

Monthly Magazine of All India Transporters Welfare Association

# Parivahan Pragati

The True Mouthpiece Of India's Road Transport Industry



## GST Scores 100 Days, **Transporters** Still **Struggling** To Score



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# 100 Days Gone!

## It's Time To Buck Up To Tackle Niggles Under GST

Ramesh Kumar Gulati, National Secretary, AITWA

**W**hile the government is celebrating 100 days of the Goods and Services Tax (GST), there's a lot left to be done for the real celebrations to begin. Though not major, many niggles need to be tackled as soon as possible in order to bring India Inc. on the track again. Experts from various industries want the government to take measures that could help smoothen the experience for taxpayers and tax administrators.

Small and middle level businesses want the government to mull over the exemption limit on the

*The 100 days of India's largest tax reform saw the patchy technical implementation*

procurement of goods and/or services from unregistered dealers. Notably, GST requires a registered recipient of goods and/or services to pay tax under reverse charge in respect of the procurement of goods and/or services from an unregistered vendor. Many businesses believe that the provision should be abolished completely as the same leads to unnecessary increase in compliances.

Not to forget, the 100 days of India's largest tax reform saw the patchy technical implementation. The GSTN portal has been plagued







with many problems that pushed further the deadlines of filing GST returns to October and beyond. Moreover, many businesses accuse the GSTN of throwing the return filing processes into disarray. But, the common complaint surfacing among taxpayers is that it is not user friendly at all. The government needs to seriously work on improving the taxpayers' experience so as to ensure that tax compliance is not tedious for them.

Further, experts are of the opinion that an Advance Ruling Authority (ARA) is much needed at this hour to seek clarity on the applicability of GST laws and rules. The authority will not only guide the policy makers but can also deal with the legal issues faced by the taxpayers.

Another pain point under the new tax regime is that despite education and health care services have been exempted from GST with the objective to make education

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and rules***

and health care economical, the procurements by both these sectors are largely taxable. Thus, the end consumer is not able to get the benefits under GST. It is recommended that the government makes supplies to these sectors as zero-rated. This will enable the refund of input taxes which will in turn help passing on the final

benefit of reduced prices to the end consumers.

Last but not the least, India Inc. wants tax to be abolished on advance for goods and/or services. Though, the GST Council has proposed the abolishment of payment of tax on advances received by dealers with a turnover up to Rs. 1.5 crore, the benefit should also be extended to other assesses irrespective of their turnover. As the tax would be paid on such advances as and when the goods

and/or services are supplied, the policy of abolishment would definitely reduce the compliance burden on India Inc. as a whole.

Apart from the abovementioned gaps in the new indirect tax regime, All India Motor Transport Congress (AIMTC)

***The transport fraternity wants  
the government to describe a  
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agency (GTA) and services  
offered by them***

and All India Transporters' Welfare Association (AITWA) called a two-day chakka jam from October 9-10 for making the voices of transporters heard. Transporters are of the opinion that the dual policy of reverse charge mechanism (RCM) and forward charge mechanism (FCM) would not only divide the industry into two camps but there would be a direct slash of 50 per cent in business. Further, the transport fraternity wants the government to describe a few terms, like goods transport agency (GTA) and services offered by them, as they were done under Service Tax in the pre GST era. This will smoothen the functioning of the transport and logistics business in the country. Also, clarification is sought on the sale second hand goods by transporters, and the notification no. 05/2017, dated June 19, 2017, offering exemption from GST registration to RCM suppliers. For long, transporters have been demanding to bring diesel under the purview of GST as it accounts for 60 per cent of their operating cost.



# Taking Stock Of GST Rollout With Its 100-day Report Card!

**Pradeep Singal, National President, AITWA**



**F**rom compliance issues to gaps in the policies, Goods and Services Tax (GST) has, so far, failed to gain acceptance among the majority of Indians. While the landmark GST regime is regarded as the biggest tax reform making India Inc. shift to the new indirect tax

*The 100-day GST era witnessed many tweaks by the GST Council on tax rates to ease the compliance burden on small businesses*

landscape, it calls for the biggest discussion on the completion of its 100 days. With the Government of India saying there is more to follow, the 100-day GST era witnessed many tweaks by the GST Council on tax rates to ease the compliance burden on small businesses.

While only 73 percent complied with return filing for July even after the deadline was extended by two months to the 10th of October, Revenue Secretary Hasmukh Adhia has written to the GST commissioners in 21 states asking them to conduct a survey among those who haven't filed their returns to find out what is hampering the process.

Certainly, confusion related to various GST provisions is among the major reasons that have paralyzed many people across the sectors in India. Similarly, transporters want the Government of India to clearly spell what is a goods transport agency (GTA) and what are the services offered by a GTA. Earlier, this was clearly defined under the Service Tax provisions, which helped the industry to work smoothly around it. But, with its absence in the post GST era, GTAs are facing difficulties complying with the new tax law.

The transport fraternity also needs clarity on the notification offering exemption from GST registration to RCM suppliers. As per this notice, the persons who are only engaged in making supplies of taxable goods or services or both, the total tax on which is liable to be paid on reverse charge basis by the recipient of such goods or services or both under sub-section (3) of section 9 of the GST Act are exempted from obtaining registration under the Act. Taking into account vertical wise exemption is not allowed, if a GTA is offering a service that is treated under FCM then the entire purpose of the notification no.





5/2017 (dated June 19, 2017) is defeated.

Further, transporters are extremely annoyed with the double tax levied on the sale of second hand goods, which were enjoying tax exemption in the pre GST era. Notably, scrap

material, old tyres, old vehicles and others are being disposed off after completing their life and no input tax credit has been allowed at the time of their initial purchase. Transporters feel that levying tax on such disposed off items again is nothing short of double taxation on the same transaction.

The All India Transporters' Welfare Association (AITWA) has also been demanding tax exemption for unregistered vendors and inter branch supply of goods and/or services, along with payment to lawyers, sponsorship services and sitting fees, among others. The new tax regime has created a problem for GTAs when they are operating through multiple locations in different states. The dual registration under the new GST law considers the branch offices involved in providing a part of a single service originating from a single consignment as a distinct entity. Thus, transporters are apprehensive about the



***Transporters feel that levying tax on such disposed off items again is nothing short of double taxation on the same transaction***

network (GSTN) portal. They suggest to record the consignment supply of above Rs. 50,000 on the GSTN portal with information like invoice details, mode of transportation and vehicle number. And, the record number should be taken before the removal of goods from the seller's premises.

For long, AITWA has been urging the government to bring diesel under the GST purview as the fuel accounts for 60 per cent of the operating cost for a transporter business in India. Moreover, we have been demanding to roll back the FCM at the rate of 12 percent input tax credit (ITC), which in no time will swallow the small businesses with its differential pricing policy.



absence of any input tax credit in hand of GTA may amount to double taxation and compliance.

Transporters also fail to understand the need for an e-way bill system when the same purpose can be achieved through the goods and services tax



# Let's Have A Look At The **100-day Status** Report Of GST!



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

**T**outed as the biggest reform in the Indian economy that majorly aimed at decreasing inflation, promoting ease of doing business, and reducing black transactions, it is report card time for the Goods and Services Tax (GST) on completing 100 days. Government sources show that there are 9 million

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there are 9 million registered  
GST payers as of now***

registered GST payers as of now, which is a 12.5 per cent expansion in tax base from the earlier regime. Nearly 2.6 million GST assesses have joined the 6.4 million taxpayers from the previous tax system. Further, over 1.5 million are availing the quarterly tax payment (composition) scheme.



While 82 per cent of registered assesses filed tax returns for July, only 46 per cent adhered to the compliance under GST in the month of August. Also, tax revenue spells that Rs. 94,063 crore were collected for July and Rs. 90,699 crore for August against a monthly target of Rs. 91,000 crore.

The GST figures may be boasting about itself, but the fact is it still needs to be fine tuned and made user friendly. While the GST Council aims at pruning the list of items in the 28 per cent slab, and converging 12 per cent and 18 per cent slabs, the woes of transporters must be attended simultaneously.

The new option of forward charge mechanism (FCM) at the GST rate of 12 per cent with provision of getting input tax credit (ITC), which was introduced under the notification no. 20 dated August 22, 2017, has divided the transport and logistics industry into two camps. Customers are pressing goods transport agencies (GTAs) to go for FCM as they will get an added capital investment

***In the pre GST era, transporters  
used to follow the terms  
explained under Service Tax***

and lower prices. In a way, this promotion of the differential pricing policy will wipe out the existence of the small truckers and transporters in the industry. Also, the business of GTAs will straight away be halved as they



cannot avail benefits of RCM and FCM at the same time. They need to make their choices clear at the start of every financial year.

Also, for long transporters have been demanding an explicit definition of a GTA and the services offered by it, which include loading/unloading, handling, temporary storage, packing support, clearing, booking/delivery/transshipment/billing and collection by agent, under the GST regime. In the pre GST era, transporters used to follow the terms explained under Service Tax, which made the task quite easier for them. But, the status of a GTA is completely unclear now.

Further, clarification is needed on the notification no. 05/2017- Central Tax dated June 19, 2017, which states,



"In exercise of the powers conferred by sub-section (2) of section 23 of the Central Goods and Services Tax Act, 2017 (12 of 2017), the Central Government hereby specifies the persons who are only engaged in making supplies of taxable goods or services or both, the total tax on which is liable to be paid on reverse charge basis by the recipient of such goods or services or both under sub-section (3) of section 9 of the said Act as the category of persons exempted from obtaining registration under the aforesaid Act."

As some of the organizations are involved with offering core GTA services along with others like warehousing which is taxed at the rate of 18 percent under FCM. In such a case, where vertical wise exemption is not allowed, the whole purpose of the notification no. 5/2017 stands defeated. Gaps like these are creating lots of confusion

among the transporters, and are contributing to the negative approach towards the new tax regime, which was launched with the belief of benefitting transporters the most.

Not just this, the Government of India needs to be a little more explicit about or listen to transporters' concerns over the sale of second hand goods, and tax exemption to inter branch supply. Moreover, the government should take into

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consideration the pain gained owing to not bringing petroleum products under the GST ambit, and delaying the e-way bill implementation.

Though All India Transporters' Welfare Association (AITWA) has never encouraged any kind of strike, which poses heavy losses to transporters as well, it was forced to call for a two-day chakka jaam on October 9-10. While nothing can be celebrated without a concrete document from the government, AITWA prays that this Diwali shoos away all the evils hovering over the industry.





# GST Scores 100 Days, Transporters Still Struggling To Score



**T**he Government of India, on July 1, made an ambitious shift to what it promised was a modern, transparent and technology-driven indirect tax system to sharpen the competitive edge of a \$2.3-trillion economy. While the reformed tax system, which held the promise of economically unifying the nation, completed 100 days on October 8, it's time to take stock of the issues and how the rollout has been so far.

## **Dual Policy of RCM/FCM For GTAs:**

The GST Council recommended a dual policy of GST for goods transport agencies (GTAs). As per this new

***GTA  
gets registered  
for the 12 per cent  
FCM, there is no option  
to back  
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during the same  
financial year***

recommendation of the Council, a transport company has an option to choose between the original notified provision of reverse charge mechanism (RCM) at the GST rate of 5 per cent without allowing the GTA any input tax credit (ITC), and the new option of forward charge mechanism (FCM) at the GST rate of 12 per cent with provision of getting ITC (introduced under the notification no. 20 dated August 22, 2017). Another condition associated with the new FCM policy is that a GTA can select the option in the beginning of a financial year and cannot change it during the year.





Same as in the pre GST era, transporters want to have only the RCM option at hand in the new tax system as well. According to the transport fraternity, the two options have led to divide in the industry. Customers are coercing GTAs to go for FCM as they get added capital investment and lower prices. This has led to coerced changing of RCM regime for GTAs to FCM which is not the intention. The whole scheme to benefit the small truckers and transporters will fail as the differential pricing policy will wipe out the small truckers and transporters from the industry.

Further, once a GTA gets registered for the 12 per cent FCM, there is no option to back for RCM afterwards during the same financial year. This will also result in the reduction of 50 per cent of business by losing one set of customers.

#### **Defining Services By Way Of Transportation Of Goods By Road & GTA Services:**

The government needs to explicitly define the road transportation and GTA services like the ones done under various notifications and circulars of Service Tax in the pre GST era.

The service by way of transportation of goods by road is a composite service which includes not only the mere transportation but also many incidental and auxiliary services like and others required to complete transportation of goods from one place to other effectively. Further, any other person other than a GTA or a

sub-contractor is exempted from paying tax on any of the aforementioned services of transportation of goods by road. But, when the above services are provided to GTA and they become part of the gross freight; they grow to be chargeable by the GTA to its client at last point. Moreover, if the service of transportation from one place to another place is provided exclusively by road, it will fall under a GTA notwithstanding it is time bound /sensitive or provided door to door or parcel. This is what the transport and logistics sector used to follow before the GST implementation, but the status remains unclear now.

As per the last agreement between the government and transporters' welfare associations on behalf of GTAs, Service Tax on GTA services would be levied on value added services provided by GTAs. Since mere transportation of goods is not proposed to be taxed, Service Tax on GTA services would be levied on 25 per cent of the total amount charged. Also, it was agreed that any service provided by a GTA in relation to transportation of goods is to be treated as GTA services and made eligible for Service Tax. Further, services subcontracted by a GTA from other service providers for providing GTA services are to be excluded from the



Service Tax umbrella since the value of such services is already taxed under GTA services at last point.

In addition, services provided by a GTA are classified in some cases as courier service and cargo handling service and they subjected to Service Tax on full value without giving abatement of 75 per cent. To avoid disputes, all services relating to transportation of goods by road are to





be brought under GTA service only as there is no clear cut criterion to distinguish courier and/or cargo handling services from GTA service.

#### **Clarification On Notification Offering Exemption From GST Registration To RCM Suppliers:**

As per the notification no. 05/2017- Central Tax dated 19.06.2017, the persons who are only engaged in making supplies of taxable goods or services or both, the total tax on which is liable to be paid on reverse charge basis by the recipient of such goods or services or both under sub-section (3) of section 9 of the GST Act are exempted from obtaining registration under the Act.

It has been clarified that the person referred to as in the notification no. 5/2017 means any registered person vertical wise, thus, any person can register for one of its verticals while using the exemption under the above notification for the vertical of GTA when providing the services as per the above notification. Also, it has been clarified that the above exemption available to a GTA

when providing services as defined, notwithstanding the requirement of registration under the section 24, which require mandatory registration when providing services of interstate supply or receiving services on which tax is payable on RCM.

Some of the organizations do both GTA work as well as offer services like warehousing which are taxed at the rate

***The persons who are only engaged in making supplies of taxable goods or services or both, the total tax on which is liable to be paid on reverse charge basis by the recipient of such goods or services or both under sub-section (3) of section 9 of the GST Act are exempted from obtaining registration under the Act***



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of 18 percent under FCM. If vertical wise exemption is not allowed, the whole purpose of notification 5/2017 stands defeated. Similarly, if the notification no. 5/2017 is not valid over the clause recurring mandatory registration, the purpose stands defeated.

#### **Clarification On Sale of Second Hand Goods/Assets:**

While there was no tax levied on the sale of second hand goods/assets, such as like trucks, cars, scooters and crane, and scrap like tyres and spare parts (where full tax has been paid at the time of purchase and no ITC has been allowed) in the pre GST era, the new tax regime has led to double taxation.

The mandatory registration clause as per the section 7 of CGST Act says that the scope of supply includes 'disposal' made or agreed to be made for a consideration by a person in the course or furtherance of business. In the transport industry, scrap material, old tyres, old vehicles and others are being disposed off after completing their life and no input tax credit has been allowed at the time of their initial purchase. Levying tax on such disposed off items again will lead to the double taxation on the same transaction. Since mandatory registration is required for the sale of such used items then the whole system of exemption under the notification no. 5/2017 or exemption to truckers stands defeated.

Further, it has been clarified that in case of second hand sale of any product which has been purchased after paying full tax under GST, and no input tax credit has been taken by the purchaser, and the sale does not involve any value addition, then the same will not attract any tax under GST to avoid double taxation for a GTA or a truck owner.

#### **Tax Exemption For Supply From Unregistered Vendor/Inter Branch Supply:**

The person providing GTA services for which there is no input tax credit available, shall not be required to pay in reverse charge for supply received from following:

- a. Unregistered person u/s 9(4)
- b. Inter branch supply
- c. Payment to lawyers, sponsorship services and sitting fees, among others

In case of GTA services, where there is no ITC available and being tax paid by recipient of services under RCM vide the notification no. 13/2017 Central tax (Rates) dated



28.06.2017; there should be no tax on above mentioned supplies so that double taxation and mandatory registration can be avoided.

Presently, GTA services (loading/unloading labor/hamali, temporary storage, packing support, local cartage, booking/ delivery /transshipment /billing and collection function, administrative and marketing expenses of branches, and clearing and forwarding) are naturally composite and are covered in RCM for most cases at the 5 per cent rate with no ITC in hand of GTA. The new GST law has created a problem for GTAs when they are





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operating in multiple locations in different states. The dual registration in the new law considers the branch offices involved in providing a part of a single service originating from a single consignment as a distinct entity and the onward activities so performed from a consignment provided by each branch is considered as a different service and treated as a different supply.

There is an apprehension that the following activities done by different branches towards the transportation of a single consignment may be treated as different supplies and in absence of any input tax credit in hand of GTA the same may amount to double taxation and compliance.

#### **Suspend E-way Bill:**

In the nearly no checkpoint era under GST, the absence of e-way bills for consignments above Rs. 50,000 is encouraging corruption by enforcement agencies on highways. Now, truckers complain of more frequent checks from 'flying squads' across states than the pre GST launch, which holds up cargo movement for days. Additionally, transporters feel that the e-way bill notification is faulty and does not speak one.

According to transporters, all the consignment supply of above Rs. 50,000 should be recorded on the GSTN portal and the record number should be taken before the removal of goods from the seller's premises. The recorded information should have invoice details, mode of transportation and vehicle number, among others. Afterwards, there would not be any need for an e-way bill/permit in transit and the responsibility of the carrier will be to carry the goods with the above GSTN portal recorded invoice only.

#### **Bring Diesel Under GST:**

The Government of India has kept petroleum products such as petrol, diesel, jet fuel and natural gas out of the purview of GST in order to preserve the revenue acquired by the states. While diesel accounts for 60 per cent of the operating cost for a transport business, high taxes and different fuel prices across states are not conducive for economic viability of transport operations. Transporters believe that bringing diesel under the GST ambit would help rationalize taxes and bring uniformity of prices across the country.

## **Right Time To Think For Third Party Premium Hike In Commercial Vehicles**

### **Third Party Premium Chart Showing Increase In TP Premium Since Last 30 Years For Commercial Vehicles For Different RLW**

YEAR	1987	1992	1997	2002	2007	2011	2012	2013	2014	2015	2016	2017
RLW IN KGS												
BELOW 7500	240	1245	2779	3280	5580	9400	10902	13082	14390	14390	14390	14390
7501 TO 12000	240	1245	2779	3280	5920	9970	11640	13968	15365	15365	15365	21511
12001 TO 20000	240	1245	2779	3280	6090	10260	11394	14873	16360	19632	22577	31608
20001 TO 40000	240	1245	2779	3680	6260	10550	12478	14974	16471	19766	24708	34591
ABOVE 40000	240	1245	2779	3980	6770	11410	12529	15035	16539	19846	25800	36120

Above Chart Shows Initially Premium Is Increased Every Five Years Upto 2011 But After That Irda Starts Increasing It Every Year Which Become Now Unbearable For Transport Industry And Wish Permanent Solution To This Problem.

**By - Ishwar Chander Goel (Advisor - National Council)**

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## Freightbazaar Completes GPS Integration To Make Life of Truckers Easier

**T**ruck aggregator Freightbazaar, which allows companies to book trucks online, is now working at making the life easy for the truckers and drivers on its platform. The logistics startup has recently completed its GPS integration which can work with any third-party GPS and launched a cashless payments card too.

The Co-founder, Freightbazaar, told ET, "The GPS integration is already live and we will build on this and provide safety alerts and value-added services based on predictive data in the future." Further, this has been built as a plug-n-play model that works with any fitted GPS and the system currently provides data like engine run/ idle time and driving speeds.

Moreover, Freightbazaar has collaborated with a local firm to launch pre-paid cashless cards for the drivers. So far, the owner has to pay the driver a certain amount of cash to cover various expenses enroute. These pre-paid cashless cards can be remotely topped up and used for various expenses, like fuel, food and cash withdrawals. "This makes the whole system more transparent and efficient, and it integrates with our platform and can be used to generate a trip expense report and ascertain the trip profitability," said the Freightbazaar executive.

Notably, Freightbazaar currently has 25,000 trucks on its platform across 300 cities. Also, the company has already signed on big logistics players like DTDC, TVS Logistics and USA's BDP International Logistics.





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## Daimler To Test Truck 'Platooning' Technology

**D**aimler AG's trucks is gearing up to test a new technology called "platooning" on U.S. roads. The technology allows large digitally-connected trucks to save fuel by driving closely together, with one vehicle following the other.

The German manufacturer believes that the connectivity and automated driving improve safety within the vehicle convoys, support drivers and enhance efficiency with closer distances between the connected trucks.

Daimler's North American truck unit said on Monday it received permission from the Oregon Department of Transportation to test its platooning technology on public roads after successful trials in its proving ground in Madras, Oregon.

The Daimler's announcement highlights a race among

global commercial truck makers to deploy new technology both to anticipate regulatory mandates and influence policy debates.

*The technology allows large digitally-connected trucks to save fuel by driving closely together, with one vehicle following the other*

Further, the sales recovery is lifting share prices of companies in the commercial truck sector. And, it seems like the U.S. medium and heavy truck market is emerging from a slump. "We definitely are leaving 2017 with nice momentum," the Chief of Daimler's commercial truck business told Reuters.

Notably, some companies, including Silicon Valley startup Peloton Technology, are working on the truck platooning technology. Peloton is working with several truck makers, including Volvo, on its platooning system, which it sees as a precursor to autonomous systems.





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## State Government Urges Ministry To Improve Roads In Meghalaya

Tura MP Conrad K Sangma appealed to Union Road Transport and Highways Minister Nitin Gadkari to intervene in the improvement of national highways in Meghalaya.

On meeting Gadkari, Sangma told him that NH-62 from Pattargittim to Dalu, NH-51 from Tura to Dalu, the road from Baghmara to Ranikor (South West Khasi Hills) via Maheskola and Mahadeo, and the conversion of NEC road from Agia to Dalu via Phulbari and Singimari need immediate attention. Further, the NPP president said that the poor condition of roads in Garo Hills is the reason for the region's economic disparity.

The road from Tura to Baghmara is in a deplorable condition. Sangma told Gadkari, "In absence of good road connecting South Garo Hills along the strategic



international border with Bangladesh the district has failed to reap benefits of development," reported The Shillong Times.

The MP added, "The pathetic condition of the road has made people lost hope in the government. The people of Meghalaya are frustrated and angry. People from Khasi, Jaintia and Garo Hills have raised their concern about the road and have asked me to apprise the Union Government to pay its attention to improve the roads."

Road Transport Minister Gadkari assured that he would look into the matter.

## Government Gives Nod To Adilabad National Highway

Union Minister for Road Transport and Highways Nitin Gadkari gave his nod to build a national highway between Chandrapur and Mahur of Maharashtra, passing through Adilabad and Bhela of Telangana, when Adilabad MP G Nagesh represented it to him.

Besides creating business opportunities for farmers and industries of this region, the 220-km long national highway will improve the connectivity of backward Adilabad district. It will also ease problems being faced by people of the two states in reaching both the sides. It is said to be the second largest network after national highway 44.

Nagesh told Telangana Today that the citizens of Adilabad had been asking for the network for quite some time now. He said that the union minister agreed to take steps to lay the infrastructure, considering its advantages for both



Telangana and Maharashtra. Further, the MP stated that it will give a boost to industries and agricultural sector.

The road would originate at Chandrapur and then reach Rajura of Maharashtra before entering Bhela, Jainath, and Adilabad, of Adilabad district. It will touch Mandvi and Mahur in Nanded district of Maharashtra. It will pass through certain isolated pockets of Bhela and Jainath mandals. Currently, a single-lane road, which is in bad condition due to continuous movement of heavy vehicles, is catering to the region on this route.



## Indore Gets Five Projects Worth Rs. 5,186 crore

**R**oad Transport and Highways Minister Nitin Gadkari gave a major boost to infrastructural development in the city by gifting five projects worth Rs. 5,186 crore during his visit here, reported The Free Press Journal.

Gadkari said that the Indore-Ahmadabad national highway would be ready by December this year. In addition, the minister announced that from next year his ministry would construct 40-km road per day against the existing 28 km. Further, he said that the bhoomi-pujan of the Indore-Manmad project will be held within the next four months.

Moreover, Gadkari, popularly known as the 'flyover man', laid foundation stones of a few infrastructural projects, including a bypass worth Rs. 90 crore.

While laying emphasis on the infrastructure development, he said, "We are going for river transportation in a big way. It will cost the commuter a meagre 20 paise per kilometre."

Further, the minister while ruling out any shortage of funds, said, "We are zeroing in on faster and sustainable infrastructure development. Right infrastructure and road engineering will also help reduce road accidents."



## Odisha CM Urges MoRTH To Expedite NH Projects In State

**C**hief Minister Naveen Patnaik met Union Road Transport and Highways Minister Nitin Gadkari in New Delhi and requested him to expedite various national highway projects in Odisha. He also requested give his nod for the construction of a flyover at Khandagiri Square in Bhubaneswar.

Patnaik said, "I impressed on the Minister (Nitin Gadkari) to finalise the tender processes and complete pending critical works on National Highways in Odisha involving six stretches and road length up to 585 km," reported The Pioneer.

Patnaik said, "I impressed on the Minister (Nitin Gadkari) to finalise the tender processes and complete pending critical works on National Highways in Odisha

involving six stretches and road length up to 585 km," reported The Pioneer.

In addition, the chief minister urged the union minister to "construct a flyover at Gohira Chhak leading to Info Valley, declare 12 roads having a length of 1,193 km as NHs and lastly to approve 30 eligible State roads of 2,483 km length as new National Highways as per proposals submitted in December, 2016."

"In response, Gadkari said he will ensure that these projects are given priority and expedited," Patnaik said.



## Foundation Stones For Several Projects In Andaman And Nicobar Laid

**U**nion ministers Nitin Gadkari and Rajnath Singh laid the foundation stones for four national highway projects worth Rs. 1,121 crore and several shipping projects worth Rs. 200 crore in Andaman and Nicobar Islands in events at Port Blair, Diglipur and Baratang, reported PTI.

As per a ministerial statement, the highways projects include the construction of a 26-km stretch between Beodnabad-Ferrargunj at a cost of Rs. 170 crore and 56 km between Austin Creek and Kalra Junction at a cost of Rs. 410 crore.

In addition, the foundation stone was laid for the construction of Middle Strait Creek Bridge and Humphrey Strait Creek Bridge at an estimated cost of Rs. 262.97 crore and Rs. 277.17 crore, respectively. An alternate sea route to Baratang Island, which aims at improving the connectivity of island from Port Blair and reducing traffic, was also launched.

Further, both the ministers laid the foundation stone for extension of Wharf in Hope Town, Port Blair by 200 meters. Notably, Indian Oil Corporation uses Wharf to discharge LPG and other petroleum products.

Moreover, the ministerial statement read that as part of its drive towards ensuring and upholding the cause of Swachh Bharat mission, the National Highways Authority of India has so far planted about 10 lakh plants along national highways in this monsoon season.



## Tripura Appeals To Centre For Widening Bridges In Southern Part of State

**T**ripura Road and Transport Minister Badal Chowdhury requested Centre's intervention over widening a total of 21 bridges along the Agartala-Sabroom national highway in the Southern part of the state. A letter was written to the Ministry of Road Transport and Highways considering the movement of heavy loaded trucks from Bangladesh's Chittagong to Tripura, reports UNI.

In the letter to Union Minister for Roads and Transport Nitin Gadkari, Chowdhury said that widening the bridges would facilitate the trucks which are expected to travel over this road once the bridge on the River Fenny connecting Bangladesh is completed.

Further, the state minister said that the carpeting area on the NH is 10 meter wide and beside this one and half meter footpath remaining in both the sides. But these 21 bridges are only 7.5 to 8 meter wide as a result it may stand in the way of a free flow of traffic and some risk factor also remains.

As per norms followed nationwide, the width of a bridge is supposed to be wider than the national highway. The minister also proposed to set up dividers on the portions of the national highway that go through the urban or deeply populated areas like Shantir Bazar, Jolaibari, Udaipur, Manu Bazar, Amtali Bazar and Bishramgunj in the southern part of the state.



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## Is Mahindra & Mahindra The New Golden Truck Factory?

The popular cliché 'Slow and Steady Win the Race' seems to be holding true for the vehicle manufacturer, Mahindra & Mahindra (M&M), in the recent time. Though Mahindra Trucks and Buses Division has been a peripheral force for years in India's heavy-duty trucking industry, the first half of the current financial year found it just behind the traditional winners in the largely two-horse race; ahead of Daimler India, Eicher, or VE Commercial Vehicles.

Mahindra has outrun competition to notch the fourth slot in the 16.2 tonnes heavy-truck segment in India. The vehicle manufacturer sold 1,311 units of tractor trailers in the first half of FY-18, compared to 1,222 units of Bharat Benz. With a growth of over 90 per cent in the segment against the market growth of 40 per cent, the company crossed the 5 per cent market share mark. Moreover, Mahindra sold 3,497 units of all tippers, haulage trucks and tractor-trailers put together, compared to 2,181 units sold by VE Commercial Vehicle Ltd.

As Mahindra Trucks and Buses posted a growth of 34 per cent in the first half of this fiscal year against the market growth of 7 per cent, the company gained a 4.3 per cent market share when it comes to big trucks.

In a recent interview to ETAuto, the President for the automotive sector at Mahindra & Mahindra, shared company's plans to double its market share. The executive said, "It has been a complete turnaround after Blazo. We

have revamped our portfolio, protected the channel, and offered assurances to the customer about our product performance and reliability. Thanks to these initiatives, we have outpaced the market and we will continue to outpace the market in the coming three years."

Entering the market with Navistar with a design for overload, about seven years ago, Mahindra has revamped its portfolio over the years and made the products lighter and fuel efficient. And, the guarantee offered on Mahindra trucks that they deliver higher fuel efficiency to the customer, has brought success Mahindra's way. Plus their promise of parts availability and quicker uptime in case of a breakdown, has contributed to the trust building big time.

The company is confident that Mahindra Trucks and Buses will be able to sell in excess of 30000 units, which is almost double of volumes it does today. And, this surely will help Mahindra gets closer to the breakeven point.



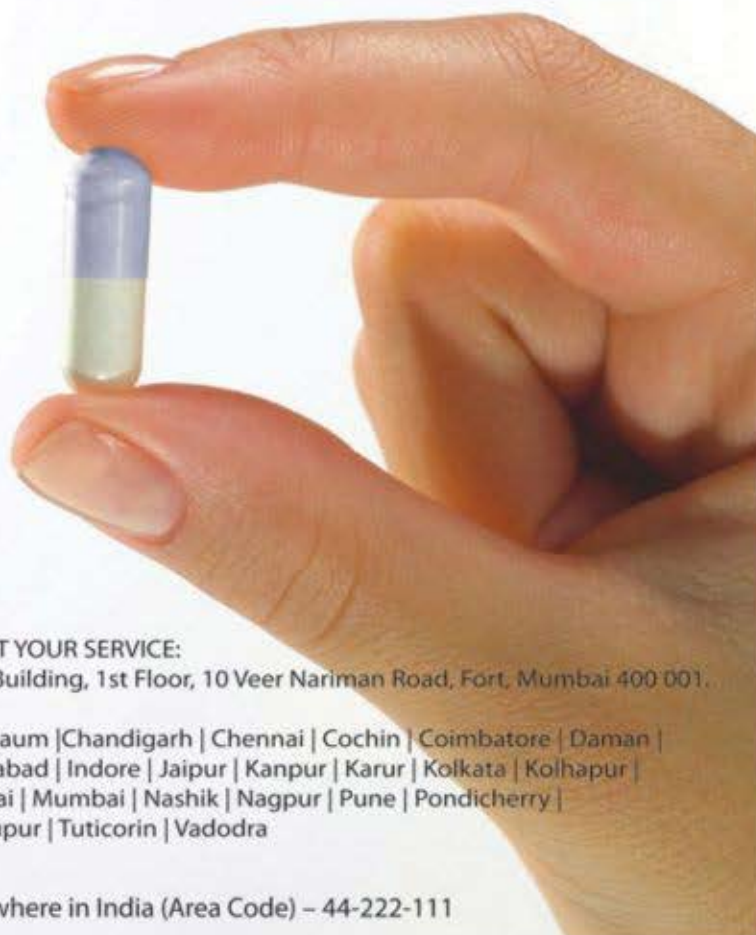


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## Truckers To Intensify Stir For Toll Free India

Day by day, tolls are becoming the chronic wounds for the truckers in India. It seems like the government didn't learn from the 5-day transport strike that jolted the nation last year.

The transport and logistics industry is of the opinion that expressways do little to reduce travel time, and the removal of toll plazas from highways is the need of the hour. After staging a two-day token protest earlier this month, they are gearing up for an indefinite strike in support of their demand.

The General Secretary of South India Motor Transport Association (SIMTA) said, "Expressways do not make sense as vehicles end up waiting at toll gates endlessly. With the slogan - Tollgate-free India - we are demanding elimination of toll collection at the so-called toll plazas," reported ET.

Notably, India has 371 toll plazas and truckers want them closed. Truckers say if the Centre could shut down 1,647 commercial tax check posts after the Goods and Services Tax (GST) was rolled out on July 1, closing toll gates shouldn't be a big challenge. Truckers have been suggesting a system wherein the government collects toll

fee annually in advance. The total toll collection for 2016-17 has been pegged Rs. 16, 500 crore. The truckers association has suggested that the government collect Rs. 50,000 per truck in advance and distribute it among toll operators depending on road usage.

On the other hand, the Centre is in favour of digital payment of toll fee. The ministry of road, transport and highways (MoRTH) has asked automobile manufacturers to provide radio frequency identification device (RFID) tags in vehicles to enable electronic payment at toll plazas. The RFID facility was launched earlier this year and it helps in seamless movement of vehicles at the plazas sans waiting time.





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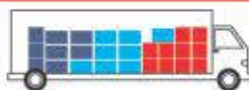
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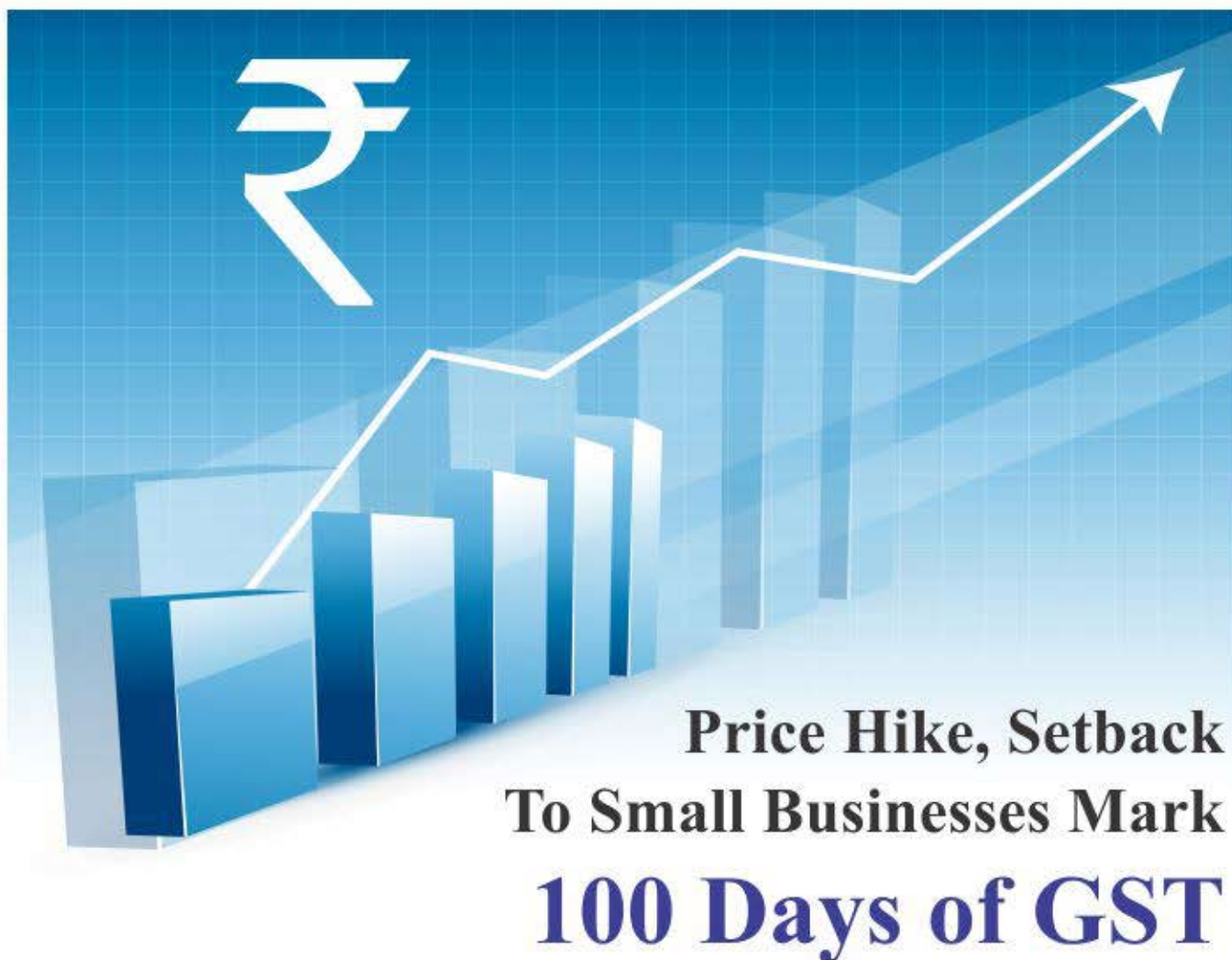
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**W**ith 10 years into making and over 18000 man hours of discussion, Goods and Services Tax (GST) became a reality on July 1 this year. But, the government seems to have fallen short of its promises of overall reduction in prices, benefits to small taxpayers, simplified tax regime, reduction in cascading of taxes, and non-intrusive electronic tax system. While GST completed its 100 days, CNBC-TV18 speaks to some of the GST Council members, including Haseeb Drabu of Jammu and Kashmir and Thomas Isaac of Kerala.

While talking about the compliance issues, Drabu said, "One of the key issues that is facing compliance is the fact that we should all accept that there have been tax evasive accounting pre GST. Transactions in cash have been going on historically and under GST it doesn't make any sense or it is not profitable to do transactions in cash because then

you lose the input tax credit (ITC). Traders and businesses to me have been under the apprehension that if they have closed their books as on June 30 with a certain turnover which will be the cash component, how do they move to July 1 and declare the entire turnover? Will the government open their books which is provided for then it becomes a bit of an issue. Not only that then they open up books for income tax as well. So, the whole retrospective tax enquiry has been a major deterrent for compliance and registrations.

Speaking of the government plans to ensure that more people get on to the GSTN, Isaac said, "It must be admitted that for the small suppliers, not traders and manufacturers, the demand for compliance is cumbersome, they are not used to it. GST council has accepted that by saying that they need to give only quarterly returns, payment quarterly. So, it is a recognition





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of the fact that for small dealers there is a real problem over there, that is something which has to be kept in mind. It is not a simple process, it is a complicated process." He added, "I think it is important, government makes available free of cost an accounting package for the small dealers which they can use free of cost. It is very important to have that."

When asked about the possibility of the items that are currently out of the ambit of the GST being brought under the ambit of the GST, Isaac said, "After constitutional amendment, it is for the GST Council to decide when petroleum product should come into the spectrum. But, as long as the central government is willing to compensate for the loss fully as in the case of other commodities, we can definitely consider that. To set the atmosphere for that, let the central government reduce the excise tax rate they raised since they came to power since three years back."

When asked about the highlights of the GST Council meeting on October 6, Drabu said, "Two very major decisions were taken in the Council or I would say three decisions which were really critical to the entire architecture of GST. One was postponing the reverse charge mechanism till March. Then again the e-way bill. It is again effectively April 1, states can start implementing it from January and then go on till March which again is a deferment. And the third is the route of exemptions. These three have, in some ways, impacted the way GST was conceived and designed in the architecture of GST," adding, "None of them when seen in themselves are decisions which should be seen as good decisions but these are decisions which are practical and we are facing a situation, not just of compliance but also of a certain optics across the country. There is a slowdown. Which I do not agree with,

incidentally, it is not the cause of slowdown."

Further, he said, "But for whatever reason, the fact is we are responding to a situation. It is an evolving situation and we felt that this could have been, both all three of them are very key parts of the GST system that has been designed and should not, in any case, get deferred beyond April. Now this is an exception and should not become the rule. We should get into reverse charge mechanism because that is the only way in which you will get a small unregistered guy also into the larger framework because you have to understand that we have moved to a different system. Now do not try and make changes in GST,

whether these are tax experts or others which will make it look like a VAT regime."

Moreover, Drabu said, "Again, the thing of e-way bill is that the moment you do it, you are actually breaking up the whole concept of one nation, one market, one tax, in which ever way and you are forced to then go back to your system of checkpoints and tolls and nobody will avoid them now. So you are again putting barriers to movement of goods across the country which is not

intended under GST," adding, "And similarly, while we fully support and GST Council also understands the issue of exporters, it should not have been an exemption but a reimbursement. The reason why it was done was because of the ill-preparedness or the lack of preparedness of the reimbursement mechanism because of a particular IT vendor. So, we have gone back to a system for a certain period of time because once there is an exemption then the chain breaks. So that we should understand very clearly that that is not the route forward."

When asked about the biggest highlight of the 100 days of GST, Isaac said, "One, exports have suffered. Two, prices have risen. Three, it has been a setback for small scale sector. The last meeting, we tried to address some of them."



***Transactions in cash have been going on historically and under GST it doesn't make any sense or it is not profitable to do transactions in cash because then you lose the input tax credit (ITC)***





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## After GSTN, E-way Bills Could Be Another IT Disaster In The Making

**I**t seems like deferring the of e-way bills is just the calm before the storm for small businesses. On 6 October, the GST Council decided that the e-way bill system shall be introduced in a staggered manner with effect from January 2018 and shall be rolled out nationwide effective April 2018. Once implemented, the movement of goods worth more than Rs. 50,000 within or outside a state will require securing an e-way bill by prior online registration of the consignment.

In order to generate an e-way bill, the supplier and transporter will have to upload details on the GSTN (Goods and Services Tax Network) portal. Once an e-way bill has been generated, a unique e-way bill number (EBN) shall be made available to the supplier, the recipient and the transporter on the common portal.

While the aim of the e-way bill system is to eliminate state-wise documentation, ensure faster transit of goods

by reducing the number of check-posts across the country and curb corruption, the GSTN's failure to handle the flood of return filing invoices raises serious doubts about

***The e-way bill system is to eliminate state-wise documentation, ensure faster transit of goods by reducing the number of check-posts across the country and curb corruption***

the success of the e-way bill system since it is completely automated. However, Finance Minister Arun Jaitley has mentioned by the trial of pilot software in Karnataka for the e-way bill system.

But with the implementation of fully automated e-way bill



system, some tax experts foresee another IT debacle. Mint reported one such tax expert as saying, "If the government wants to implement it, then a key pre-requisite will be to put E-way bill IT infrastructure in place and test it beforehand. Failing which, a situation like that of GSTN may arise, and that would add to woes of smaller companies which may not be technologically equipped. E-way bill mechanism adds a layer of compliance and if implemented without IT preparedness, then defeats the purpose of GST, which is to boost ease of doing business in India."

As an e-way bill will be valid for one day for a 100 km journey and one day each for each additional 100 km, some find this a hindrance making transport of goods

### ***E-way bill implementation would give a state government free hand to harass companies***

within the city difficult. According to the Business Head, LED panels and AC, Mirc Electronics Ltd., "It is a real-time system with validity of the bill decided beforehand for a particular transaction. This could, in fact, add to transit time for smaller quantities of goods within a city. Larger players like us would manage to incur the cost, but for smaller entities, it is a huge challenge."

Further, some believe that the installation of a radio frequency identification device in transporter's vehicle to map the soft copy of an e-way bill is an additional cost.

Some see scope for it being misused by taxmen, who can interrupt journeys to verify the e-way bill and even physically verify the consignment. Highlighting this, the Managing Director of LEAP



India said, "E-way bill implementation would give a state government free hand to harass companies, particularly in cases where the E-way bill validity may have expired due to failure of the system or change in destination."

Expressing concern over these grave issues, some tax experts even suggest of scrapping the e-way bill system. According to a tax expert with this opinion, "In the pre-GST era, value added tax (VAT) rates differed from state to state, so there were cases when companies would transport goods from higher VAT to lower VAT states, but now with GST fixed on each product, that VAT arbitrage has gone. E-way bill is an outdated concept; it is like moving one step backward to the License Raj."

Though, e-way bills would aid in formalizing India's logistics ecosystem and reduce road freight pricing, its implementation without sufficient IT preparedness will be nothing short of a nightmare.



# NHAI's Medical Eye Camp

## is a welcome step of many steps it needs to take

**W**hile All India Transporters' Welfare Association and Tamil Nadu Lorry Owners Federation (TNLOF) welcome the National Highway Authority of India's (NHAI) good will to organize a Medical Eye Camp at the toll plazas for drivers, second drivers and cleaners, both AITWA and TNLOF do not second their opinions with NHAI that these would reduce highway accident. Also, they appreciate any such efforts towards the betterment and welfare of our driver community.

However, their concern was that not many drivers and cleaners would be able to avail this opportunity as the NHAI has requested that participants to present their original driving license and Aadhar card and submit a copy of their driving license attested by an RTO officer to enjoy the benefits of the eye camp. According to AITWA and TNLOF this is asking for too much and would simply discourage any of the drivers and cleaners from participating in the eye camp and that the entire campaign would be a failure. In fact, they believe that the eye camp may just be a formality for the NHAI to fulfill their commitment towards Corporate Social Responsibility activities.

There is an iota of doubt that bad conditions and non-maintenance of highway roads has the major cause of highway accidents. Further, the non-availability of user amenities and ready to mobilize ambulances has been adding to woes of highway commuters. All the ambulances serving the highways are actually operated by the state government and private NGOs.

These issues have been raised before NHAI by AITWA and TNLOF on numerous occasions, as these are very important issues to provide safe journey to road commuters.

Moreover, NHAI should also check that its associate partners do not practice activities which go against its objectives. In the highway stretch between Tambaram and Thindivanam the responsible company hasn't done enough for the maintenance for the roads and provision of user facilities but has been increasing toll rates at rate of 12% to 20% each year. Similarly, in many stretches, toll collection is still going on, though NHAI has already recovered the construction cost many years ago but toll rates are not yet cut down. Further, as per the 2011 Act, NHAI has to collect toll only at 40% rates, which is still not happened.

The step initiated by NHAI to organize an Eye Camp deserves applauds but it should also take care of other corrupt/ illegal activities, which its associates members are practicing to tarnish its image.





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## PRESIDENT'S MESSAGE



Dear Members,

Selamat Datang di Bali... Welcome to Bali...

It gives me great pleasure to personally invite you to the much awaited 44th Annual Convention of ACAAI which will be held at Hotel Sheraton Bali Kuta Resort, Bali, Indonesia, from 9th to 12th November 2017. The Theme of the Convention is "AirBorne Cargo-Delivering Excellence".

India and Indonesia derive their names from a common source, namely, the Indus river. For a long period, the two countries also shared a common heritage. Bali, which is a small island in Indonesia is one of the favorite global tourist destinations. This island has many interesting features, such as its culture, beautiful coastline, temples, mountains, etc. As a great tourist destination, Bali also has many beautiful hotels, resorts, villas, etc. Apart from its tourism attractions, Bali is also a global center for business-related Conventions, conferences, etc.

The theme of the ACAAI Convention 2017 can be summarized in the first five English alphabets-ABCDE, expanded as "AirBorne Cargo-Delivering Excellence". The business sessions will focus on the ways and means by which the air cargo industry can deliver all-round excellence in all aspects of its activities. Multiple changes in the current global scenario poses great challenges, which necessitate fresh thinking, out of the box ideas and new perspectives for growth and development. In many ways, the current environment offers exciting prospects if our industry can catch the rising tide at its peak.

ACAII Convention 2017, besides business also offers delegates an opportunity to visit an exotic destination with great cultural and tourist attractions. I therefore urge all our members to register in large numbers so as to personally experience yet another ACAAI Convention. Online registrations are open on our website [www.acaii.in](http://www.acaii.in)

I look forward to welcoming you in Bali for Convention 2017.

With Best Regards,

**Hemant Bhatia**

**President**

**The Air Cargo Association of India (ACAII)**





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## ट्रांसपोर्टर्स की हड़ताल से थमें हजारों ट्रकों के पहिए

अक्टूबर 9 को देशव्यापी हड़ताल के पहले दिन तमाम ट्रांसपोर्टर हड़ताल पर रहे और उन्होंने पैदल मार्च निकाल केंद्र सरकार के खिलाफ नारेबाजी भी की। और साथ ही जीएसटी का पुतला फूँका। ट्रांसपोर्टर भाइयों ने न तो कोई बुकिंग की और न ही माल से लदे ट्रकों को बाहर भेजा। बाहर से आए ट्रकों से माल भी नहीं उतरने दिया। हजारों ट्रकों के पहिए थमे रहे। हड़ताल के दूसरे दिन भी सभी ट्रांसपोर्टर्स के प्रतिष्ठान-दफ्तरों पर ताले लगे रहे।

पैदल मार्च के दौरान ट्रांसपोर्टर एसोसिएशन पदाधिकारियों ने खुले प्रतिष्ठानों को बंद भी कराया। घरने पर बैठकर एसोसिएशन के अध्यक्ष ने कहा कि जीएसटी में कुछ प्रावधानों का हमारे व्यवसाय पर भी सीधा असर पड़ा। जिस प्रकार किसान कर्ज में डूबे हुए हैं, उसी तरह से ट्रांसपोर्टर भी कर्ज में डूब चुके हैं। आए दिन सरकार डीजल के दाम में वृद्धि कर देती है। जिसकी वजह से ट्रांसपोर्टर्स भाड़े के रेट का सही से अंदाजा नहीं लगा सकते। इसके चलते ट्रांसपोर्टर्स को नुकसान

उठाना पड़ रहा है।

ट्रांसपोर्टर्स ने हिन्दुस्तान को बताया कि जब ट्रांसपोर्टर सारे टैक्स देते हैं, फिर ट्रांसपोर्टर्स पर क्यों भार डाला जा रहा है। ट्रांसपोर्ट का व्यापार न तो कोई प्रोडक्शन करता है, न ही कोई खरीद-बिक्री का काम करता है। ट्रांसपोर्टर सिर्फ सर्विस प्रोवाइड करते हैं। जिस प्रकार डॉक्टर सर्विस देते हैं, उन पर कोई भी टैक्स नहीं है तो हम लोगों पर जीएसटी क्यों थोपा जा रहा है।





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## पेट्रोल और डीजल को जीएसटी के तहत ला सकती है सरकार

हालहि में वित्त मंत्री अरुण जेटली ने जीएसटी को लेकर अपनी बात रखी तब यह भी साफ कर दिया कि केंद्र सरकार हमेशा से ही पेट्रोलियम पदार्थों को जीएसटी के अंतर्गत लाने के लिए तैयार रही है लेकिन इस पर आखिरी निर्णय तभी लिया जा सकता है जब राज्य इसके लिए तैयार हों।

सरकार को पेट्रोल और डीजल की कीमतों में तेजी के लिए काफी आलोचना का सामना करना पड़ा है। इसके बाद केंद्र सरकार ने पेट्रोल और डीजल पर लगने वाली एक्साइज ड्यूटी में 2 रुपये प्रति लीटर की कटौती कर दी। इसके बाद गुजरात, महाराष्ट्र और हिमाचल प्रदेश ने वैट घटा दिया।

शुरुआत से ही पूछा जा रहा है कि जीएसटी के दायरे में पेट्रोल और डीजल की कीमतों को क्यों नहीं लाई गई है। बता दें कि पेट्रोल और डीजल पर राज्य सरकारें 25 से 49 फीसदी तक वैट वसूलती हैं।

वित्त मंत्रालय के अनुसार सरकार के एक्साइज ड्यूटी घटाए जाने के फैसले से सरकारी खजाने को करीब 26,000 करोड़ रुपये का नुकसान होगा। गौरतलब है कि सरकार ने बहुत दिनों

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

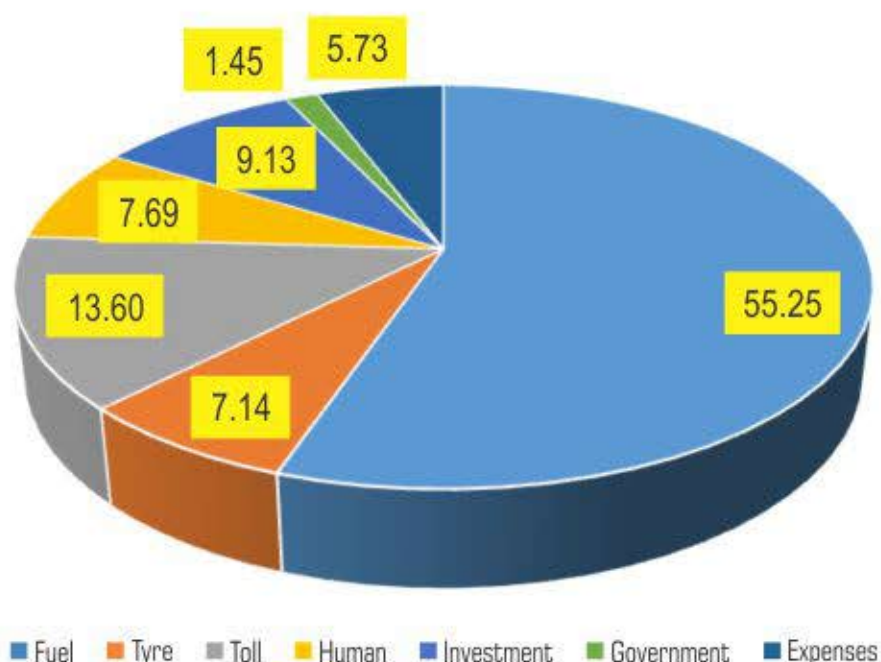
# **CRI October 2017 - 119.73**

Data Updated upto October 1, 2017

Average Diesel Price as on OCTOBER 1, 2017 - **Rs. 61.29** per litre.

### Cost Distribution Pie SEPTEMBER 2017

CRI PIE Chart October 2017



Changes: Matrix - September 2017	
Diesel	+3.13 %
Tyre	-1.27 %
Change in Index	+1.95

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





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# मध्यप्रदेश के बॉर्डर पर फर्जी रसीदों से ट्रांसपोर्टरों को लूटने का कारोबार जारी

ड्राइवरों से होती है अवैध वसूली, पैसे नहीं देने पर करते हैं चालान, हाल ही में इस मुद्दे को लेकर देशभर की ट्रक यूनिट्स हड़ताल पर रहीं

इस परेशानी को लेकर पुलिस कर्मचारियों व ट्रांसपोर्ट अधिकारियों के कार्यों पर जू भी नहीं रेंग रही

## TRANSPORT TIMES COVER STORY

**भोपाल।** अर्द्ध इंडिया मोटर ट्रांसपोर्ट कॉन्ग्रेस समेत देशभर की ट्रक यूनिट्स टुक ड्राइवरों से हो रही अवैध वसूली को लेकर एक तरफ जहां आवाजा मुखर करने में लगे हैं वहीं पुलिस कर्मचारियों व ट्रांसपोर्ट अधिकारियों के कार्यों पर जू भी नहीं रेंग रही। हाल ही में इस मुद्दे को लेकर देशभर की ट्रक यूनिट्स से मिल की हड़ताल पर रही। केंद्र के मंत्रियों तक यह मुद्दा पहुंच चुका है लेकिन राज सरकार इसके लेकर किसी तरह का एक्शन नहीं ले रही।

जीएसटी लागू होने के बाद केंद्र सरकार ने स्टेट बॉर्डर से चैक पोस्ट चले तो ड्राइवर्स को लेक्जिस्टर ड्राइवरों से लूट का सिमिलाना लगाकर जारी है। हर स्टेट के बॉर्डर पर तैनात पुलिसकर्मी व अरटीओ कर्मचारी ट्रक ड्राइवरों को कारजगत की जांच के बहाने रोकते हैं। फिर उनसे उगाही की जाती है। जो ट्रक ड्राइवर कैसे दे देता है, उसे तो बिना प्रतर्हित किए जाते दिख

हमसे बॉर्डर पर 500 रुपए मांगे, नहीं दिए तो 1000 रुपए की रसीद काट दी। यह भी नहीं बताया कि गलती क्या है। किस चीज का जुमाना ले रहे हैं।



जाता है। लेकिन जो अनुमति करता है, उससे कभी मुल्काज की जाती है, कई बार तो फारपीट तक की नौकत आ जाती है। गाड़ी जला करने तक की धमकी दी जाती है। फिर मनमाने तरीके से चालान कर दिया जाता है। सबसे ज्यादा लूट के मामले मध्यप्रदेश में सामने आ रहे हैं। फर्जी पत्रियां छापकर इस काम को अनाम दिया जा रहा है। जून महीने में एक टीवी चैनल ने रीटिंग कर इस तरह की वसूली का खुलासा किया था। खुलासा हुआ था कि अवैध वसूली का यह कारोबार सलाना करीब

100 करोड़ रुपए का है। यही नहीं इसमें छोटे कर्मचारी से लेकर संबन्धित विभाग के मंत्री भी शामिल हैं और उनका इसका हिस्सा पहुंचता है।

इस बार अवैध वसूली का शिकार हुए उत्तर प्रदेश के ट्रक ड्राइवर सतीश सिंह तोमर ने बताया कि मध्यप्रदेश में मुल्लाई बॉर्डर पर वे अपना ट्रक लेकर पहुंचे तो कुछ पुलिसकर्मियों ने उन्हें रोकना। कारजगत चेक करने के बाद उन्होंने 500 रुपए की मांग की। ...

■ शेष पेज 2 पर

## परिवहन विभाग के महिला-पुरुष कर्मचारी गुंडागर्दी धमकी देकर की जाती है वसूली

**भुवनेश्वर (एनपी)।** मध्यप्रदेश और महाराष्ट्र बॉर्डर के इच्छपुर के ग्राम भोटा स्थित बेरियर पर परिवहन विभाग के महिला-पुरुष कर्मचारी गुंडागर्दी कर माल वाहक वाहनों से एंटी के 500 से 1 हजार रुपए तक अवैध वसूल रहे हैं। शिकार्यतकों ड्राइवर के अनुसार एंटी नहीं देने पर अश्रद्धा कर 50 हजार रुपए तक जुर्माने की धमकी दी। उनके अलावा एंटी नहीं देने पर सैकड़ों वाहनों को बेरियर पर रोक दिया। ट्रक ड्राइवर देवाज सिंह ने उनकी बहस और अवैध वसूली के विंडियो बनाकर वीडियो पर वायरल कर दिए। चालक की शिकायत के साथ विंडियो एअरटीओ सुरेंद्र सिंह गौतम तक पहुंची। इसके बाद बेरियर के कर्मचारियों में हड़कें मच गयीं। एअरटीओ ने बेरियर ईंचार्ज से जवाब मांगा। उसके बाद ईंचार्ज ने उन्हें सफाई देने लगे। कुछ देर बाद शिकार्यतकों को मनाना शुरू कर दिया। शिकायतकर्ता देवाजसिंह ने कहा- ट्रक एचआर-69सी-0470 से अक्सर भोटा बेरियर से गुजरता हूँ। यहां पदस्थ कर्मचारी जबरन 500 रुपए मांगकर अवैध वसूली करते हैं। उसके बदले रंग-बिरंगी स्टीकर टोकन के रूप में थमा देते हैं। 50 से 60 हजार रुपए का जुर्माना लगाकर वाहन जांच करने की धमकी देते हैं। ऐसे में उन्हें अवैध रूप से एंटी राशि देना मजबूरी बन जाती है।

## GST 100 days: Here is what will smoothen the path for new tax regime

The Goods and Services Tax (GST), which took over 10 years to be conceived and take birth, is now a little more than 100 days old. Right from the beginning, there was a realisation that our version of GST is far from perfect. However, both industry and the government felt that we should not let the 'better be the enemy of good'. Also, political realities meant that we had to accommodate views of all states and the Centre to formulate the GST framework, which combines more than 25 different taxes into one national tax. Multiple slabs of GST rates also reflected the political/social realities and carried the baggage of the ad hoc tax policies of the past several decades.

In the initial month or so, GST rollout was smoother than many had expected. Industry supported it, consumers were confident that it would lead to lower prices and the government was expecting buoyancy in revenue collections. However, after the initial euphoria was over, the voice of protests started coming in gradually. While there is a general consensus that GST is a positive structural reform, which will be beneficial in the long run, questions are being raised on the manner in which it was implemented.

Did India rush into its introduction? Was GSTN ready? Was the estimate of the readiness of SMEs incorrect? Why weren't the issues exporters would face not considered?

There are no easy answers here. In hindsight, several things could have been done better. However,

such a huge tax reform, in a country of 1.2 billion people, could not have been hassle-free. To my mind, the more pertinent question is as to whether we are able to recognise the shortcomings/issues and are willing to take remedial action. The answer to this question is surely a resounding 'Yes'.

The GST Council, a body comprising of all states (represented by almost all political parties), has been quite impressive in its functioning. It must be unprecedented that this kind of a body, where all the members have a vote, has taken all decisions with consensus so far.

SMEs were not ready on time for GST, partly because many of them thought that GST would be deferred further and partly because the government did not have enough time for the 'public outreach'. Also, few legislative provisions, such as the requirement of 'reverse charge' payment of tax on purchases from unregistered vendors, added to the complexity further.

The Council has been quick to address few of their concerns. In the last meeting, it was decided to increase in threshold for small businesses opting for Composition Scheme from Rs 75 lakh to Rs 1 crore. This is significant because those opting for this scheme only have to pay tax of 1% or 2% on the entire turnover, without too much paperwork, and are required to pay tax/file returns on a quarterly basis. This window is open till March 2018, and the Council has indicated that this scheme may be further liberalised in next few

months. In addition to this, the facility of filing quarterly returns has been extended to all small businesses (upto Rs 1.5 crore of annual turnover). The requirement of paying GST by purchasers in case of purchase from small, unregistered vendor(s) has also been dispensed with, at least for the next few months.

Given the glitches experienced with respect to GSTN and the readiness of industry, a decision was also taken to defer the filing of detailed return for July, to October instead of the original August deadline. Further, an inter-ministerial committee was set up to monitor these challenges and come up with timely resolution.

The other big challenge pertains to exports, wherein GST was charged on purchases with a provision for refund later. This led to working capital getting blocked and thus increased the cost of exports. The GST Council has now decided to provide upfront exemption on payment of GST on imports to exporters till the time an alternate mechanism is worked out. Not only does it provide a huge relief to exporters, it is also a significant policy shift for the Council as the design of GST envisages tax payment at each stage and subsequent refund on exports. The Council also approved a new and interesting mechanism—an e-wallet for exporters, wherein a notional amount would be given as an advance refund, as virtual money. The amount can then be used to pay GST on imports and possibly on domestic purchases. The

## महाराष्ट्र सरकार ने 1500 रुपए तक ग्रीन टैक्स बढ़ाया, वाहन रजिस्ट्रेशन हुआ महंगा

नगभव, टी.टी.एच.

महाराष्ट्र सरकार ने वाहन खरीदारों को बड़ा झटका दिया है। सरकार द्वारा ग्रीन टैक्स सरचार्ज बढ़ाने से वाहनों का रजिस्ट्रेशन करना अब और महंगा हो गया है। इसके चलते वाहन खरीदने वाले लोगों को सोचने पर मजबूर कर दिया है। परिवहन मंत्रालय ने आदेश जारी कर ग्रीन टैक्स सरचार्ज में बढ़ोतरी की है, लेकिन परिवहन विभाग के पास 11 अक्टूबर को आदेश पहुंचने के बाद बड़ी हुई दर से राशि वसूल करना शुरू कर दिया है। राज्य सरकार ने नौन ट्रांसपोर्ट व्हीकल पर सरचार्ज 10 से बढ़ाकर खड़े 12 प्रतिशत कर दिया है। ट्रांसपोर्ट व्हीकल पर 5 से बढ़ाकर खड़े 6 प्रतिशत सरचार्ज में बढ़ोतरी कर दी गई है। इससे वाहन के रजिस्ट्रेशन महंगा हो गया है।

**शोरूम-संचालकों को दिक्कतें बढ़ीं**

राज्य सरकार द्वारा दो दिन पहले सरचार्ज ग्रीन टैक्स में बढ़ोतरी करने से एजेंटों और वे शोरूम संचालक जो वाहनों का रजिस्ट्रेशन स्वयं करते हैं उनकी दिक्कतें बढ़ गई हैं। 9-10 अक्टूबर को बिकने वाले वाहनों की शोरूम संचालक पुरानी दर के हिसाब से रजिस्ट्रेशन सहित वाहनों की कीमत की पूरी राशि या उसका चेक ले चुके हैं। अब 11 अक्टूबर को सरचार्ज ग्रीन टैक्स बढ़ जाने पर वे गाड़ी मालिक से पुनः राशि कैसे मांगें और मांगें तो भी वाहन मालिक इतनी आसानी से नहीं मानेंगे। यहाँ हाल एजेंटों के साथ भी होगा। उन्होंने भी पुरानी फीस के हिसाब से वाहन मालिक से राशि ली है अब वे पुनः उनसे राशि मांगें तो विरोध का सामना करना पड़ सकता है।

## पेज 1 का शेष मध्यप्रदेश के बॉर्डर पर फर्जी रसीदों से ट्रांसपोर्टरों...

जब कारखाने पकड़ तो वे नजराना हो गए और गांवों के घर-घरों में जाकर रोकें गए। इसी तरह मुल्लाई बॉर्डर से जापसी पर भी आउट रिसीट काटी गई जो कि 55 रुपए की थी। इस बात से एक चीज खर्ब हो चुकी है कि केंद्र में चालान की सरकार है और मध्यप्रदेश में भी। इसी वजह से यहां लूट ज़रूर हो रही है। केंद्रीय मंत्री नितिन गडकरी यह कोल्कर धक चुके हैं कि जो भी अधिकारी अवैध वसूली में पकड़ा गया तो उसकी नौकरी गई समझो लेकिन इसका कोई असर नहीं दिख रहा है। चालान साहित्य राज्यों में अवैध वसूली काभी ज्यादा मात्रा में हो रही

हस्ताक्षर हैं और न ही उस ड्राइवर के जिससे जुर्माना लिया गया है। इसी तरह मुल्लाई बॉर्डर से जापसी पर भी आउट रिसीट काटी गई जो कि 55 रुपए की थी। इस बात से एक चीज खर्ब हो चुकी है कि केंद्र में चालान की सरकार है और मध्यप्रदेश में भी। इसी वजह से यहां लूट ज़रूर हो रही है। केंद्रीय मंत्री नितिन गडकरी यह कोल्कर धक चुके हैं कि जो भी अधिकारी अवैध वसूली में पकड़ा गया तो उसकी नौकरी गई समझो लेकिन इसका कोई असर नहीं दिख रहा है। चालान साहित्य राज्यों में अवैध वसूली काभी ज्यादा मात्रा में हो रही

हैं जिनमें राजस्थान, मध्यप्रदेश, उत्तर प्रदेश, महाराष्ट्र और बिहार शामिल हैं। ट्रक ड्राइवरों की सबसे बड़ी दिक्कत ये होती है कि वे शिकार्यत कहां करें। पुलिस वालों में उनकी कोई सुझाव नहीं होता। साथ ही काम पर निकले होते हैं और शिकार्यत के बाद उसकी सुझावों के लिए एक जगह ज्यादा रुक नहीं सकते इसलिए उनका ज्यादा शोषण होता है। ट्रक ड्राइवर सतीश सिंह तोमर ने मध्यप्रदेश सरकार से धमकी की है कि खाना देने के बाद वसूल बॉर्डर पर तैनात इन अधिकारियों को चैक पोस्ट को खाना किया जाए ताकि वे खुल्कर काम कर सकें।



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# AIR FREIGHT (INT'L+DOM.)

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S. no.	Airport	For The Month			For The Period April To Aug		
		Aug 2017	Aug 2016	% Change	2017-18	2016-17	% Change
(A) 18 International Airports							
1	Chennai	36184	30299	19.4	176183	149140	18.1
2	Kolkata	14916	13292	12.2	70108	63543	10.3
3	Ahmedabad	7519	5939	26.6	38784	30137	28.7
4	Goa	475	384	23.7	2014	1736	16.0
5	Lucknow	628	385	63.1	2948	2164	36.2
6	Trivandrum	3716	2121	75.2	13527	12389	9.2
7	Guwahati	2164	1662	30.2	9469	6642	42.6
8	Jaipur	1405	1638	-14.2	6077	6764	-10.2
9	Calicut	1703	1129	50.8	8559	5351	60.0
10	Bhubaneswar	700	647	8.2	3386	3182	6.4
11	Coimbatore	916	850	7.8	4186	3653	14.6
12	Srinagar	568	221	157.0	3436	2189	57.0
13	Varanasi	132	85	55.3	494	492	0.4
14	Mangalore	281	119	136.1	1181	477	147.6
15	Amritsar	182	90	102.2	862	478	80.3
16	Trichy	628	584	7.5	2795	2825	-1.1
17	Portblair	440	376	17.0	2081	1844	12.9
18	Imphal	403	334	20.7	1650	1764	-6.5
Total		72960	60155	21.3	347740	294770	18.0
(B) 6 JV International Airports							
19	Delhi (DIAL)	81509	69621	17.1	400128	348486	14.8
20	Mumbai (MIAL)	71708	61138	17.3	364865	306170	19.2
21	Bangalore (BIAL)	29564	27706	6.7	143053	134269	6.5
22	Hyderabad (GHIAL)	11778	9880	19.2	55230	47753	15.7
23	Cochin(CIAL)	6701	7560	-11.4	34129	35588	-4.1
24	Nagpur (MIPL)	667	572	16.6	2941	2874	2.3
Total		201927	176477	14.4	1000346	875140	14.3
(C) 8 Custom Airports							
25	Pune	3343	2778	20.3	14946	14025	6.6
26	Visakhapatnam	390	406	-3.9	2154	2052	5.0
27	Patna	653	651	0.3	3330	2378	40.0
28	Chandigarh - JV Airport	461	441	4.5	3050	2792	9.2
29	Bagdogra	789	320	146.6	2058	1638	25.6
30	Madurai	260	64	306.3	821	301	172.8
31	Aurangabad	136	119	14.3	658	682	-3.5
32	Gaya	0	0	-	0	0	-
Total		6032	4779	26.2	27017	23868	13.2
(D) 50 Domestic Airports							
33	Indore	886	656	35.1	4366	3308	32.0
34	Raipur	351	360	-2.5	1689	1796	-6.0
35	Agartala	580	415	39.8	2406	2451	-1.8
36	Jammu	178	194	-8.2	812	870	-6.7
37	Vadodara	173	295	-41.4	809	1271	-36.3
38	Udaipur	1	2	-50.0	3	6	-50.0
39	Ranchi	440	435	1.1	2180	1792	21.7
40	Dehradun	17	50	-66.0	118	104	13.5
41	Bhopal	90	61	47.5	439	387	13.4

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To July		
		July 2017	July 2016	% Change	2017-18	2016-17	% Change
(D) 50 Domestic Airports							
42	Vijayawada	0	0	-	0	0	-
43	Leh	91	96	-5.2	652	751	-13.2
44	Tirupati	0	0	-	0	0	-
45	Rajkot	21	23	-8.7	131	98	33.7
46	Jodhpur	1	1	0.0	3	4	-25.0
47	Dibrugarh	78	47	66.0	213	234	-9.0
48	Rajahmundry	0	0	-	0	0	-
49	Silchar	114	26	338.5	232	112	107.1
50	Surat	40	0	-	82	0	-
51	Bhuj	3	1	200.0	12	12	0.0
52	Juhu	31	33	-6.1	167	172	-2.9
53	Jabalpur	3	3	0.0	25	3	733.3
54	Dimapur	51	30	70.0	221	77	187.0
55	Guggal(kangra)	0	0	-	0	0	-
56	Tuticorin	1	3	-66.7	3	14	-78.6
57	Belgaum	0	0	-	0	0	-
58	Jamnagar	0	3	-100.0	2	14	-85.7
59	Khajuraho	0	0	-	0	0	-
60	Jorhat	7	3	133.3	24	34	-29.4
61	Gorkhpur	0	0	-	0	0	-
62	Allahabad	0	0	-	0	0	-
63	Agatti	1	0	-	6	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	-	3	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	-
(D) 50 Domestic Airports		3159	2737	15.4	14598	13510	8.1
(E) St.Govt. / Pvt Airports							
83	Lengpui(aizwal)	55	87	-36.8	270	294	-8.2
84	Durgapur	0	0	-	0	0	-
85	Nanded	0	0	-	0	0	-
86	Mundra	0	0	-	0	0	-
(E) St.Govt. / Pvt Airports		55	87	-36.8	270	294	-8.2
(F) Other Airports		0	0	-	0	0	-
Grand Total (A+B+C+D+E+F)		284133	244235	16.3	1389971	1207582	15.1

Source: A.A.I.



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

(\*) TENTATIVE

(IN '000 TONNES)

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/L NG)	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	TRF APRIL-SEPT.'2017	368	414	-	83	9	7	284	4880	318	2396	8441	
	TRF APRIL-SEPT.'2016	380	351	-	50	48	-	596	5105	333	1851	8381	0.72
Haldia Dock Complex	TRF APRIL-SEPT.'2017	4134	2445	792	214	180	904	5540	1254	70	3661	19124	
	TRF APRIL-SEPT.'2016	3200	2194	190	75	105	730	5955	718	49	3075	16242	17.74
TOTAL: KOLKATA	TRF APRIL-SEPT.'2017	4502	2859	792	297	189	911	5824	6134	388	6057	27565	
	TRF APRIL-SEPT.'2016	3580	2545	190	125	153	730	6551	5823	382	4926	24623	11.95
PARADIP	TRF APRIL-SEPT.'2017	17024	779	5447	4	2138	12116	6089	34	3	3974	47605	
	TRF APRIL-SEPT.'2016	12636	977	4000	21	2123	13921	5072	29	1	3889	42668	11.57
VISAKHAPATNAM	TRF APRIL-SEPT.'2017	8149	1062	5134	1096	508	3832	2745	3259	189	4364	30149	
	TRF APRIL-SEPT.'2016	7984	976	5218	1141	466	4515	2351	3274	188	4745	30670	-1.70
KAMARAJAR(ENNORE)	TRF APRIL-SEPT.'2017	2079	52	-	-	-	10597	-	-	-	1119	13847	
	TRF APRIL-SEPT.'2016	2034	56	-	-	-	11433	79	1	-	1288	14891	-7.01
CHENNAI	TRF APRIL-SEPT.'2017	6765	874	-	-	92	-	-	15240	790	3265	26236	
	TRF APRIL-SEPT.'2016	6505	629	-	12	101	-	-	14444	748	4234	25925	1.20
V.O.CHIDAMBARANAR	TRF APRIL-SEPT.'2017	368	410	-	133	456	3975	1445	6863	337	3636	17286	
	TRF APRIL-SEPT.'2016	364	469	-	364	537	5510	1867	6586	325	3624	19321	-10.53
COCHIN	TRF APRIL-SEPT.'2017	9724	186	-	15	118	-	-	3717	268	504	14264	
	TRF APRIL-SEPT.'2016	7609	259	-	-	144	44	-	3370	242	498	11924	19.62
NEW MANGALORE	TRF APRIL-SEPT.'2017	11375	959	2379	211	51	2014	1230	781	51	549	19549	
	TRF APRIL-SEPT.'2016	11534	883	385	199	33	1609	1784	646	44	426	17499	11.71
MORMUGAO	TRF APRIL-SEPT.'2017	308	292	3960	82	-	1011	4967	191	14	1859	12670	
	TRF APRIL-SEPT.'2016	300	194	4119	68	-	1587	3996	190	14	2610	13064	-3.02
MUMBAI	TRF APRIL-SEPT.'2017	18485	988	3411	99	30	1320	2346	316	23	4239	31234	
	TRF APRIL-SEPT.'2016	18530	1077	3466	115	-	1361	2125	287	23	3852	30813	1.37
J.N.P.T.	TRF APRIL-SEPT.'2017	2268	1335	-	-	-	-	-	28700	2403	388	32691	
	TRF APRIL-SEPT.'2016	2049	1166	-	-	-	-	-	27187	2262	379	30781	6.21
KANDLA	TRF APRIL-SEPT.'2017	29962	4390	581	2103	45	5537	143	770	49	9756	53287	
	TRF APRIL-SEPT.'2016	30495	4003	199	2172	165	8688	170	82	4	7989	53963	-1.25
ALL PORTS	TRF APRIL-SEPT.'2017	111009	14186	21704	4040	3627	41313	24789	66005	4515	39710	326383	
	TRF APRIL-SEPT.'2016	103620	13234	17577	4217	3722	49398	23995	61919	4233	38460	316142	3.24
% Variation from previous year													
		7.13	7.19	23.48	-4.20	-2.55	-16.37	3.31	6.60	6.67	3.25	3.24	

Source: I.P.A.



## BIRDS OF THE FEATHER FLY TOGETHER

Mr. Sujeen Paulose and Mr. Hemant Chaudhary are veterans of the Air Cargo Industry, having worked in various cargo airlines, scheduled and non-scheduled.



**Hemant Chaudhary and Sujeen Paulose**

They got together as partners in 2006 and formed the company Hercules Aviation Pvt. Ltd., which they run as Directors (Commercial- Sujeen) and (Operations- Hemant). They were among the leaders in the air cargo consolidation and management business from the start. Since inception, they have been growing at 8% year on year and the annual turnover has crossed Rs. 1100 million.

Apart from their high degree of involvement in Hercules, they have GSA responsibilities for various airlines like Kam Air, Qatar, Mahan Air, Ariana DXB, TACA, ATMA and the latest being Silkway West.

Over the years, the expertise has grown to include:

Air Transport Management; Airline Representation; Air Ambulance; Helicopter Operations; Warehousing Operations; Cargo Distribution; Airport Operations; Aircraft Leasing; Passenger Charters; Customs Clearance; etc.

Their Vision Statement:

"To continuously innovate for building a synergistic portfolio of aviation & logistics related business, thereby creating an enduring value for our principals and to enhance shareholder returns"

Their Mission Statement: 3

"Enduring relationships through Innovation, Synergy and Experience"

### Questionnaire

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

We started the organization in 2006 and thus have been operational for around 11 years.

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

We are primarily in the business of Air Cargo Charters, Aircraft Leasing, Humanitarian and Relief Services, Cargo GSA Sales, VIP/ Executive Charters, etc....

Our Head Office is in New Delhi and branches are in Mumbai, Kolkata, Hyderabad, Amritsar, Dubai, Kabul and Kathmandu.

#### **(3) How can technology help in the growth of the Indian**

#### **logistics industry? Where is your organization positioned in the relevant technology?**

Technology is critical to this business. Worldwide there is a growing impetus towards paperless airway bills. However, in India, there are glitches which need to be addressed, before this can be a success, like servers which do not crash every other week; proper infrastructure for this purpose; relevant cyber laws; suitable digital technology; etc. We sincerely hope that the PM's digital drive works, but the ground reality is not encouraging as of date. The approach to the issue has to be holistic and not in bits and pieces or a cut-paste job.

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

All IATA agents, Shippers like BHEL, various Humanitarian Relief services like USAID, RED CROSS, WHO, etc., Organizers of tours for major rock bands, performing artistes, film personalities, High worth individuals needing speedy time-saving / luxury services, etc.

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

Apart from the business segments mentioned above, we do offer our experience and expertise to take care of heavy and oversize cargo, or services to and from locations which are remote or torn by disasters, whether natural or man-made.

Over the years, the expertise has grown to include:

Air Transport Management; Airline Representation; Air Ambulance; Helicopter Operations; Warehousing Operations; Cargo Distribution; Airport Operations; Aircraft Leasing; Passenger Charters; Customs Clearance; etc.

#### **(6) How do you see the Air Cargo industry commercial performance in the coming year?**

Current estimates are that it will be a good year for us, and also to the business segment as a whole. However, it will be good if the policy-makers note that Cargo Airlines are a major necessity in our industry and a major source of revenue and foreign exchange. Air Cargo Charter's needs are at a much higher level. Support from the authorities to provide world class infrastructure and technology will enable our industry to compete with global rivals on an even scale.

Introduction of GST is, principally, good for the Industry, but there are a few drawbacks in implementation:

- The filing system is complicated.
- The extended system of getting credits due back into our fiscal cycle means that our working capital has gone up significantly.
- RCM procedure is not evenly balanced to provide a level playing field.

**Vinod Kaul**

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





*Business Beyond Boundaries*

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**Ocean Freight**

**Express Services**

**Custom Clearance**

**Cargo Consolidation**

**Project & ODC Logistics**

**Worldwide Network**

**Services to Benapole (Bangladesh)**

**Warehousing**

Special Experience in handling the Door Delivery shipment to Kabul

SVB Consultancy and finalization of SVB case

EPCG / DEPBB / Advance license expert

*Where every move  
is right in crossroads  
of logistics*

**GIR MOVERS**  
ROAD TRANSPORTATION

**GIR JUMBO**  
ODC & PROJECTS

**GIR EXDEL**  
DOMESTIC CARGO

**GIR GLOBAL**  
INTERNATIONAL CARGO

**GIR 3PL**  
THIRD PARTY LOGISTICS

**Corporate Office**

**Delhi Office**

**Regional Office**

701, Roots Tower, Laxminagar, District Centre, New Delhi-110092, Ph: +91-11-47670700, Fax: 011-43012776, E-mail: [gir@girlogistics.in](mailto:gir@girlogistics.in)

10, Qutab Road, Ram Nagar, New Delhi-110055, Ph: +91-11-69451104/05/07, Fax: +91-11-23627082, E-mail: [importsdel@girlogistics.in](mailto:importsdel@girlogistics.in)

Bangalore: 080-28390075, Chennai: 044-25240009, Hyderabad: 040-24558639/649, Kolkata: 033-22680177, Mumbai: 022-40230849

[www.girlogistics.in](http://www.girlogistics.in)



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**Customer Care**

Toll Free: 1800-111-447(GIR)

Customer Care: +91 11 47670700

E-mail: [customer-care@girlogistics.in](mailto:customer-care@girlogistics.in)



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## **AIR TRANSPORT CORPORATION (ASSAM) PVT. LTD.**

***We Carry TRUST ...***



### **CORPORATE OFFICE :**

37, Rani Jhansi Road, New Delhi - 110 055

Board line(s) : (011) 23614458, 23610650

admin.del@atclindia.com      www.atclindia.com

CIN : U62100AS1974PTC001508