	1782	2119	122	2795	20037	
	TRF APRIL-JULY'2016	5602	570	3378	621	339	3799	1470	2102	121	3020	20901	-4.13
KAMARAJAR(ENNORE)	TRF APRIL-JULY'2017	1389	35	-	-	-	8039	-	-	-	812	10275	
	TRF APRIL-JULY'2016	1328	40	-	-	-	7916	79	1	-	765	10129	1.44
CHENNAI	TRF APRIL-JULY'2017	4606	542	-	-	42	-	-	10168	527	2044	17402	
	TRF APRIL-JULY'2016	4312	392	-	12	46	-	-	9732	504	2919	17413	-0.06
V.O.CHIDAMBARANAR	TRF APRIL-JULY'2017	241	274	-	60	300	2723	1018	4611	224	2431	11658	
	TRF APRIL-JULY'2016	228	297	-	159	314	4189	1565	4278	217	2038	13068	-10.79
COCHIN	TRF APRIL-JULY'2017	6528	125	-	15	98	-	-	2467	177	319	9552	
	TRF APRIL-JULY'2016	4989	154	-	-	91	44	-	2200	158	346	7824	22.09
NEW MANGALORE	TRF APRIL-JULY'2017	8004	623	1317	211	42	1283	883	476	31	431	13270	
	TRF APRIL-JULY'2016	7478	555	124	146	26	1247	1298	420	28	286	11580	14.59
MORMUGAO	TRF APRIL-JULY'2017	215	170	3960	42	-	755	3137	125	8	1373	9777	
	TRF APRIL-JULY'2016	190	134	4065	68	-	1279	2624	128	8	1459	9947	-1.71
MUMBAI	TRF APRIL-JULY'2017	12190	588	2352	72	30	891	1631	220	16	2718	20692	
	TRF APRIL-JULY'2016	12067	714	2186	93	-	929	1669	195	15	2266	20119	2.85
J.N.P.T.	TRF APRIL-JULY'2017	1430	867	-	-	-	-	-	19280	1611	263	21840	
	TRF APRIL-JULY'2016	1414	797	-	-	-	-	-	18457	1526	260	20928	4.36
KANDLA	TRF APRIL-JULY'2017	20248	2938	318	1298	44	4168	116	576	39	6397	36103	
	TRF APRIL-JULY'2016	19964	2621	199	1480	136	6079	170	76	4	5126	35851	0.70
ALL PORTS	TRF APRIL-JULY'2017	75186	9294	15617	2575	2384	29823	16510	44061	3009	26505	221955	
	TRF APRIL-JULY'2016	68106	8691	11806	2686	2237	36093	17279	41506	2837	24753	213157	4.13
% Variation from previous year		10.40	6.94	32.28	-4.13	6.57	-17.37	-4.45	6.16	6.06	7.08	4.13	

Source: I.P.A.

ACADEMICIAN IN LOGISTICS

Dr. Mrs. Veni Mathur

Dr. Mrs. Veni Mathur is a Transport Economist with a PhD from the IIT, New Delhi, and has been Visiting Faculty at IIT, Delhi for the last 15 years.

With vast, experience in all modes of transportation planning and analysis, from the Inland Waterways Commission to The Railways to The Automobile Association of Upper India, she brings a unique package of expertise relevant to the transportation industry, from Operational Planning to Economic Projections to Cost Analysis, Logistics & Supply Chain Management.

Currently, she is Vice-chairman, Chartered Institute of Logistics & Transport (CILT), India and Head, Education and Training Committee.

Teaching Experience:

1. At The School of Planning & Architecture, New Delhi (Post-Graduate Level - 6 years) on Intelligent Transport System and on Transport Economics. **2.** At IIT Delhi - BE Level (15 years). **3.** Visiting faculty at the Institute of Rail Transport, since year 2009. **4.** Dean - Million Minds Management Services, New Delhi, in charge of training and placements.

Consultancy Work For The Following Organizations:

Institute of Rail Transport, New Delhi.

The Chartered Institute of Logistics and Transport India.

National Council of Applied Economic Research, New Delhi.

Automobile Association of Upper India, New Delhi.

Developing course material on Logistics & Supply Chain Management for ENQ Tutelage, NOIDA.

Consulting Editor for Urban Railways, a Transport & Logistics magazine.

Questionnaire

(1) How long have you been in teaching?

I have a PhD in Transport Economics from IIT Delhi and have been teaching for 30 years. During this period got interested in Logistics and Supply Chain Management which is an offshoot of the main subject of Transport.

(2) What is the kind of organization that you are associated with? How many branches do you have?

I am presently associated with an organization called The Chartered Institute of Logistics & Transport, India, (CILT) which is headquartered in UK, as the Vice-Chairman. The Chairman of CILT India is Mr. Shanti Narain, former Member Traffic, Railway Board. CILT India has its headquarters in Delhi, with branches in South India as well as East India.

(3) What is the Service model of your organization?

The Institute is focused on spreading the knowledge about Logistics & Transport. We are into training and hold seminars and conferences on topics that are relevant for logisticians and also those who want to start a career in the Logistics industry.

CILT India offers CILT International Certificate and Diploma courses in Logistics and Supply Chain Management for mid-level and executive level knowledge enhancement besides conducting training in areas like FOIS and Rail freight terminal management. We also arrange for seminars to bring together logistics professionals on a platform for exchange of views and learnings

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

A. Technology is the key to success of the Transport and Logistics industry. IT applications to transport is a very wide subject matter in itself and much needs to be done to make people aware of it, whether we look at traffic management or parking problems or warehouse management, tracking in E-commerce and many such issues, the answer lies with the application of technology. India has a long way to go as far as technology adoption is concerned. At CILT India we conduct training programs on FOIS - Freight Operating & Information System used in the Railways which could be very useful to all the producers and movers who use railways as a means of transport.

B. Another relevant seminar that CILT India conducts is on Rail Freight Terminal Management. This course has been designed to include design and management of any Logistics park.

(5) Who are your present members?

A. We have a strong membership of professionals in the field of Logistics and Transport, senior members from railways, Civil aviation, Shipping, E-commerce, warehousing as well as academicians.

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

The implementation of GST will see a surge in the Logistics industry where there will be growth of large warehouses in the country and movement of goods from these in large trucks to distribution areas. Due to increase in the movement there will be need for better roads and other modes of transport, security, monitoring, tracking and seem-less movement - all of which can be assured with the application of technology.

Vinod Kaul

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

RNI. No. DEL BIL/2004/13482
Postal Regn. No. DL (C)-14/1378/2017-2019
Posted at S.R.T. Nagar P.O. ND-55 on 28/29th of Every Month
Date of Publication : 10/08/2017
Total Pages : 56