

Monthly Magazine of All India Transporters Welfare Association

# Parivahan Pragati

Voice Of The Logistics Industry

Multi-modal Logistics / Supply Chain / Management / Trade



## Technology - The Mantra To Boost Transport Industry



Let's Hear The Story Of  
Increasing Fuel Prices!

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India Gets Its First 41-tonnage  
Heavy-duty Truck

► **Page 36**

When Will The Motor Vehicles Amendment  
Bill Come Out Of Hibernation Mode?

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Make In India Review On Completion Of Four Years  
Roundtable discussion at PHD House on Sept. 24, 2018

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EDITOR-IN-CHIEF: Mahendra Arya

PRINTED & PUBLISHED BY: Ashok Gupta

SENIOR VICE PRESIDENT (MEDIA): Vinod Kaul

OWNED BY: All India Transporters Welfare Association

PRINTED BY: Shashi Printing Solution, D-128, Sector 10, Noida (UP), India.

PUBLISHED AT: M-5, Ashoka Centre, 4E/15, Jhandewalan Extn. New Delhi-110055, India.

Tel: - 011-49842807, Tele Fax-011-23626915, Website: www.aitwa.org, Email: aitwaho@gmail.com

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# Smart Logistics Technology Is Need Of The Hour!

**Mahendra Arya, Editor-in-Chief**



**J**ust like pure air and fresh water, technological innovations have become the essentials for human life. From smoke-free cooktops in kitchens to smart boards in schools, and Hawk-Eye systems in sports to net banking on mobiles, technology is empowering the human race. Besides, the idea behind any technological advancement is improving efficiency and reducing the costs. And, this holds substance especially when it comes to the transport and logistics industry, which is suffering owing to the capacity shortage, labor scarcity, and stringent customer demands.

Talking about the latest technologies, robotics and automation hold a great potential to shape the future of logistics in India. For instance, forklifts that play a crucial role in warehouses, when programmed can save a huge amount of effort, time and money. Quashing the need for human forklift operators, autonomous forklifts and robot arms are capable of picking, packing, loading and unloading anything much sooner than humans which causes speedy assembly and lowers costs. Investing in the direction of improving efficiency, Amazon has reduced delivery times to just a 24- to 48-hour period by employing robotics and autonomous machinery.

In addition, transportation management systems (TMS)

bring about a great deal of respite for transporters. From enhancing efficiency and productivity in the warehouse to reducing costs through carrier selection and optimization, a TMS is a focal point for all logistics communications and processes. Besides freight auditing, route scheduling and payment processing, a TMS is also known for providing excellent customer service that is crucial for

business growth. Nowadays, advanced TMS systems have taken a shift from terminal-based installs to cloud-based platforms. Certainly, the advanced versions have helped to reduce postponements in implementation and remove bottlenecks from downtime.

With more and more people using smartphones, the use of mobile apps is amplifying. And, the growth of new technologies along with the Internet of Things (IoT) has also started to encourage logistics service providers to integrate mobile apps into their business operations. From inventory management to barcode

scanning, and fleet management to shipment tracking, mobile apps have empowered transporters to a great extent. With mobile apps, pulling information is no more a daunting task. And, this helps to easily manage capacity and satisfy demands.

Moving ahead, technology innovators are trying to utilize

*Talking about the latest technologies, robotics and automation hold a great potential to shape the future of logistics in India.*

*For instance, forklifts that play a crucial role in warehouses, when programmed can save a huge amount of effort, time and money*

the potential of artificial intelligence (AI) for the transport and logistics industry. Certainly, this will help improve decision making, and transform business models and networks. In addition, employing AI appropriately can give great digital business rewards. But as of now, it is hard to claim whether AI will vigorously absorb and comprehend information as much as humans do.

Besides IoT and AI, blockchain technology - a decentralized distributed technology - is expected to transform transport and logistics operations to a more efficient and cost-saving one. Discarding the need of physical paperwork, the blockchain-enabled platforms facilitate the easy coordination of documents on a shared distributed ledger. Also, truck parts and used trucks can be



tracked on a digital ledger. Further, the blockchain-enabled refrigerated containers are capable of bringing the

***Discarding the need of physical paperwork, the blockchain-enabled platforms facilitate the easy coordination of documents on a shared distributed ledger***

temperature-deviated rate down to less than 0.1 per cent. In addition, the technology helps offer trustworthy data that allows transporters to make informed decisions and

calculated risks.

As more and more transporters will go for the above mentioned advanced logistics solutions, it is equally important to pay attention to the cybersecurity as well.

***Not just this, the risk of accidents will increase as the demand for faster turnaround will amplify in the transport business***

Recent hacks have exposed cybersecurity threats to some

of the most protected organizations across the world. Not just this, the risk of accidents will increase as the demand for faster turnaround will amplify in the transport business. Also, it cannot be overlooked that doing things faster tend to result in not-so-safe practices. But, there is no room for excuses. Transporters need to obey safety standards above everything else.

When it comes to safety, the well-being of truck drivers is also significant especially for the ones on long journeys. Transport operators must equip their commercial vehicles with advanced driver-assistance systems (ADAS), which assists in the driving process. These systems provide a driver with essential information and automate difficult or repetitive tasks in order to increase the vehicle safety, as well as the road safety.

While technology is advancing with each passing day, it is a little difficult to keep pace with the changes coming in every other day. Certainly, there is no denial to the fact that the improvements in the existing technology will keep progressing as modernization continues to evolve. What needs to be done is to use the latest of technologies with a little more care and responsibility.

X

# New Technology To Redefine Road Transport in India!

Dear Friends,

As Diwali is round the corner, it is time for celebrations and new beginnings. And, embracing technology in the day-to-day logistics operations could mark as one of the new beginnings transporters in India need to embark on. This shift has become an urgent requirement as more and more people are getting acclimatized to everything being online that too at their fingertips.

Pushing the boundaries and changing the global business scenario, the evolution of technology has even made it possible to receive a package in less than an hour after

***Not just this, improved and advanced technological solutions have ensured increased productivity and reduced costs and errors for logistics operations***

ordering... Amazon, the pioneer of fast-paced delivery services including use of drones on experimental basis, has done it. Not just this, improved and advanced technological solutions have ensured increased productivity and reduced costs and errors for logistics operations.

Earlier, customers upon booking shipments used to receive an estimated delivery date and for any status update a phone call needed to be made to the goods transporter. But, the things have changed now, Internet and software advances have enabled them to access shipping and tracking systems at any time of the day. Besides enhancing the user experience, advanced transport management systems save time and money for the transporter as well. A TMS empowers its users by helping them plan, execute and optimize the physical



**Pradeep Singal**  
National President, AITWA

movements of goods easily. From order processing to resource planning and warehouse operations to distribution management, an advanced TMS solution does it all. Also, these are designed to do customizable reporting that helps narrow down choices and contact multiple vendors.

The next big technology that holds huge potential to change the goods transport business in India is Internet of Things (IoT). Making this world shrink further, IoT involves Internet connecting everyone to everything. IoT-enabled solutions are helping transporters across the world to reduce costs and delays. These days sensors connected to a monitoring/tracking system or dispatcher are built into cargo vehicles to relay information related to the hidden risks. Besides avoiding risks, this offers accurate in-transit visibility and delivery of goods.

Coming to the radio frequency identification (RFID) technology, it is popular as a labour-saving way to track inventory. Nowadays, many goods transporters are using

***A tag sends out data through radio waves, which offers a good speed of information delivery that further causes early data processing***

RFID tags to monitor containers in warehouses. A tag sends out data through radio waves, which offers a good speed of information delivery that further causes early data processing. Not just transport and logistics services

providers, RFID tags are being popularly used in the apparel industry and theme parks. Further, integrating the global positioning system (GPS) technology, which is a satellite-based radionavigation system, with RFID tags helps offer live tracking thereby enhancing visibility throughout the delivery process. Undisputedly, this combination increases the efficiency of road transporters.

When talking about warehouse management, these days dedicated systems are available to effectively do this job. These are carefully designed to support and optimize warehouse functionality. It comes with the advantage of inventory management in real time. Use of Robotics is growing in warehouse management. Also we are seeing

self trouble shooting diagnosis etc.

With around 36 per cent of the world's population as smartphone users, the life of transporters across the globe has been made easier with the arrival of mobile applications. From imparting sophistication to operations to making warehouse management easier, offering post-delivery confirmation to dynamic tracking of cargo and productivity, and making task management smoother to allowing shipment booking, a mobile app helps to manage it all at a lower cost. Moreover, goods transporters across the world are using the power of social media to optimize logistics operations. Notably, these platforms are growing



better material handling equipments.

Furthermore, fleet management systems are gaining popularity in the transport fraternity these days. These

***Also, it helps improve efficiency and productivity, and reduce the overall cost. Technology has allowed for better trucks with less pollution , better milage , self trouble shooting diagnosis etc***

systems help minimize risks associated with vehicle investment. Also, it helps improve efficiency and productivity, and reduce the overall cost. Technology has allowed for better trucks with less pollution, better milage,

as the easiest and most efficient way to communicate with customers that include conveying urgent information and industry news. Freight exchange , crowd sourcing , market place are now common terminology used.

The Government is giving a big boost to the modern infrastructure with best technology by investing in commerce portals , making dealing with office of RTO , MORTH & GST official online and person free.

Dear Friends , Keeping up with the latest technology is very important for survival. In order to remain competitive and enhance efficiency, there is no harm in reaping the benefits of latest technology at disposal. After all, a business is all about continuing to advance on the path of growth.

Jai Hind and Happy Deepawali to all.

X

# Advanced Logistics Technology Along With Technological Literacy To Drive Growth For Transporters!

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

Whenever discussions over roadblocks in the transport business occur, the lack of technology-enabled solutions comes to fore. Whether it is truck drivers or small transporters, they simply lack the awareness for using technology in day-to-day business operations. While the key players in the industry are trying to adopt the technologically-advanced logistics solutions from the

***Truck drivers and small operators need to shed their inhibitions and embrace newer technologies that hold the potential to change their lives for the better***

West, poor tech literacy is acting as the hindrance. And, this is not good for the health of Indian transport business that majorly comprises of small operators. More than conducting training programs, there is a need to change the attitude. Truck drivers and small operators need to shed their inhibitions and embrace newer technologies that hold the potential to change their lives for the better.

Coming to the technological advancements in the field of logistics, Indian transporters need to catch up a lot. From Internet of Things (IoT) to artificial intelligence (AI), and transport management systems (TMS) to the blockchain technology, transporters across the world are exposed to a plethora of options to take their businesses to newer heights. Certainly, walking in line with technology-driven solutions can help develop a robust vision for the transport business in India too.

First and foremost, transporters need to focus on the advanced transport management systems (TMS), which help achieve hyper-efficient delivery networks. These systems ensure improved

efficiency, better cost control and enhanced process visibility. Such solutions are necessary for unorganized transport environments like the one in India. The software solutions help in planning and controlling, tracking and telematics, quoting, order management, invoicing and accounting, across all modes of transport. Further, integrating enterprise resource planning (ERP) software with a TMS is nothing short of developing a powerhouse.

***The software solutions help in planning and controlling, tracking and telematics, quoting, order management, invoicing and accounting, across all modes of transport***

This combination enables growth and process improvements that would not otherwise be possible.

Besides, comprehensive fleet management system (FMS) software solutions are available to cater to the needs of fleet owners and operators. These software solutions also drive competency and planning, check revenue leakage, allow efficient resource allocation and facilitate analytical



reporting.

Not just this, warehouse management systems (WMS) too can completely revamp the way transporters work in India. Software solutions for warehouse management help control and administer operations (inventory management, picking processes, auditing and other related tasks) from the time goods enter a storage facility until they move out. Moreover, transporters can employ global positioning system (GPS) and radio frequency identification (RFID) technologies to track, monitor and recover vehicles with goods assets and drivers.

Any discussion on logistics technologies is unfinished without the mention of advanced technologies that will lay the foundation of the digital logistics landscape in India. And, this calls for looking for opportunities to automate processes involved in the movement and storage of products. Self-driving trucks define the work done in this direction. With long-distance sensors having a full observation range, these driverless trucks employ deep-learning AI that uses multiple cameras to detect and track objects.

Moving to the increase in mobile app adoption, this will continue to soar as the number of smartphone users will increase. Transporters across the world are using a number of mobile apps to track the freight sent, trucking miles driven, freight waiting to be sent, marketing leads, inbound orders and customer

service interactions, among others. This not only enhances the operational efficiency but helps take informed business decisions. There is no doubt that the increase in mobile app adoption will continue as long as the technological innovations will keep encouraging logistics service providers.

While sailing with the new and constantly improving logistics technology, it is extremely important to bring

cyber security on board in order to keep potential threats at bay. Talks about cyber security in logistics begin with data security. It is important to protect proprietary and customer information. One needs to think like hackers who work with the agenda of financial gains.

Transporters employing technology-based logistics solutions need to properly train their employees, discard outmoded systems, and welcome certified software. Also, before zeroing on any new logistics technology, verify it.

Undoubtedly, logistics is set to reap the benefits of advanced technological solutions in the years to come. Also, technology has become unavoidable as consumer demands are on the rise. And,

understanding the technology trends will play a key role in the success and failure of any business operation. On this note, the All India Transporters' Welfare Association (AITWA) wishes that Diwali marks new beginnings for all.



***Transporters across the world are using a number of mobile apps to track the freight sent, trucking miles driven, freight waiting to be sent, marketing leads, inbound orders and customer service interactions, among others***

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# Technology - The Mantra To Boost Transport Industry



**W**ith each passing year, India's ranking as the most innovative nation in the world is improving. This year, the Global

Innovation Index (GII) has ranked India as the 57th most innovative nation in the world. And, India has been improving steadily since it was ranked 81st in 2015. This change can be well attributed to the digital transformation that has become imperative for all businesses, be it small, medium or large. From retail to medical, and banking to logistics, every industry needs to deliver custom applications at the speed of ideas because that's the way to cut the competition.

Notably, lowering operational costs and enhancing

customer experience is the core of digital transformation. Delivering a good digital business experience to customers and employees requires the use of new

innovative business applications. And, this holds true for the transport and logistics industry too.

Let's learn about the latest technologies that are playing a major role in changing the face of transport across the world!

## Transport Management System

A transportation management system (TMS) helps to streamline

the shipping process or the transportation operations. These software solutions help in planning and decision making as these define the most efficient transport schemes according to the parameters (transport cost,

***Delivering a  
good digital business  
experience to customers  
and employees requires  
the use of new innovative  
business applications***

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shorter lead-time, fewer stops possible to ensure quality, flows regrouping coefficient, etc.) laid by the user. A TMS also helps in executing the transportation plan such as carrier rate acceptance, carrier dispatching, and more. Further, a TMS enables to follow any physical or administrative operation regarding transportation. And, these include traceability of transport event by event, editing of reception, custom clearance, invoicing and booking documents, and sending out transport alerts.

Undisputedly, a TMS helps in planning and optimizing of terrestrial transport rounds, and inbound and outbound

***A TMS also helps in executing the transportation plan such as carrier rate acceptance, carrier dispatching, and more***

transportation mode and transportation provider selection. Also, it allows real-time transportation tracking, vehicle load and route optimization, transport costs and scheme simulation, cost control, key performance indicators reporting, and freight auditing.

#### **Enterprise Resource Planning**

Enterprise resource planning (ERP) is an enterprise application that helps in business process management. It is a suite of integrated applications that help collect, store, manage, and interpret data from various business activities. Often, ERP is considered as a nearly ubiquitous system that enables to easily manage business information, providing a high-level view of company activity and performance. In addition, the software solution helps automate many back-office functions related to technology, services and human resources.

#### **Fleet Management System**

Employing a fleet management system (FMS) is an administrative approach that allows transporters to organize and coordinate work vehicles that helps to improve efficiency, reduce costs, and provide compliance with government regulations. An FMS performs varied functions, including vehicle financing, vehicle telematics

(tracking and diagnostics), vehicle maintenance, driver management, fuel management, speed management, and health and safety management.

Further, a fleet management software covers all operational tasks; from vehicle acquisition to disposal.

***Moreover, it helps record driver and vehicle details, track procurement costs, schedule maintenance and servicing tasks, import fuel transactions, and measure fleet performance***

Moreover, it helps record driver and vehicle details, track procurement costs, schedule maintenance and servicing tasks, import fuel transactions, and measure fleet performance. An advanced fleet management systems (FMS) can connect to the vehicle's onboard computer, and gather data for the user. Data such as mileage and fuel consumption are gathered into a global statistics scheme.

#### **Warehouse Management System**

A warehouse management system (WMS) helps to control and administer warehouse operations, including



inventory management, picking processes and auditing, from the time goods or materials enter a warehouse until they move out. It helps offers visibility into an organization's inventory at any time and location, whether in a facility or in transit. Employing a WMS helps reduce labor costs, improve inventory accuracy, and decrease



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errors in picking and shipping goods. Also, it improves flexibility and responsiveness, and customer service. As a modern warehouse management system operates with real-time data, it gets easier to manage the latest current information on operational activities like orders, shipments, receipts and goods movement. A WMS is often used alongside or integrated with a TMS for better results.

#### Advanced Driver Assistance System

Advanced driver-assistance systems (ADAS) assist drivers while driving, thereby ensuring vehicle safety and road safety. As most road accidents occur owing to the

*Some important features of an ADAS are adaptive cruise control and collision avoidance, pedestrian crash avoidance mitigation, traffic and blind spot notifications, lane departure warning system, and automatic lane centering and lighting*

human error, employing an ADAS helps to automate, adapt and enhance vehicle systems for safety and better driving. Specifically, it helps to reduce road fatalities by minimizing the human error. It also alerts the driver to potential problems, or avoid collisions. Some important features of an ADAS are adaptive cruise control and collision avoidance, pedestrian crash avoidance mitigation, traffic and blind spot notifications, lane departure warning system, and automatic lane centering and lighting.

#### Electronic Log Devices

An electronic log device (ELD) is an electronic solution that enables professional truck drivers and commercial motor carriers to easily track the hours of service. An ELD allows drivers to log in and select on-duty, off-duty, or on-duty not driving. These are connected to the truck's engine

to record if the truck is in motion. Employing ELDs help save truck drivers' time and money. These are integrated into FMS solutions that further slash costs and make life easier for drivers,

#### GPS Devices

With the help of Global positioning system (GPS) technology that is a satellite-based radionavigation system, these devices help track real-time vehicle location



and speed 24X7. These are easy to install and consist of internal antennas and battery backup that alarms in case of driver tampering or theft. Also, installing GPS devices in trucks help monitor driver behavior, including detecting harsh braking and cornering.

#### RFID Technology

Radio frequency identification (RFID) refers to a technology whereby digital data is encoded in RFID tags

*These involve the installation of tags on vehicles and fixed RFID infrastructure at strategic locations*

or smart labels. RFID-enabled vehicle tracking solutions provide accurate, scalable and extremely reliable identification to seamlessly manage and control the movement of vehicles. These involve the installation of tags on vehicles and fixed RFID infrastructure at strategic locations. This allows completely automated wireless identification of vehicles without impacting on existing



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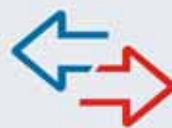
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vehicle processes.

### Internet of Things

Internet of things (IoT) is all about connecting everyone to everything. The technology allows to automate and control regular tasks without any human intervention. Talking about its application in the logistics industry, it

***Talking about its application in the logistics industry, it ensures to ship the right quantity of goods at the right price to the right place at the right time***

ensures to ship the right quantity of goods at the right price to the right place at the right time. Data collected using this technology can be fed into a WMS to help manage routing of the products from the pick-up point to the endpoint.

### Blockchain

As a shared, distributed ledger, the blockchain technology facilitates the process of recording transactions and tracking assets, which can be tangible like a truck, or



intangible like an insurance requirement, in a business network. The technology can be well employed to create a common framework to promote the development of applications for logistics management, asset tracking, transaction processing and other related functions.

### Artificial Intelligence

Allowing automation, artificial intelligence (AI) is applied in mission-critical tasks, such as driverless vehicles and delivery drones. And, challenges like capacity problems, safety, reliability, environmental

pollution, and wasted energy are offering opportunities to develop more AI-enabled solutions.

### Mobile Applications

With smartphone users expected to grow to around 2.5 billion in 2019, mobile applications will dominate the digital business scenario. These days, trucking businesses



are using apps to improve their operations and increase the level of accessibility their customers have to them. Besides, acting as a tool to seamlessly connect with customers, mobile apps helps save costs, improve process visibility and reduce paper work. Transporters across the world are using a number of mobile apps to track the freight sent, trucking miles driven, freight waiting to be sent, marketing leads, inbound orders and customer service interactions, among others.

As the expansion of digital world will take place, there is a need for cyber security, which begins with knowing about the set of guidelines/rules/ideas to follow when interacting with people or websites on a computer, typically through the Internet. There is no doubt that Internet exposes one to strangers and their servers, therefore it becomes extremely important to understand the risks of online behavior. In order to keep potential threats at bay, one must ensure that the right application has been obtained from a verifiable source before installing. Along with keeping an updated anti-malware program, it is important to keep the operating system up to date at all times. Further, one must always keep secure and off-site file backups that are not connected to the rest of computers. Above all, businesses must take cyber safety/security seriously that can protect them from a myriad of malicious programs and files.

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## Carriage By Road Cost Index (CRI) - August 2018

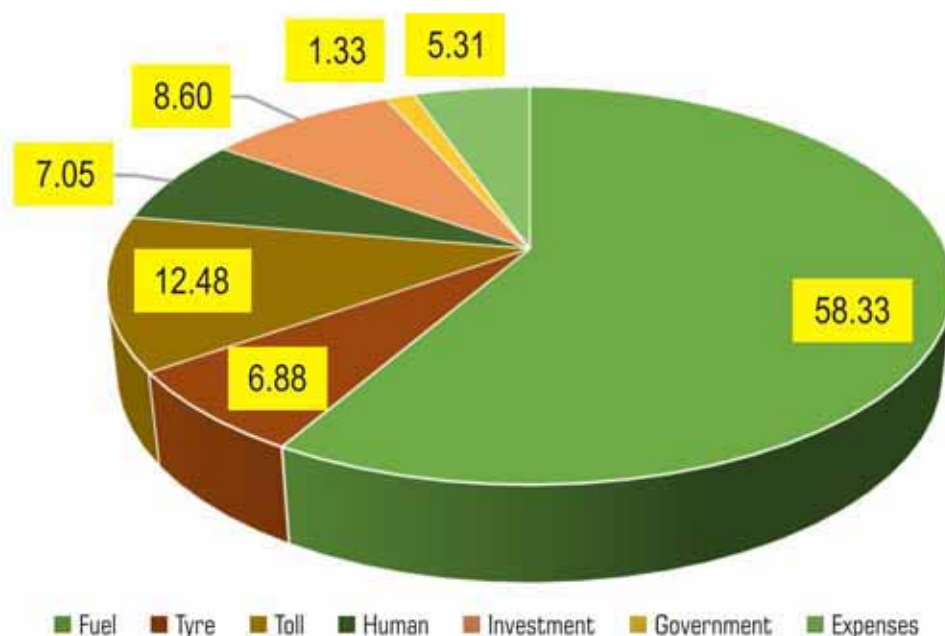
# CRI August 2018 - 130.46

Data Updated upto August 1, 2018

Average Diesel Price as on August 1, 2018 - **Rs. 70.51** per litre.

Cost Distribution Pie July 2018

CRI PIE Chart August 2018



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

Changes: Matrix - July 2018	
Diesel	0.75 %
Change in Index	0.56

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



## Let's Hear The Story Of Increasing Fuel Prices!

**I**t has been nearly a year that the people of India are suffering at the hands of increasing fuel prices.

The sharp rise is hitting the pockets of common man so hard that they are left with no choice. Now, only the government can curb this unabated price rise. This has also sparked a political fight between the government and the opposition.

In order to offer some respite, the Centre had announced a cut of Rs. 2.50 per litre in diesel and petrol prices in the first week of October. Notably, finance minister Arun Jaitley announced a Rs. 1.5 cut in excise duty on both petrol and diesel and asked state-run fuel retailers to bear a loss of Re 1 on the fuel on October 4. Further, many other states followed

the suit and announced an additional cut of Rs 2.50 per litre.

***While petrol prices are cruising at around Rs. 82 in Delhi, diesel is sailing around Rs. 75. Petrol and diesel are cheaper in Gurugram and***

***Noida***

But, this relief was short-lived as soon after the fuel prices resumed their ascending trend. In fact, the diesel prices in Delhi have jumped to a fresh high reversing the decrease. While petrol prices are cruising at around Rs. 82 in Delhi, diesel is sailing around Rs. 75. Petrol and diesel are cheaper in Gurugram and Noida. And, this is because both the Uttar Pradesh and Haryana governments have reduced VAT on fuel.

The surge in fuel prices is largely due to the rise in crude oil prices and high rate of excise duty in the country. And, the India being the third largest importer of



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crude oil gets badly hit rising international oil prices. If it continues to rise like this, the petrol price in India would soon hit the Rs. 100 mark. Recently, Brent, which is considered as the benchmark for more than half the world's oil, rose to the highest since November 2014. The benchmark Brent crude price surged to the four-month high of \$85 per barrel when a litre of petrol was sold for Rs. 91.20 in Mumbai and diesel for Rs. 79.89 per litre. In addition, the recent slump in rupee also has lifted the import cost of crude oil, subsequently raising fuel prices.



Abhishek Bansal of ABans group said, "If the Brent price surges to \$90/barrel and rupee stays at the current level of 73 per dollar, we could see petrol and diesel being sold in the same price range of up to Rs 95 per litre and Rs 84 per litre, respectively," reported Zee Business.

He added, "In any of the scenarios, there is going to be a negative impact on our economy which will be burdened with additional imports costs, and further depreciation of

***Consumers can get relief  
only if government takes  
the charge and reduces some  
taxes on petrol***

rupee and rise in fuel cost looks unavoidable. Consumers can get relief only if government takes the charge and reduces some taxes on petrol."

Further, experts believe that the impact of rising crude oil prices and falling rupee would increase when the US re-

***Notably, Korea and Japan  
have already halted their  
Iranian crude purchase, and  
China and India have also  
cut future imports***

sanction on Iran will come into force. Notably, Korea and Japan have already halted their Iranian crude purchase,

and China and India have also cut future imports. Sources claim that Indian refiners have purchased most of its oil requirement from Iran during earlier months of this year, and are not likely to make further purchase with the approaching deadline.

Apart from petrol and diesel, prices for other hydrocarbons have also been increased in the last few days. Prices for compressed natural gas (CNG), non-subsidised LPG gas and piped natural gas (PNG) have all registered a sharp rise.

Undisputedly, the increasing fossil fuel prices will promote India to actively take up the cause of producing fuel from the sources which are environment friendly and cheaper at the same time. And, this is has paced up the run for alternative fuel in India. And, the government is considering to blend ethanol with petrol. Let's see how far the plan gets successful!

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# When Will The Motor Vehicles Amendment Bill Come Out Of Hibernation Mode?



Official data have established that road accidents in India are even deadlier than natural calamities. It is to be noted that more than 1.5 lakh people lost their lives in road accidents in 2016 and as many as 17 persons succumb to road accidents every hour across the country. Certainly, the only way forward is a proactive policy. The gravity of the situation calls for an urgent reduction in accidents and purposefully improvement in road safety standards.

The Motor Vehicles Act in India is a 30-year-old law that doesn't fit into the current scheme of things. An amendment bill seeking to address road safety in various ways was introduced in August 2016. Though, the bill, which is an attempt to create an exhaustive and comprehensive

legislative framework for road safety in India, has gained approval in Lok Sabha, Rajya Sabha is yet to have it passed despite a go-ahead from the select committee.

***The Motor Vehicles Act in India is a 30-year-old law that doesn't fit into the current scheme of things. An amendment bill seeking to address road safety in various ways was introduced in August 2016***

Parties like Congress have been opposing the amendments to the Act stating that it would help the corporates and dilute the powers of state governments.

Notably, the bill addresses road safety issues by providing for stiffer penalties, permitting electronic enforcement, and improving fitness certification and licensing regime. Also, it demands to improve the statutory provisions for the protection of good Samaritans and recognition of IT-enabled enforcement systems.

In addition, it paves way for reforms in public transport, which will lead to improving road

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safety. Further, bogus licences cease to exist with the advent of online registration. And, this ends the corruption at the level of regional transport office. Moreover, the bill seeks to set up functional boards at the individual state and district levels to revamp road design, and swiftly correct flaws on the ground.

The lack of stringent laws pushed the Maharashtra state government to forward the proposed provisions of the Maharashtra Transport and Road Safety Bill, 2017, to the Centre. Maharashtra had proposed stringent penalties, including a fine of Rs. 10,000 for drunk driving, and Rs. 2,000 for speeding and rash driving. Senior officials said the State had also planned a Road Safety Week.

The rules intended to impose stiffer penalties, electronic enforcement, improved fitness certification, and a

***The rules also covered never-seen-before statutory provisions for the protection of good Samaritans, treatment of accident victims in the golden hour to save lives, and the menace of honking on city roads***

licensing regime. The rules also covered never-seen-before statutory provisions for the protection of good Samaritans, treatment of accident victims in the golden hour to save lives, and the menace of honking on city

roads. "However, our rules seem to have overlapped with the Central act," said the official.

But, the Centre has termed the proposed State rules as part of the Motor Vehicles (Amendment) Bill in abeyance. It stated that any means to seek a penal hike may lead to

***But, the Centre has termed the proposed State rules as part of the Motor Vehicles (Amendment) Bill in abeyance***

"inconvenience" to motorists. "The Motor Vehicles Act, 1988, is uniformly applicable all over the country, and any change in the Act may lead to duplication and inconvenience between States. We request you to await the outcome of the consideration of the Motor Vehicles (Amendment) Bill, 2017," said Ram Raj Meena, Under Secretary, Ministry of Road Transport and Highway, in his letter to the State Transport Secretary, Maharashtra Government.

One thing is sure that the change for better can only happen with Motor Vehicles Bill getting passed in the Parliament. For this, global bodies like International Road Federation (IRF) and NGOs such as Consumer Voice are actively pursuing political parties to allow this change. Not just this, India urgently needs an effective legislation to bring down road traffic accidents to 50 per cent by 2020, a commitment India made by adopting the Brasilia Declaration for Road Safety.

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## Buddhist Circuit Project To Be Completed By 2020

**R**oad Transport and Highways Minister Nitin Gadkari said that the ongoing project to develop Buddhist circuit in the country will be completed by 2020. He added that the project, which will connect the places of importance of Buddha's life, is being carried out at a cost of Rs. 10,000 crore.

"A huge number of devotees of Gautam Buddha from across the world visit India. However, due to lack of proper roads they are not able to visit the Buddhist pilgrimage sites," the road transport minister was quoted as saying by PTI.

Gadkari said that the Ministry of Road Transport and Highways is developing roads at various places in Uttar Pradesh and Bihar to connect the Buddhist pilgrimage sites, including Vaishali, Patna, Bodh Gaya, Rajgir, Nalanda, Kahalgaon and Vikramshila.

He stated, "The Buddhist circuit, which includes places of high significance in Buddhism will be completed by 2020 with an investment of about Rs. 10,000 crore," adding, "Our department has prepared the Buddhist circuit plan that involves three parts - the Buddhist circuit Bihar, Dharmayatra circuit and Extended Dharmayatra circuit," the minister said.

Notably, the Buddhist circuit Bihar plan includes Bodh Gaya, Nalanda, Rajgir, Vaishali, Kahalgaon and Patna; the Dharmayatra circuit includes Bodh Gaya (Bihar), Sarnath (UP), Kushinagar (UP) and Piprahwa (UP), and the Extended Dharmayatra circuit includes Bodh Gaya (Bihar), Vikramshila (Bihar), Sarnath (UP), Kushinagar (UP), Kapilvastu (UP), Sankisa (UP) and Piprahwa (UP).



## Government Makes PIN Code Mandatory For Generating E-way Bills

**T**he GST Network has made it mandatory for businesses and transporters to mention PIN codes of places of loading and unloading of consignments. According to officials, quoting of PIN codes will help in calculating the correct distance and determine the validity of the electronic way or e-way bill, reported PTI. Notably, an e-way bill is used by businesses to transport goods worth over Rs. 50,000 both within and outside a state.

So far, businesses and transporters are required to broadly mention the distance and place of loading and unloading of consignments for generating e-way bill. As the validity of the e-way bill depends upon the distance mentioned by the businesses, it was feared that this could lead to tax evasion by transporters making multiple trips on the basis of same e-way bill. The validity of the e-way bill is one day if the distance to be covered is less than 100 km. For every additional 100 km or part thereof, the validity of the bill

goes up by one day.

Under the revised procedures for obtaining e-way bill, the GSTN has introduced the facility of auto population of state name based on the PIN code entered at consignor or consignee addresses, an official statement said Wednesday. The move would further smoothen the experience of users generating e-way bill, the Goods and Services Network (GSTN) said.

Another new feature now available on the e-way bill portal now alerts the generator of the e-way bill through a pop up and SMS message, in case the total invoice value entered by them is very high, to avoid making mistake. GSTN said, "The new features are part of GSTN's continuous efforts to improve user experience and make the e-way bill generating process easy and convenient for users. These new features have been developed and introduced in response to feedback from both users as well as tax authorities to make generating of e-way bill easier."

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## National Highway Projects of Rs. 1,224 Crore In Uttar Pradesh

**U**nion Minister Nitin Gadkari was to lay the foundation stone for Rs. 1,224 crore highway projects in Uttar Pradesh by the time this report was filed. Besides, the highway projects, Gadkari will also lay foundation stone for development of National Waterway 40 (river Ghaghra), the Ministry of Road Transport and Highways said in a statement.

"The Union Minister for Road Transport & Highways, Shipping, Water Resources, River Development and Ganga Rejuvenation Gadkari will lay the foundation stone for widening and improvement of Rs 1,224 crore worth of National Highways works in Uttar Pradesh tomorrow," the statement stated, reported PTI.

The projects include widening and improvement of



Ramjanaki Marg (NH-227A) from Ayodhya Cantt to Rampur (55 km) at a cost of Rs. 315 crore, and 35 km from Rampur to Sikriganj at a cost of Rs. 250 crore.

Gadkari will also lay the foundation for the 14 km-long Basti Ring Road Phase 1 which is to be constructed at a cost of Rs. 450 crore, and the widening and improvement of the 35 km-long Badhni-Shoratganj section of NH-730, to be undertaken for a cost of Rs. 200 crore.

"In addition to the NH works, Gadkari will also lay the foundation stone for the development of 354 km long section of River Ghaghra (National Waterway-40) from Faizabad to Manjhihat," the statement added.

## Government Puts Infra Development In Northeast On Priority

**U**nion minister Nitin Gadkari announced that the Centre has sanctioned Rs. 1,90,000 crore for road projects spanning over 12,000 km in the northeast. He iterated that infrastructure development in the region has always been a priority of the BJP-led NDA government at the Centre.

"Our government accords highest priority to infrastructure development in the northeast. We seek cooperation of state governments for land acquisition, forest clearances and encroachment solutions," the minister for road transport and highways was quoted as saying by PTI.

While on a two-day visit to Shillong, Gadkari reviewed all the national highway projects in the eight northeast states.



He urged the state governments in the region to regularly monitor the progress of the infrastructure projects.

The minister said, "A total of Rs 1,66,026 crore has been sanctioned for construction of 10,892 km of roads in all eight states under National Highways & Infrastructure Development Corporation Limited. Additionally, Rs 7,000 crore has been approved for road works under National Highway Authority of India," adding, "The Ministry of Road Transport and Highways has also sanctioned Rs 17,257 crore for respective Public Works Department for construction of 2,421 km length of roads in these states."



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## Government To Help IL&FS Revive Infra Projects

**U**nion Minister Nitin Gadkari said that the government is open to suggestions from the new management of Infrastructure Leasing and Financial Services (IL&FS) to revive its infrastructure schemes.

"It is not our work to stall road projects. Our work is to complete projects in time within the ambit of rules and regulations. If any company or any contractor, facing obstacles comes we will try to find out a solution," the road transport and highways minister was quoted as saying by PTL.

He said IL&FS has a new management which after analysing the situation will come up with suggestions and based on that the government is ready to help them. Further, he said that the government is facilitator and it wants to complete its work in a transparent manner.

The minister added that the government is committed to complete the projects in a transparent, time-bound and corruption-free manner as "completing the projects is its mandate".

"Our thinking is positive and we have made policy changes to help those facing difficulties," the minister said, adding, "We are trying to help those facing difficulties that is why when our government came we had rolled out most of the 403 stalled projects worth Rs 3.85 lakh crore. In the course of four years, we saved Indian banks from NPAs of over Rs three lakh crore. We streamlined it in a transparent manner. We are ready to help all facing difficulties within the rule."



## Sugar Mills To Make Ethanol Directly From Sugarcane

**U**nion Minister Nitin Gadkar announced that sugar mills will now make ethanol directly from sugarcane to serve as safe fuel and this, in turn, will strengthen the economy of the country, reported PTL.

Notably, the farmers will be provided with such techniques with which electricity and bio-fuel could be made and the government has already given approval for making ethanol directly from sugarcane and the days are not far when auto, bus, mo-bikes will run on road with ethanol.

While addressing people on the occasion of laying foundation stone of roads, ring road and

national waterway, Uttar Pradesh Chief Minister Yogi Adityanath said, "Education, health, road, drinking water, house and basic amenities are a must for development. Our government is ready to work in these areas but participation of people is required. During the past over four years, the central government has brought major changes in the country."

On his government's performance, CM said that 1.20 lakh km-long roads have become ditch free in Uttar Pradesh and every tehsil has been connected to headquarter with at least two lane roads. Further, the CM stated that most of the highways are being converted into expressways in the state.



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## Technological Innovation: Big Trucks With Small Engines

**T**echnology is all about innovations and one such innovation comes from General Motors which has decided to roll-out its full-size Chevrolet Silverado pickup with a four-cylinder engine. The company claims that despite having two fewer cylinders than the usual, the new engine is "expected to offer 22 percent more torque, greater fuel efficiency and a stronger power-to-weight ratio than the current model," reported CNBC.com.

As per a report published on extremetech.com, the four-cylinder engine uses double overhead camshafts, continuously variable valve time, and active fuel management (cylinder deactivation), stop/start technology, an electric (not engine-driven) water pump, variable-pressure oiling system, and active thermal management to get the engine warmed up quicker. The 2.7-liter turbo has an unusually long stroke of 4.01 inches (102mm) to provide a high compression ratio (10.0:1) and improved combustion. In addition, it produces an SAE-certified 307 hp and 348 pound-feet of torque.

General Motors is the latest to join the league of American automakers who are trying to improve efficiency in its biggest and often best-selling vehicles. Besides, F-150 with a six-cylinder version of Ford's EcoBoost engines uses techniques like turbocharging and direct fuel injection to improve efficiency.

The increasing fuel prices are pushing more and more automakers to develop vehicles more fuel efficient than ever. But, this is not the task. Keep improving, dramatically, to meet federal fuel efficiency targets over the next several years, and to shield against potential volatility in oil prices, is a tough target to achieve.

According to president and CEO of the Center for Automotive Research, fuel economy has improved in the U.S. by about 14 percent, from about 22 mpg in 2010 to around 25 mpg in 2017. The executive added that fuel efficiency continues to improve at about a pace of 1 mpg per year, more or less.

Notably, big trucks manufacturers like Ford, GM and Fiat-Chrysler control more than 80 percent of the U.S. market in pickup trucks.

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# India Gets Its **First 41-tonnage Heavy-duty Truck**



**V**olvo Eicher Commercial Vehicles' (VECV) PRO 6000 series received a good response with over 7500 trucks

already sold in India. Considering this overwhelming response, Eicher Trucks and Buses, which is a part of Volvo Eicher Commercial Vehicles, launched two new heavy-duty trucks in India in the 49-ton and 41-ton categories. With this launch, certainly, the commercial vehicle manufacturer is looking forward to increasing its sales and its overall profitability.

With drive modes and engine management system (EMS) 3.0 as its key features, Pro 6049 is positioned at an

***In addition, the new entrants, Eicher Pro 6049 and Eicher Pro 6041, in the heavy-duty truck range are based on completely new platforms, suspension and chassis***

affordable cost for the consumers. Noting the trend that the market has migrated from 31 ton to 37 ton, the

company launched Pro 6041, which offers a range till 41 tons (3.5 tons extra per trip), reported Financial Express. In addition, the new entrants, Eicher Pro 6049 and Eicher Pro 6041, in the heavy-duty truck range are based on completely new platforms, suspension and chassis.

Talking about Eicher Pro 6041, it is India's first 41-tonnage heavy-duty truck that offers a payload of additional 3.5 ton (lift axle) over 37-ton trucks. It is powered by Volvo's VEDX8 engine that delivers 250 hp of power and 950 Nm of torque. As per the company claims, this



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engine delivers the highest power and torque combination in this segment. In addition, the truck employs the company's M booster+ technology that further improves upon performance and fuel efficiency.

Vinod Aggarwal, the managing director and chief executive officer of VECV, said that the commercial vehicle industry in India is very dynamic. And, it is witnessing a transformation with more productive and higher tonnage trucks hitting the floor. He believes that the Goods and Services Tax (GST) and improved road infrastructure will further escalate growth.

Coming to the BS-VI compliant trucks, the Volvo Eicher joint venture, which is now a decade old and has its manufacturing plants in Pithampur, Indore and exports trucks to over 133 countries worldwide, is already building Euro 6 compliant engines in India. Therefore, migration to BS-VI compliant vehicles is not a task for them. The company is confident to float its BS-VI fleet way ahead of the April 2020 deadline.

The VECV leader said, "With BS-VI kicking in, expect more investments going towards the development of the whole truck and not just engine. There will be more

***With this, the cost of trucks is expected to go up from April 2020. But, the company says that it will be worth it because the fuel-efficiency will increase and in turn, the overall profitability will go up***

comfort in the cabin to the driver and trucks in India will be more modern and filled with technology." With this, the

cost of trucks is expected to go up from April 2020. But, the company says that it will be worth it because the fuel-efficiency will increase and in turn, the overall profitability will go up.

Talking about the growth in the commercial vehicle segment in India, it registered a growth of 57.44 percent in

***This growth can be attributed to the lower base owing to the implementation of BSIV rules and GST implementation***



the April-May period this year as compared to a lower base last year. On the other hand, medium and heavy commercial vehicle sales shot up by over 114 per cent and that of the light commercial vehicles grew by 34.27 per cent in the same period this year as compared to the corresponding period last year. This growth can be attributed to the lower base owing to the implementation of BSIV rules and GST implementation.

According to the company, the heavy-duty truck segment is expected to grow further this financial year and that too more than 30 per cent. Certainly, rising incomes, urbanization, and growth in the rural economy and e-commerce activities are contributing a lot when it comes to driving the growth in this segment in India. Along with this, the company is committed towards building safe, efficient and modern trucks.

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## MAKE IN INDIA REVIEW ON COMPLETION OF FOUR YEARS

**Roundtable discussion at PHD House on Sept. 24, 2018**



(From left to right) Dr. Seema Joshi, Associate Professor, Delhi University, Vikram Aggarwal, Co- Chairman, Industry Affairs Committee, PHD Chamber, Jukka Holappa, Commercial Counsellor, Finland Trade Centre, Sanjay Aggarwal, Chairman, Industry Affairs Committee, Dr Ajay Dua, Former Secretary, Ministry of Commerce and Industry, D K Aggarwal, Vice President, PHD Chamber, Dr Dietrich Kebschull, IBEF Chairman, Ram Poddar, Co- Chairman, Industry Affairs Committee, Dr Niti Bhasin Associate Professor, Delhi School of Economics and Dr. S.P Sharma Chief Economist, (at the podium).

Soon after the current national government was sworn in May 2014, in September of the same year, the Prime Minister, at an address given in Vigyan Bhavan, urged all to support the cause of “Make in India”. The objective was to increase domestic manufacturing output and also to reduce imports which were using up valuable foreign exchange. That year, the new dispensation had inherited a low FDI inflow of only USD \$15 Bn. This roundtable discussion was organised to analyse the performance of the efforts made and the results obtained in the last four years that the government has been in power.

The program commenced with opening remarks from Dr. SP Sharma, Chief Economist, PHD Chamber (PHD), who said that since that beginning, the FDI inflow has grown multi-fold to USD \$ 62 billion (bn) last year and this year is expected to exceed USD \$ 65 bn.

In his welcome remarks, DK Aggarwal, Vice-President, PHD, said that it is good to take stock of schemes run by the government. “Make in India” was an attempt to change our Manufacturing Policy, increase its contribution to GDP from 16 % to 25 % and create 100 million (mn) jobs by 2022. Our youth need employment and to benefit from the demographic dividend from 2022,

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we need 1.20 crores (12 mn) jobs, whereas we have only 20 lacs (2 mn) jobs to offer.

“Make in India” is to make India a manufacturing hub. In Ease of Doing Business (EODB), our ranking improved from #142 to #100. USD \$ 40 bn have been saved, as per one estimate, by making India a big manufacturer of mobile phones. The world's biggest manufacturing unit has been made in Noida. National manufacturing policy initiative has succeeded in many areas, with an increase in FDI inflows. In Greenfield destinations, India is the highest recipient of FDI, beating USA, China, etc. Rs. 250 crores is the new limit for (Small and Medium enterprises (SME) status nomenclature. Incorporating a company earlier took 10 days, whereas now it is done in one day. Earlier, 11 documents were needed, whereas now 3 documents are enough. The new Insolvency and Bankruptcy Code (IBC) law helps in clearing debts. Of course, some issues still exist, like retrenchment is still a problem and so is Land acquisition. Worldwide, earlier Manufacturing had 17.5 % share of GDP, whereas now it has come down to 15.5 %

The Theme presentation by Sanjay Aggarwal, Chairman, Industry Affairs Committee, PHD, started with his enumerating some of the important initiatives of the current government, like Make in India, Skill India, Start-up India, Digitise India, etc. and said that side by side they had brought in (1) Goods and Services Tax (GST): the biggest tax reform in India since Independence; (2) The Insolvency and Bankruptcy Code (IBS): A major step in debt recovery; (3) Bharat Net: A huge number of villages connected in optic fibre network; and others.

Earlier, cities and towns were formed near rivers, then later near roads & highways. Now, e-ways are also important locations, to improve communication and connectivity. Thinking in government departments has undergone a change and they are getting more objective based.

Remarks from Ram Poddar, Co-Chairman, Industry Affairs committee, PHD, were contrarian to some extent. He reiterated that the main objective of Make in India was to increase manufacturing from 16% to 25% and create 100 mn jobs. For the first couple of years, there was some

initial momentum, which was lost by demonetisation; supply chain systems were disrupted; the business process was broken and a number of businesses were lost. Public Sector Undertaking (PSU) Banks provide bulk of the loans, but many reforms are still needed. Labour laws and reforms promised by the PM have not yet come through. Trust deficit between regulator and industry still exists. FDI which is coming in the service sector, is not helping in creating the number of jobs required.

Next was the turn of the eminent Dr. Ajay Dua, Former Secretary, Ministry of Commerce & Industry, who remarked that “Make in India” has attracted Two billion hits in the social media. In 2014, “Make in India” started with manufacturing, but later other ministries also got into the act, like: Roads & Highways; Media; Tourism; Hospitality; Thermal Energy; etc.

Initially, in 1956, there was a similar thrust where the main objective was Import substitution. Now this time, the main objective is to increase manufacturing—sell anywhere, but make it here.

The creation of jobs is not being put forward in a transparent manner. The last post from the government is of Jan, 2017. EPFO data from the government claims 10 million job created in the last four years. If this has happened in the formal sector, the spin-off effect in the informal sector would be 2.8 times, therefore 40 lac jobs are likely to have been created, which is pretty good.

The FDI figures which are quoted by the government—are they gross or nett figures? Currently, the figure stands at USD \$ 44 bn. The previous five year average was USD \$ 34 bn, whereas now it is USD \$ 39 bn average for the last five years, which is quite good, post the Lehman Brothers crisis, when the FDI flows were curtailed. Demonetisation and GST had rough beginnings, but have now settled down. Crude Oil which is imported, along with Gold and Diamonds, are processed and re-exported, hence, we should have figures for nett exports.

India needs to improve considerably in many areas, especially FMCG, Electronics, Defence production, Buses, etc., which should be our focus. Unless we have economies of scale, manufacturing would not be easy as affordability would be a problem. He ended up with a

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question clearly underlining a paradox, by asking why we should be importing rails. We have the capacity and the technology, but Bhilai plant will need another one and a half years to start production of rails.

The Chairman, IGEP Foundation, Dr. Dietrich Keschull, was of the view that the main objective of "Make in India" is to improve manufacturing to create employment, as we are a labour intensive economy. New skilled jobs are needed, but is a person trained for six months really skilled. FDI is good, but why is bulk of the investment coming mainly from Mauritius and Singapore, whereas from Germany it is only 3%. Abroad, many believe that countries come to India to exploit Labour workers, Child labour, etc. This is not true, but many still believe in this, hence, there is need for improving the image of India. Many people in other countries feel that "Make in India" means—Give us your jobs and we will do your work and manufacture your products. Consider the fact that Tata made a car "Nano" calling it the cheapest and then was surprised that nobody wanted to buy it. He ended by stating that European Union could be the biggest partner, if we can see beyond Mauritius and Singapore.

The Commercial Counsellor, Finland Trade Centre, Jukka Holappa, asked a question—what do foreign companies think about our EODB ranking? He answered it himself, saying that they do not care. They only want their business plans to work. What any company from abroad does first is to open a sales office and carry forward from there. India makes it difficult to do that with the duties imposed. It should stop trying to force us to make in India.

The remarks made by Dr. Seema Joshi, Professor, University of Delhi, paid glowing tributes to government initiatives during their tenure till date, much of which was a little outside the purview of the subject at hand. However, some of the relevant statements made were that India is today a service economy, going there from an Agriculture base, by-passing serious Industrial growth. She quoted an oft repeated industry statement that manufacturing is the Engine of growth. To make things easier, the clearance for a new industry is now around 190 days, as compared to 600 days earlier.

She also touched upon the number of Labour market

reforms, including Child labour laws, improved Maternity facilities, Demographic dividend forecast, Fiscal deficit control, etc., etc., to prove that all is well and hunky dory. The parting opinion was that Bharatmala and Sagarmala projects will create infra and jobs.

The last speaker, Dr. Niti Bhasin, Associate Professor, Dept. of Commerce, Delhi School of Economics, was not prepared for an analysis of the "Make in India" scheme, hence she spoke on EODB, which can be a related issue. She has written a book on this subject and a few points are noted here for the benefit of our readers. India's improved ranking at # 100 is a creditable achievement, but some parameters are not satisfactory, especially in Enforcement of Contracts, Construction Permits, Starting a new business, etc... EODB is based on the situation prevailing in only two cities, i.e., Mumbai and Delhi. Some States became leaders in various aspects, with 95-100% implementation. Competitive Federalism came into being as a result of each state competing for funds, loans, development projects, etc.

### The Summing Up

PHD has been, by and large, doing very well by organising such meetings, seminars, etc. to disseminate information and make sense of what is happening around us. However, in a minority of cases, it is quite disappointing when responsible and knowledgeable people come on stage to only make politically correct statements. The idea of attending such programs is to get analysis (with facts and figures) not opinions, clarity not obfuscation, depth of thought, not parochial mumbo jumbo. The purpose is to see what we have done, which can be continued and where we have lacked, which can be corrected, in line with a mid-term review. It is not necessary to have a long list of speakers who overlap each other, when we can listen to lesser number of experts who can speak in depth and freely, without them having to check on how much time they have left, every now and then. This should be feasible, unless there are sponsorship / extraneous factors involved.

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## Celebi Launches Bonded Trucking From Ahmedabad To Delhi IGI Airport

**C**elebi Delhi Cargo Terminal Management India, in collaboration with their business partners, OM Logistics and GSEC, Ahmedabad Airport, have commenced a dedicated bonded trucking service from Ahmedabad to Celebi Terminal, Delhi IGI Airport, after the successful launch at Kanpur, Ludhiana, NOIDA SEZ and



From Left to Right Mr. Kamal Gupta (All India Ops Manager, Om Logistics), Mr. Munish Davessar (Head-Cargo Business Development, DIAL), Mr. Anil Pandya (General Manager, GSEC), Mr. Samir Mankad (CEO, GSEC), Mr. Akash Bansal (Regional Director, Om Logistics), Mr. Arvind Aggarwal (Sr. Manager – Business Development, Celebi Delhi Cargo Terminal), Mr. Vibhor Puri (Manager Commercial Aero/Cargo, DIAL)

Pithampur SEZ1 & SEZ2 to provide their customers an option to move air cargo in an efficient, safe, process driven and cost effective manner. Ahmedabad service was launched on Sept.12, 2018.

Bonded trucking is a relatively new concept in India and Celebi Delhi Cargo Terminal has taken a step forward to start a Hub & Spoke project. This bonded trucking service will open tremendous opportunities to Airlines to solicit business from stations that are offline.

As per Ramesh Mamidala, CEO, Celebi Delhi Cargo

Terminal Management India (Celebi Delhi Cargo), "We are happy to launch this Daily Road Feeder Service from Ahmedabad, which was the requirement of our customers. Now, cargo from Gandhinagar, Bhavnagar, Surat, Vadodara, etc., can be Customs cleared at GSEC facility at Ahmedabad Airport and sent to Delhi Airport daily. We have handpicked our Logistics partners and manage every aspect of the service for commitment, on time performance and transparency to guarantee quality of service to our customers. As per Mamidala, "Bonded trucking is the future in India and is here to stay". He adds "We have launched on May 1, 2018 Celebi's online Truck Booking App which allows customers to book space on trucks online and in future, can pay online too."

"After Ahmedabad, we plan to start bonded trucking from Indore, Jaipur, Durgapur, Pune, Agra, Moradabad and Rishikesh - Roorkee belt in 2018, besides, starting temperature controlled road transport to Delhi from Indore and Ahmedabad," says Ramesh Mamidala

Celebi's Airline customers can now offer services to an offline city and CHA- Freight Forwarder community can now Customs clear, handle duty drawback and post shipment documents at origin, while avoiding multiple handling and damage to cargo.

Mr. Akash Bansal, Executive Director, Om Logistics said "Om Logistics is a long term partner with Celebi for any trucking requirements they wish to offer to their customers anywhere in the country and we are willing to provide customized solution to make it a value proposition for all stakeholders in business." This service also offers customers an enhanced catchment area connectivity.

Arvind Aggarwal, Senior Manager, Business Development, Celebi Delhi Cargo, emphasized the highlights of the Road Feeder Service from Ahmedabad.

## VECV Celebrates A Decade Of Successful Partnership Between Eicher And Volvo

### *A New Production Facility Planned At Bhopal With Investment Of Rs. 400 Crores*

**October 8, 2018, New Delhi:** Commemorating the completion of 10 successful years of partnership between the Volvo Group and Eicher Motors, VECV today announced plans to set up a new greenfield truck manufacturing plant at Bhopal. The Madhya Pradesh Government has allotted land for the new plant and work to set up this facility is expected to start soon.

The target is to go on stream with this plant in the next 18 months at an investment of around Rs. 400 crores and an initial capacity of 40,000 trucks; in addition to the capacity of 90,000 trucks at Pithampur, near Indore.

With a strong foundation built on mutual trust, respect and win-win approach, the joint venture has grown from strength to strength over the years, to put VECV in a very good position with a yearly average growth of over 18% in last ten years with turnover of INR 10,200 Crores in FY2017-18.

The entire Board of Directors of AB Volvo was present on

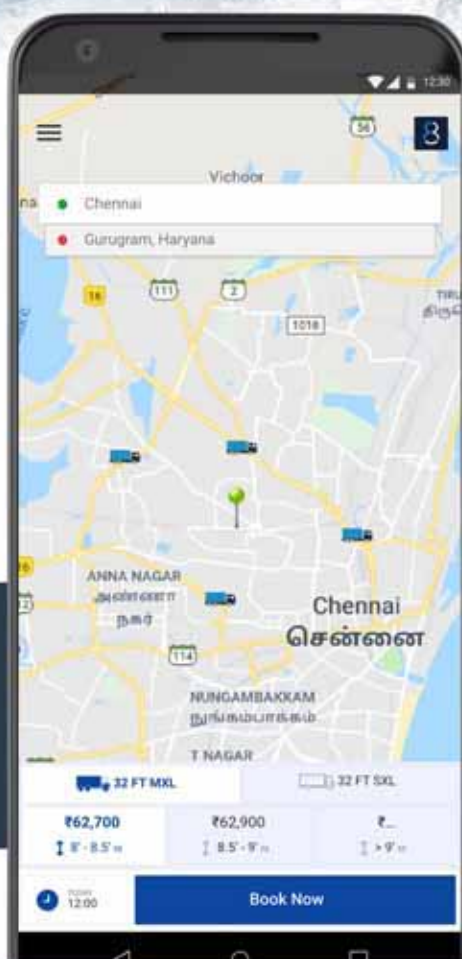
this occasion to celebrate the highly successful joint venture in India.

**Speaking on the occasion, Martin Lundstedt, President and CEO, Volvo Group, said,** "It is a proud moment for us as we celebrate an extremely successful partnership with Eicher Motors. Together, we have created many industry-leading benchmarks to drive modernization in the last 10 years. India is a home base for Volvo Group, with a presence of over 2 decades across our various business lines."

**Also commenting on the occasion, Siddhartha Lal, MD & CEO, Eicher Motors Ltd. said,** "The partnership with Volvo has been extremely fruitful for VECV and that is reflected in its strong performance in the last decade. VECV is today a full range player in 4 to 55 Ton GVW market. Not only VECV has benefited from this partnership, but at the same time, we have been able to contribute to the cost-reduction opportunities for the Volvo Group through supply of cost-effective engines from India.



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
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राजधानी दिल्ली में अक्टूबर 22 को केजरीवाल सरकार से पेट्रोल-डीजल पर वैट घटाने की मांग को लेकर 400 पेट्रोल पंप बंद रहे। दिल्ली पेट्रोल डीलर्स असोसिएशन का कहना है कि पेट्रोल-डीजल दिल्ली के मुकाबले एनसीआर में सस्ता होने के कारण लोग दिल्ली से सटे यूपी और हरियाणा के शहरों की ओर रुख कर रहे हैं। इस वजह से दिल्ली के पेट्रोल पंप मालिकों को नुकसान उठाना पड़ रहा है।

इस पर, विपक्षी बीजेपी का कहना है कि केजरीवाल राजनीतिक विरोध की जड़ में एक ओर पेट्रोल पंपों को नुकसान पहुंचा रहे हैं तो वहीं दूसरी ओर दिल्ली वासियों को परेशान कर रहे हैं। बता दें कि दिल्ली सरकार अभी पेट्रोल पर प्रति लीटर 27 प्रतिशत (17.80 रुपये) जबकि डीजल पर प्रति लीटर 17.32 प्रतिशत (11.02 रुपये) की दर से वैट वसूल रही है। दिल्ली सरकार का दावा है कि वैट दरों में कटौती से उसे करीब 525 करोड़ रुपये का नुकसान होगा।

दिल्ली पेट्रोल डीलर्स असोसिएशन के प्रेजिडेंट निश्चल सिंघानिया ने नवभारत टाइम्स को बताया कि 2009-10 में भी इस तरह की विसंगति

के चलते सेल्स 25 प्रतिशत तक गिर गई थी जबकि 2015 में दिल्ली में दरें कम होने के चलते सेल्स 25 प्रतिशत तक ज्यादा हो गई थीं।

साथ ही असोसिएशन के पूर्व प्रेजिडेंट निशीथ गोयल का कहना है कि अगर दिल्ली सरकार वैट दरें घटाती है तो उसे हर माह करीब 50 करोड़ और सलाना 600 करोड़ रुपये का नुकसान होगा, जबकि वैट नहीं घटाने पर सेल्स में गिरावट के चलते उसका घाटा 1,000 करोड़ को पार कर सकता है।

आम व्यक्ति को राहत देते हुए बीते 5 अक्टूबर को केंद्र सरकार ने 1.50 रुपये प्रति लीटर की दर से एक्साइज ड्यूटी घटाने का ऐलान किया था। और साथ ही ऑइल मार्केटिंग कंपनियों को भी 1 रुपये प्रति लीटर की दर से मार्केटिंग मार्जिन कम करने को कहा था। साथ ही, सरकार ने राज्यों से भी वैट घटाने की अपील की थी। सरकार के आदेश पर ऑइल मार्केटिंग कंपनियों को 1 रुपये प्रति लीटर पेट्रोल-डीजल सस्ता करना पड़ा। वहीं, बीजेपी शासित राज्यों ने भी 2.5 रुपये प्रति लीटर की दर से पेट्रोल-डीजल सस्ता कर दिया।

अब देखना यह है की केजरीवाल दिल्ली वासियों की अरदास कब सुनते हैं।

x



## सरकार ने किये ई-वे बिल में कई महत्वपूर्ण बदलाव

अब 1 अक्टूबर से ई-वे बिल जारी करने के लिए उस ट्रांसपोर्टर का नाम देना अनिवार्य कर दिया गया है, जिसके माध्यम से माल भेजा जा रहा है। नये प्रावधान के तहत अब ट्रांसपोर्टर आईडी के बिना ई-वे बिल जारी नहीं किये जा सकेंगे। बता दें कि ई-वे बिल नियम 138 (3) के अनुसार अब पार्ट ए स्लिप जेनरेट करने के लिए भी ट्रांसपोर्टर आईडी का भरा जाना जरूरी है।

साथ ही यह प्रावधान भी जारी किया गया है जिसके तहत अपनी गाड़ी से माल भेजने वाले व्यवसायी ट्रांसपोर्टर की आईडी के स्थान पर खुद का जीएसटीएन देकर ई-वे बिल जारी किया जा सकता है। इसके लिए पार्ट-बी में वाहन की संख्या भी उन्हें अपने आप भरनी होगी तभी वस्तु का मूवमेंट शुरू हो पायेगा।

1 अक्टूबर से ई-वे बिल की वैधता बढ़ाने के लिए दी गयी सुविधा बिल समाप्ति के आठ घंटे पहले से लेकर वैधता समाप्त होने के आठ घंटे बाद तक उपलब्ध है। और इसी अवधि में ट्रांसपोर्टर की ओर से विशेष दी गयी परिस्थितियों में ई-वे बिल की अवधि बढ़ायी जा सकती है। साथ ही सरकार ने उन लोगों के लिए जिन्हें गुड्स के मूवमेंट के दौरान बड़ी

वाहन के एक निर्धारित गंतव्य तक पहुंचने के बाद छोटी गाड़ियों से माल आगे ले जाना होता है मल्टी व्हीकल ऑप्शन चालू कर दिया है।

अब अगर इनवाइस वैल्यू ई-वे बिल के वैल्यू से कम होगी, तो सिस्टम ई-वे बिल जारी करने ही नहीं देगा। इसके अलावा पिन कोड गलत



होने पर राज्य का चुनाव स्वतः व्यवसायी की ओर से किया जा सकता है। साथ ही 1 अक्टूबर से ई-वे बिल जारी करते समय टैक्स की रकम अलग से देने की बाध्यता नहीं है।

x

# अब गाड़ी जितनी ओवरलोड होगी, उतना ही लगेगा जुर्माना

पहले गाड़ी में थोड़ा सा भी माल ज्यादा होने पर दस गुणा टोल टैक्स वसूला जाता था, अब कम ओवरलोड होने पर कम लगेगा टोल

ओवरलोडिंग वाहनों से अधिक टोल वसूले जाने को लेकर पांच कैटेगरी फाइनल की गई हैं

नई दिल्ली, टी.टी.एन.। केंद्र सरकार ने हाल ही में एक नोटिफिकेशन जारी की है और ये नोटिफिकेशन ट्रक ऑपरेटर्स को राहत देने वाली है। पहले ट्रक ऑपरेटर्स को माल तब सीमा से अधिक होने पर दस गुणा टोल देना होता था लेकिन अब ऐसा नहीं होगा। अब उनकी गाड़ी में जितना माल ओवरलोड होगा उतना ही प्रतिशत ज्यादा टोल उन्हें लगेगा। ओवरलोडिंग पर अधिक टोल वसूलने को लेकर पांच कैटेगरी फाइनल की गई हैं। इसमें न्यूनतम दर 20 प्रतिशत तक की है और अधिकतम 80 प्रतिशत से ज्यादा की है। ओवरलोडिंग ऐसे परेशानी है जिससे हर कोई निजात पाना चाहता है, फिर वो चाहे टोल कंपनियां हों, ट्रक ऑपरेटर्स हों या फिर



ये होंगी पांच कैटेगरी

20% तक	2 गुणा टोल
20% से 40% तक	4 गुणा टोल
40% से 60% तक	6 गुणा टोल
60% से 80% तक	8 गुणा टोल
80% से ज्यादा	10 गुणा टोल

सरकार। लेकिन अभी तक इसका कोई स्थाई हल नहीं निकल पाया है। लिहाजा सड़कों पर ओवरलोड ट्रक लगातार जारी हैं।

गौरतलब है कि ट्रक ऑपरेटर्स को पहले छोटी

सी गलती को भी बड़ी सजा भुगतनी पड़ती थी। थोड़ा सा भी वजन ज्यादा होने पर 500 रुपये टोल के बदले 5000 रुपये देने पड़ते थे। अगर आप के पास 9 टन कैपेसिटी की गाड़ी में 10 टन माल है

## इस कदम से ट्रक ऑपरेटर्स को मिलेगी बड़ी राहत

सरकार ने इसके बारे में 26 सितंबर को नोटिफिकेशन जारी की थी और ये यकीनन ट्रक ऑपरेटर्स को राहत प्रदान करेगी। ट्रक ऑपरेटर्स लंबे समय से मांग करते आ रहे थे कि इस जुर्माने को कम किया जाए क्योंकि ट्रक में माल के अलावा कई और चीजें भी होती हैं जिनका वजन गाड़ी के साथ ही किया जाता है। ऐसे में कुछ प्रतिशत बूट ट्रक ऑपरेटर्स का दोष जानी चाहिए। इस नोटिफिकेशन से उन्हें राहत मिलेगी।

तो भी 10 गुणा ज्यादा जुर्माना लगता था और 9 टन कैपेसिटी वाली गाड़ी में 18 टन माल हो तब भी उतना ही टोल वसूला जाता था। लेकिन नई नोटिफिकेशन में इससे राहत मिलेगी है। अब टोल को

उतना ही अधिक लिया जाएगा जितना की आपकी गाड़ी में माल ओवरलोड है। अगर आपकी गाड़ी में माल 20 प्रतिशत तक ज्यादा है तो आपको 2 गुणा टोल टैक्स देना होगा। इसी प्रकार जैसे जैसे आपकी ओवरलोडिंग कैपेसिटी बढ़ेगी वैसे वैसे टोल में इजाफा होगा। सरकार ने इस संबंधी नोटिफिकेशन

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ट्रांसपोर्ट टीवी पर इस खबर का वीडियो देखें

तो जारी कर दी है लेकिन इसे लागू करने के लिए सही कदम भी बढ़ाने होंगे। इसके लिए बेहद जरूरी है कि सभी टोल प्लांटों पर वजन करने के लिए वे-इन मशीनें मौजूद हों। इसके अलावा सरकार को वे भी सुनिश्चित करना होगा कि टोल प्लांट अपनी कमाई के लिए उनके वजन को बदलें न। अगर सही प्रकार से काम किया जाएगा तो ही इस कदम से फायदा हो सकता है।

## Government to file review petition against NGT ban on more than 10-year-old diesel vehicles

"The government will soon file a review petition against the NGT's order to ban diesel vehicles which are more than 10 years old," the government said.

The government Tuesday announced it will soon file a review petition against the National Green Tribunal's order to ban diesel vehicles that are over 10 years old and take several other measures to pacify agitating farmers and address their concerns.

The Centre also assured farmers that it would fix the minimum support prices (MSP) of rabi (winter-sown) crops like wheat at least 1.5 times of the production cost. It would also try to restrict imports of agri items that are produced abundant in the country.

These decisions were taken at a meeting held here under the chairmanship of Union Home Minister Rajnath Singh.

The meeting was held against the backdrop of farmers' protest organised by Bharatiya Kisan Union.

The Centre would also approach the GST Council to put agri related goods in the 5 per cent slab, an official statement said.

"The government will soon file a review petition against the NGT's order to ban diesel vehicles which are more than 10 years old," it said.

The government also decided to take other steps to address problems of farmers.

The other steps include inclusion of a farmers' representative in the sub-group of chief ministers on coordination between the Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA) and agriculture; advisory would be issued to states for proper procurement of agri produce; and banning of imports of agri products adequately produced in India.

On the issue of proper implementation of Pradhan Mantri Fasal Bima Yojna (PMFBY), a committee will be constituted under the Minister of State for Agriculture G S Shekhawat. The committee would look at the implementation issues of PMFBY and Kisan Credit card scheme in consultation with farmer associations.

Further it was decided that crop damage due to stray and wild animals would be included in the PMFBY on pilot basis and then could be implemented across the districts. Procurement period would also be extended to 90 days.

The main demands of the agitating farmers include implementation of the recommendations of the Swaminathan Commission report, removing ban on the use of tractors which are more than 10 years old, clearing out pending payments of sugarcane purchase, increased price of sugar supplied and minimum support prices.

Farmers stayed put on the Delhi-UP border in Ghaziabad and other places, where they were stopped by the police.

The protest call has been given by the Bharatiya Kisan Union (BKU) over demands ranging from farm loan waiver to cut in fuel prices.



## एक ई-वे बिल पर सिर्फ एक बार ही माल ढोया जा सकेगा, दोबारा नहीं

इलाहाबाद, टी.टी.एन.। व्यापारियों का माल ढोने

में ट्रांसपोर्ट एवं ट्रक चालक अब बॉर्डर पर खेल नहीं कर सकेंगे। एक ई-वे बिल पर सिर्फ एक बार ही माल ढोया (लाया अथवा ले जाने वाला) जा सकेगा। बॉर्डर पर होने वाली गड़बड़ों रोकने के लिए ही ट्रकों में रेडियो फ्रिक्वेंसी आइडेंटिफिकेशन डिवाइस (आरएफआईडी) टैग लगवाना अनिवार्य किया गया है। इस संबंध में जीएसटी काउंसिल ने सकुलर भी जारी कर दिया है। अभी तक व्यापारी जो भी माल दूसरे प्रांतों से मंगवाते अथवा भेजते थे। तो बॉर्डर पर वाहनों को जांच दुर्गो वाले के भरोसे होता था।

वाणिज्य कर विभाग के अधिकारियों का उस पर कोई नियंत्रण नहीं रहता था। ऐसे में ट्रांसपोर्ट एवं ट्रक चालक चुंगी पर सांठगांठ करके एक ई-वे बिल पर एक से ज्यादा बार माल का ट्रांसपोर्ट करते थे। हालांकि, ट्रकों में आरएफआईडी टैग लगने से इस पर अंकुश लगने की उम्मीद



है। दरअसल, बॉर्डर पर लगाए जाने वाले आरएफआईडी रीडर से ट्रक की पूरी डिटेल्स दर्ज हो जाएंगी। यह व्यवस्था एक नंबर से लागू कर दी जाएगी। ट्रकों में यह टैग न लगने पर ट्रांसपोर्ट पर जुमाना भी लगेगा।

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Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To Aug.		
		Aug. 2018	Aug. 2017	% Change	2018-19	2017-18	% Change
(A) 20 International Airports							
1	Chennai	36981	36184	2.2	181257	176183	2.9
2	Kolkata	14264	14916	-4.4	69563	70108	-0.8
3	Ahmedabad	8579	7519	14.1	41590	38784	7.2
4	Goa	365	475	-23.2	2065	2014	2.5
5	Jaipur	1615	1405	14.9	7328	6077	20.6
6	Lucknow	389	628	-38.1	3057	2948	3.7
7	Guwahati	2003	2164	-7.4	9232	9469	-2.5
8	Trivandrum	3044	3716	-18.1	10061	13527	-25.6
9	Bhubaneswar	888	700	26.9	3601	3386	6.3
10	Calicut	1348	1703	-20.8	5631	8559	-34.2
11	Srinagar	565	568	-0.5	3847	3436	12.0
12	Coimbatore	1150	916	25.5	5413	4186	29.3
13	Amritsar	135	182	-25.8	767	862	-11.0
14	Mangalore	260	281	-7.5	1818	1181	53.9
15	Varanasi	143	132	8.3	676	494	36.8
16	Portblair	443	440	0.7	1987	2081	-4.5
17	Trichy	453	628	-27.9	2676	2795	-4.3
18	Imphal	681	403	69.0	2333	1650	41.4
19	Vijayawada	99	0	-	99	0	-
20	Tirupati	0	0	-	0	0	-
Total		73405	72960	0.6	353001	347740	1.5

**(B) 6 JV International Airports**

21	Delhi (DIAL)	86797	81509	6.5	420834	400128	5.2
22	Mumbai (MIAL)	81567	71708	13.7	406298	364865	11.4
23	Bangalore (BIAL)	35123	29564	18.8	168623	143053	17.9
24	Hyderabad (GHIAL)	12272	11778	4.2	60532	55230	9.6
25	Cochin (CIAL)	3779	6701	-43.6	26564	34129	-22.2
26	Nagpur (MIPL)	847	667	27.0	3907	2941	32.8
<b>Total</b>		<b>220385</b>	<b>201927</b>	<b>9.1</b>	<b>1086758</b>	<b>1000346</b>	<b>8.6</b>

**(C) 8 Custom Airports**

27	Pune	3905	3343	16.8	23084	14946	54.4
28	Patna	1143	653	75.0	4711	3330	41.5
29	Visakhapatnam	434	390	11.3	2443	2154	13.4
30	Bagdogra	516	789	-34.6	2768	2058	34.5
31	Chandigarh	631	461	36.9	2217	3050	-27.3
32	Madurai	554	260	113.1	1966	821	139.5
33	Aurangabad	176	136	29.4	965	658	46.7
34	Gaya	0	0	-	0	0	-
<b>Total</b>		<b>7359</b>	<b>6032</b>	<b>22.0</b>	<b>38154</b>	<b>27017</b>	<b>41.2</b>

**(D) 60 Domestic Airports**

35	Indore	1055	886	19.1	4982	4366	14.1
36	Ranchi	497	440	13.0	2373	2180	8.9
37	Raipur	409	351	16.5	1830	1689	8.3
38	Jammu	175	178	-1.7	797	812	-1.8
39	Agartala	503	580	-13.3	2147	2406	-10.8
40	Udaipur	0	1	-	2	3	-33.3
41	Dehradun	19	17	11.8	70	118	-40.7
42	Vadodara	219	173	26.6	1083	809	33.9
43	Bhopal	142	90	57.8	611	439	39.2
44	Leh	75	91	-17.6	482	652	-26.1
45	Surat	145	40	262.5	313	82	281.7
46	Jodhpur	1	1	0.0	3	3	0.0
47	Silchar	79	114	-30.7	288	232	24.1
48	Rajkot	22	21	4.8	121	131	-7.6
49	Dibrugarh	67	78	-14.1	344	213	61.5
50	Rajahmundry	6	0	-	27	0	-

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To Aug.		
		Aug. 2018	Aug. 2017	% Change	2018-19	2017-18	% Change
(D) 60 Domestic Airports							
51	Jabalpur	0	3	-	1	25	-96.0
52	Dimapur	25	51	-51.0	210	221	-5.0
53	Bhuj	3	3	0.0	12	12	0.0
54	Juhu	32	31	3.2	144	167	-13.8
55	Belgaum	0	0	-	0	0	-
56	Guggal(kangra)	0	0	-	0	0	-
57	Gorkhpur	0	0	-	0	0	-
58	Tuticorin	4	1	1	15	3	-
59	Jorhat	3	7	-57.1	20	24	-16.7
60	Jamnagar	1	0	-	248	2	-
61	Khajuraho	0	0	-	0	0	-
62	Hubli	0	0	-	0	0	-
63	Allahabad	0	0	-	0	0	-
64	Cuddapah	0	0	-	0	0	-
65	Porbandar	0	1	-	0	3	-
66	Agatti	2	1	100.0	9	6	50.0
67	Kandla	0	0	-	0	0	-
68	Jaisalmer	0	0	-	0	0	-
69	Bhavnagar	0	0	-	0	0	-
70	Pondicherry	0	0	-	0	0	-
71	Bhunar	0	0	-	0	0	-
72	Gwalior	0	0	-	0	0	-
73	Bikaner	0	0	-	0	0	-
74	Diu	0	0	-	0	0	-
75	Mysore	0	0	-	0	0	-
76	Bhatinda	0	0	-	0	0	-
77	Pantnagar	0	0	-	0	0	-
78	Agra	0	0	-	0	0	-
79	Lakhimpur (lilabari)	0	0	-	0	0	-
80	Barapani (shillong)	0	0	-	0	0	-
81	Ludhiana						
82	Shimla	0	0	-	0	0	-
83	Tezpur	0	0	-	0	0	-
84	Kanpur(chakeri)	0	0	-	0	0	-
85	Kota	0	0	-	0	0	-
86	Salem	0	0	-	0	0	-
87	Jalgaon	0	0	-	0	0	-
88	Kishangarh	0	0	-	0	0	-
89	Sholapur	0	0	-	0	0	-
90	Kolhapur	0	0	-	0	0	-
91	Adampur (Jalandhar)	0	0	-	0	0	-
92	Pathankot						
93	Pakyong	0	0	-	0	0	-
94	Jagdalpur	0	0	-	0	0	-
(D) 60 Domestic Airports		3484	3159	10.3	16132	14598	10.5

**(E) 7 St. Govt. / Pvt Airports**

95	Lengpui (aizwal)	77	55	40.0	235	270	-13.0
96	Nanded	0	0	-	0	0	-
97	Shirdi	0	0	-	0	0	-
98	Vijayanagar	0	0	-	0	0	-
99	Durgapur	0	0	-	0	0	-
100	Nasik (Hal oazar)	6	0	-	55	0	-
101	Mundra	0	0	-	0	0	-
<b>(E) 7 St. Govt. / Pvt Airports</b>		<b>83</b>	<b>55</b>	<b>50.9</b>	<b>290</b>	<b>270</b>	<b>7.4</b>

**(F) Other Airports**

<b>Grand Total (A+B+C+D+E+F)</b>		<b>304716</b>	<b>284133</b>	<b>7.2</b>	<b>1494335</b>	<b>1389971</b>	<b>7.5</b>
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Source: A.A.I.

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

(\*) TENTATIVE (IN '000 TONNES)

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers FIN. RAW	Coal Thermal & Steam	Coal Coking & Others	Containers Tonnage	TEUs	Other Misc. Cargo	TOTAL	% VAR. AGAINST 2017-18
KOLKATA	TRF APRIL-SEPT.'2018	383	294	-	64	25	9	1169	5092	337	1884	8920
Kolkata Dock System	TRF APRIL-SEPT.'2017	396	406	-	84	9	7	289	4898	320	2503	8592
Haldia Dock Complex	TRF APRIL-SEPT.'2018	4149	2479	219	130	234	1087	7375	1544	90	3832	21049
	TRF APRIL-SEPT.'2017	4134	2445	792	214	105	904	5540	1254	70	3736	19124
TOTAL: KOLKATA	TRF APRIL-SEPT.'2018	4532	2773	219	194	259	1096	8544	6636	427	5716	29969
	TRF APRIL-SEPT.'2017	4530	2851	792	298	114	911	5829	6152	390	6239	27716
PARADIP	TRF APRIL-SEPT.'2018	17813	852	5547	-	2201	16009	6382	83	6	4011	52898
	TRF APRIL-SEPT.'2017	17024	779	5447	4	2138	12116	6089	34	3	3974	47605
VISAKHAPATNAM	TRF APRIL-SEPT.'2018	7792	1025	4299	1090	354	5283	3084	3987	227	4848	31762
	TRF APRIL-SEPT.'2017	8149	1062	5134	1096	508	3832	2745	3259	189	4364	30149
KAMARAJAR(ENNORE)	TRF APRIL-SEPT.'2018	2384	60	-	-	-	11799	763	-	-	1564	16570
	TRF APRIL-SEPT.'2017	2079	52	-	-	-	10597	-	-	-	1119	13847
CHENNAI	TRF APRIL-SEPT.'2018	6785	762	-	-	83	-	-	16093	834	3414	27137
	TRF APRIL-SEPT.'2017	6765	874	-	-	92	-	-	15240	790	3265	26236
V.O.CHIDAMBARANAR	TRF APRIL-SEPT.'2018	314	462	99	113	209	4450	1725	7576	371	1830	16778
	TRF APRIL-SEPT.'2017	368	410	-	133	456	3975	1445	6863	337	3636	17286
COCHIN	TRF APRIL-SEPT.'2018	11218	219	-	15	85	43	-	3814	279	512	15906
	TRF APRIL-SEPT.'2017	9724	186	-	15	118	-	-	3718	268	503	14264
NEW MANGALORE	TRF APRIL-SEPT.'2018	11774	1011	2061	218	91	2783	803	1013	68	425	20179
	TRF APRIL-SEPT.'2017	11375	959	2379	211	51	2014	1230	781	51	549	19549
MORMUGAO	TRF APRIL-SEPT.'2018	299	278	3188	124	-	558	2853	227	18	1702	9229
	TRF APRIL-SEPT.'2017	308	292	3960	73	-	1170	4808	193	14	1854	12658
MUMBAI	TRF APRIL-SEPT.'2018	18189	997	3304	110	83	1298	1913	175	14	3323	29392
	TRF APRIL-SEPT.'2017	18485	988	3411	99	30	1320	1977	316	23	4608	31234
J.N.P.T.	TRF APRIL-SEPT.'2018	2130	1483	-	-	-	-	-	30718	2520	483	34814
	TRF APRIL-SEPT.'2017	2268	1335	-	-	-	-	-	28700	2403	401	32704
DEENDAYAL	TRF APRIL-SEPT.'2018	31310	4937	676	2234	-	8133	392	1712	103	9236	58630
	TRF APRIL-SEPT.'2017	29962	5424	581	2103	45	5538	143	770	49	8721	53287
ALL PORTS	TRF APRIL-SEPT.'2018	114540	14859	19393	4098	3365	51452	26459	72034	4867	37064	343264
	TRF APRIL-SEPT.'2017	111037	15212	21704	4032	3552	41473	24266	66026	4517	39233	326535
% Variation from previous year		3.15	-2.32	-10.65	1.64	-5.26	24.06	9.04	9.10	7.75	-5.53	5.12

Source: I.P.A.

## The Illuminator



**Mr. P K Sood**

Mr. Praveen Kumar Sood started handling simple Electronic and Electrical gadgets as a ten year old in 1965 as a hobby. By the time he cleared High School, he was making Radios, Transistors, etc. In the University in 1971, a Hi-Fi Stereo caught the attention of Sood and his friends. Since it was too expensive for them, they decided to make it themselves which they did by 1974, the year he graduated in Physics. This

was first used at a college festival where the then Director, Doordarshan was impressed enough to feature him in a Youth Forum program. This gave him great exposure and led to Mr. Sood becoming a columnist for "Electronics for you" from 1975-78. In 1982 he registered his first trading company in India (Electronics Components Specialists) and USA (Micro Components Sales) simultaneously. They bought surplus electronic components (a little out-dated in the USA but still new and relevant in India) at low rates and sold them in India. In 1984, he went to Singapore and started trading there. This was repeated at Hong Kong in 1988 and again in Mainland China (Shenzhen, Foshan, Shanghai, etc.) In 1995, he made a windfall sale of a very big lot of Solar cells from Siemens which he purchased in New York and sold it to a party in Hyderabad. In a parallel effort, he got a lot of sealed maintenance free (SMF VRLA) batteries: (1) made by G.S. (Yuasa), Japan, and (2) made by CSB, Taiwan. In the same year, started a brand LINTEK and sold the SMFVRLA batteries under this brand. Mr. Sood is extremely keen to ensure that Technological development studies are encouraged to create an ecology of Sustainable Development in our country. He believes that where there is vision and passion, all things falls into place. Mr. PK Sood has been associated with the following organisations:

- Life Member of "Solar Energy Society of India".
- Ex-President of "Confederation of New & Renewable Energy Manufacturers/Consultants".
- Technology Partner in TERI University's "Lighting a Billion Lives" program.
- Governing Body Member of "Indian Society of Lighting Engineers".
- Member Technical of BEE Star Labeling program.
- Special Invitee: Battery Society of India.

### Questionnaire

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

Regnant Energy Solutions was started in 2009, i.e., over nine years back, though I have been active in the industry from much earlier, as can be seen from my profile.

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

There are many facets to what we do under the umbrella of Energy Efficient Solutions:

- Associated with The Energy and Resources Institute (TERI) under the Global Lighting a Billion Lives (LaBL)

initiative as an industry expert in battery and lighting technology for improving their off grid system.

- As an Expert consultant on Electronics hardware related to LED lighting.
- Consultant on Solar photovoltaic technology battery / energy storage technologies and electric vehicles.
- Providing training, technology and assembly on Lithium-Ion battery packs.
- Establishing a chain of channel partners on pan India basis, to be identified and chosen for Franchise model and Multi-branded Showrooms, for selling our best quality, economically priced solutions.
- Associated with National Institute of Solar Energy, Electronics Sector Skill Council of India and various Chambers of Commerce to open Centres of Excellence and Centres for Renewable energy and Energy efficient technologies.

#### **(3) How can technology help in the growth of the Indian logistics and manufacturing industries? Where is your organization positioned in the relevant technology?**

Technology plays a very important role in logistics in improving efficiency and bringing down cost. Regnant is positioned suitably with our SMF VRLA batteries and allied Energy Efficient Solar / Lighting Solutions which are well accepted in the market. To put this in perspective, it must be realized that SMF VRLA find the largest use in telecom systems, UPS (upto 85% share), inverters and now solar systems are coming up fast and many other applications like e-bikes/e-vehicles.

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

All entities who need a maintenance free back-up power for computers and other critical instruments and systems. A few of our installations are at: TERI, Vigyan Bhawan Annexe, Delhi Cantonment Board, APMC, Glaxo Smith Kline, NTPC, Mahle Filter Systems, Gabriel India, Ministry of Textiles, Bharat Petroleum, Ministry of Railways, National Handloom Development Corporation, etc.

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

We keep abreast of the latest developments in our technological domains, to help Indian Industry / Entrepreneurs for constantly updating their technology. Our budgets on Research and Development (R&D) is a high percentage of our total expenditure, making our products among the best offered in India.

#### **(6) How do you see the logistics and manufacturing industries in the coming year?**

The business environment appears to be on the growth trajectory, once again. Things appear to be settling down with GST. However, we do have a problem, created by Inverted Duty/Tax structures, which must be rationalized. Components used to create a product can be of various Duty/Tax slabs, whereas the final end product is on a lower GST slab. This creates issues in taking proper input credit in time. The trade associations can play a major facilitation role in resolving this issue.

Their technological solutions can improve efficiency as well as productivity of Logistics Industry while bringing down costs through "Innovation" which is the driving logo of REGNANT.

**Vinod Kaul**

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

x



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

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