

Monthly Magazine of All India Transporters Welfare Association

Parivahan Pragati

Voice Of The Logistics Industry

Multi-modal Logistics / Supply Chain / Industry / Trade



Utopian Conditions For Transporters In India -

Let Us Dream The Best !



Report: India To Surpass China To Become
Second Largest Oil Demand Centre In 2019

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4th AIR CARGO SUMMIT-2018
Enabling Continued Growth of Air Cargo -
4th PHD Air Cargo Summit-2018

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Scania Tests Autonomous Trucks
With Rio Tinto In Western Australia

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Regional Connectivity
Conference South Asia in the
Indo-Pacific context

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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-126, Sector 10, Noida (UP), India.

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

Tel: - 011-49842807, Tele Fax-011-23526915, Website: www.aitwa.org, Email: aitwaho@gmail.com

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Utopia For Transporters: How To Get There?

Mahendra Arya, Editor-in-Chief



Since eternity, utopian visions have been driving the human world forward. From hoping to fly to conquering diseases, and discovering virgin land to finding permanent peace, humans have been taking risks to reach the new heights. And, this has been paving a way towards the utopian spaces humans wish to live in. Symbolizing progress, the idea of utopia has made human

Symbolizing progress, the idea of utopia has made human imagination more fertile. Though the fantasy world of liberal paradise seems challenging in parts, striving for it will lead to nothing short of development

imagination more fertile. Though the fantasy world of liberal paradise seems challenging in parts, striving for it will lead to nothing short of development.

In short, utopia is such a state that may not be achieved but can be strived for. If the target is high the achievements will always be compared to that. Coming to the transport industry, if we do a market survey and ask all transporters, "What is the utopian condition for giving your best?" The answer will be something like this -

1. Vehicles should run at least 600 km as they do in advanced countries
2. Vehicles should give best possible average
3. There should not be accidents on highways.
4. Highways should be free from crimes
5. All the vehicles should be trackable while on move
6. There should not be any loss due to poor handling
7. Insurance should settle all losses caused in transit without asking transporters to compensate
8. Customers should make payment timely
9. Government should not treat transporters like tax law

violators or tax evaders

10. No law should restrict commercial vehicles on roads

11. Vehicles should move without being stopped for toll

12. Transporters should get reasonable profit from their business.

Believe me utopia exists on the planet Earth. Yes, in countries like US, vehicles enjoy whatever is dreamt above. They get good profits too... The government respects them as nation builders and major contributors to the economy... Insurance companies settle claims. Payments are not delayed. Why things are not all right in India? The reason is 'our attitude' to some extent. We seek industry status for our services, but our business is done by single truck operators like a retail business. Even, goods booking agents run with branch offices having a staff of only one employee.

We want a high running average of vehicle, but do not respect our drivers. It is assumed that drivers will definitely manipulate in diesel consumption. And, drivers assume that as their right at the same time... Salaries and trip charges are fixed. Further, the government has offered us RFID toll solution, but what percentage of our vehicles makes use of that? Also, tracking vehicles has become

A solution can be possible if the government makes it mandatory to install GPS devices. It may be made mandatory for all vehicle manufacturer to install the device and provide the services

easy. However, majority of transporters don't want to install necessary equipment on vehicles. A solution can be possible if the government makes it mandatory to install GPS devices. It may be made mandatory for all vehicle manufacturer to install the device and provide the

services. Older vehicles may be asked for compulsory installation at a subsidized cost.

Earning profit depends on transporters only. We create unhealthy price war in the market in a mad rush to capture entire business as turnover. What is the use of such business where you provide services worth of Rs. 100 crore but get paid profit of Rs.10 crores? Regarding interruption by tax authorities on highways, a strong focused representation through industrial associations is required. Even our customers don't want unnecessary interruption. The GPS tracking will ensure the continuous movement of trucks with goods, hence there will not be any need of interruption.

While talking about utopia for transporters in India, overcoming the existing challenges like poorly-maintained roads, lack of technology, outdated provisions under laws, and traditional trucks, among others, is the top priority task. Considering that roads are an integral part of the goods transport, it gets all the more important for a country like India where nearly 65 percent of the freight is carried by roads, to maintain them and continue expanding the network.

Simultaneously, there is a need to make Indian roads safe as a Ministry of Road Transport and Highways report stated that 17 people died every hour in road accidents in 2017. From introducing lane markings to installing dark eyes, and constructing more roundabouts to developing rumble strips, the Government of India must also deploy more traffic police officials or highway patrol officers to check untoward incidents on roads. Besides, highway crimes are on the rise. Not just the goods get looted, but the life of drivers slips into danger too while they decide to park their vehicles on the roadside and have some rest. It is high time to upgrade Indian highways with roadside amenities, including restrooms, washrooms, medical centres and food courts.

As drivers spend most of their time, when goods are in transit, in the cabins of their trucks, it is important that due attention is given to the comfort and convenience of drivers as well. Considering this, it is important to invest in trucks which have spacious air-conditioned cabins. Also, the vehicles need to be GPS-enabled as this not only helps the driver navigate his way but allows the consignor/consignee to monitor their goods. In addition, trucks must feature advanced driver-assistance systems (ADAS), which have been helpful in reducing road fatalities, by minimizing the human error. Notably, it works by automating and enhancing vehicle systems for safety and better driving.

Good roads, good vehicles... What is left? Good business

practices and laws that help good vehicles cover more and more distance on good roads. Taking up good business practices first, it is very important to standardize operational practices that will help organize the Indian logistics landscape. To achieve this, the transport industry follows a Model Code of Conduct. This document features the duties of a service provider, customer and



more. While the Model Code of Conduct explains about the behavior to be adopted while dealing with customers, it also highlights things to consider while designing contracts. There is no doubt about the effectiveness of this guide, which helps achieve efficiency, quality output and uniformity of performance, while reducing miscommunication and failure to comply with industry regulations. Further, it is important that the standard operating practices fall in line with the rule of land.

Moreover, things have changed for better in the post Goods and Services Tax (GST) era. The move was celebrated by transporters because it eliminated the cascading effect of tax by subsuming taxes like Central Excise Duty, Central Sales Tax, Service Tax and Value Added Tax. Besides, the implementation of GST led to the dismantling of 1,647 commercial tax check posts. From the introduction of e-way bill to promoting digital documentation/payments, and revising Motor Vehicle Act to considering woes, the government is working towards making things smooth for transporters and logistics service providers that contribute big-time to the economy.

By and large, it is important to continue moving and aiming for the best. In this process, the distance to a utopian world will continue to decrease simultaneously. Demonstrating the same, the transport and logistics industry in India witnessed growth despite the weak economic sentiments last year. In fact, it is expected to grow at a CAGR of 10.5 percent.

Utopia is achievable; we need to have desire and drive for that!

x

All Roads Lead To The State Of Utopia **When Technology And Innovation Go Hand In Hand!**



Pradeep Singal
National President, AITWA

Hello friends,

You all know that with the advent of technology and innovation, and the spirit to change for the better, human race is finding itself in a place from where everything

Even the massive world looks very tiny. No doubt then, the world has become ever-more interconnected, and people and products are moving to places with ease

looks approachable. Even the massive world looks very tiny. No doubt then, the world has become ever-more interconnected, and people and products are moving to places with ease.

Road transport has played a significant role in this regard. The oldest mode of communication, ever since the existence of the human race, is driving the business of moving people and packages around the world in the most diligent and simplistic manner. Features such as door-to-

Sometimes, road transport is the only mode for carrying goods and people, especially in remote places where there is no facility of railways, waterways or air transport

door delivery of goods and materials and loading and unloading facility make it stand out from other modes of

transportation. Sometimes, road transport is the only mode for carrying goods and people, especially in remote places where there is no facility of railways, waterways or air transport. And, it's the road transport that makes the goods delivery possible between cities, towns and small villages.

However, as greats say, with advantages there also come limitations. Road transport, in spite of various merits, has

For instance, the chances of accidents and breakdowns are higher than other modes of communication. So, in a way, road transport is not as safe as other means of transport. It also carries a taboo as an unorganized sector which means it is irregular and undependable

some major challenges also. For instance, the chances of accidents and breakdowns are higher than other modes of communication. So, in a way, road transport is not as safe as other means of transport. It also carries a taboo as an unorganized sector which means it is irregular and undependable. As for rates, road transport has an unstable and unequal fare card. Also, it is considered slow, which is a major setback to the equation. Further, transporting bulky goods over long distances is unsuitable and costly.

Moreover, road transport has an inevitable impact on the environment. These vehicles are a serious threat to global warming and have adverse respiratory health effects as they emit nitrogen dioxide, volatile organic compounds, carbon monoxide and various harmful air pollutants, including benzene.

However, researchers and scientists in this sector are putting their best effort to turn things around. Things have already moved for better as the introduction of electric vehicles has reduced air-polluting emissions. And, the construction of solar panel roads and cars will further improve the condition. There is not even an iota of doubt that road transport will achieve the utopian state sooner than later.

Utopian roads to make a utopian transportation system!

From assessing road needs and transport options to planning a system to meet those needs; designing an economically, socially, and environmentally acceptable set of roads to obtaining the required approval and financing; and building, operating, and maintaining the system to providing for future extensions and reconstruction, the process of an ideal/utopian road follows several steps.

Road Planning, Road Design & Road Maintenance:

An ideal road should be closely associated with the popular centres of commerce, industry and trade. Estimating traffic on a route requires a prediction of future population growth and economic activity, an estimation of their effects on land use and travel needs, and knowledge of any potential transport alternatives. Further, the life of a road structure depends on the quality of its maintenance and minor renovation. Roads must be inspected on a continuous basis so that the repair work can happen on time. This enables roads to be safe, provide good driving conditions, and prolong their life.

Road Operation & Road Safety:

The instructions and information provided by roadway markings, signs, and signals make the traffic management easy. These are subject to legal control via the rules of the road, and users must follow these. It is important to have



traffic police (or road patrols or highway police) on roads to enforce driving regulations. This enables improved road safety and traffic flow. They also regulate traffic at

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the scene of an accident and investigate accidents. Traffic enforcement has been aided by the use of technology (cameras, radar, video, and inductance loops) to detect and record traffic offenders automatically

Let us hope for better road transportation in future.

Jai Hind!

x

How Far Technology Is Shaping The Utopian World Of Transporters?

Ashok Gupta, Hon. General Secretary, AITWA



Who has ever thought of receiving a parcel from a self-driving robot? None... Except for those utopian thinkers who were passionate about imagining mobility. The six-wheeled robot, called Scout, by Amazon has been launched to fix the last-mile delivery and driver shortage problems. Also, Amazon Scouts are powered by electric batteries and move at a walking pace. Undoubtedly, these mini creatures seem to

The six-wheeled robot, called Scout, by Amazon has been launched to fix the last-mile delivery and driver shortage problems

have huge potential in changing the landscape of freight transport.

While talking about autonomous delivery robots, the discussion will be incomplete without self-driving vehicles, especially trucks. From Embark to Uber/Otto, and Waymo to Volvo, everyone wants to be the first and win the race. Not to forget, Daimler has been in the autonomous truck race for longer than any of the existing players. Notably, it first demonstrated a self-driving vehicle back in 2014. Also, Daimler is guiding Mercedes-Benz for its Future Truck 2025, which uses the Highway Pilot system to navigate highways without human assistance. It is majorly based on the platooning technology, where trucks drive themselves closely behind one another thereby reducing air resistance and fuel consumption.

Another manufacturer, Tesla had launched a fully electric semi-truck in 2017. The Semi can go a 500-mile distance between charges; hauling 80,000 pounds along the way. Just like its cars, Tesla chief Elon Musk announced to install autopilot self-driving software as standard in these trucks. The software will manage the vehicle's accelerator, brakes and steering on highways with clear lane markings. Otherwise, the driver needs to take control of things like a

boss.

Besides, a growing body of work has addressed many transport problems over the past five decades. From Internet of Things (IoT) to artificial intelligence (AI), and transport management systems (TMS) to the blockchain technology, the latest technologies are driving growth for transporters across the world. Making business more organized, these technologies indeed ensure improved efficiency, better cost control and enhanced process visibility. Software solutions like advanced TMS help in planning and controlling, tracking and telematics, quoting, order management, invoicing and accounting, across all modes of transport. And, integrating a TMS with enterprise resource planning (ERP) software enables further growth and process improvements.



Not just this, comprehensive fleet management system (FMS) and warehouse management system (WMS) have completely revamped the way transporters work across the world. To ease their lives further, transporters are employing global positioning system (GPS) and radio frequency identification (RFID) technologies to track, monitor and recover vehicles with goods, assets and drivers. Additionally, AI-enabled solutions are further helping with enhancing a business' ability to save time and money by increasing productivity and operational efficiencies.

Not just this, the contribution of smartphone technology. As these devices have become extremely popular, more and more people have started to integrate mobile apps into

their business space. Across the world, transporters are using several 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.

With technological advancements, attention is being also paid to making highways more safe and secure. From automatic emergency braking (AEB) to speed limiters, the government must pitch in to prevent needless deaths and injuries at the hands of big rigs by simply defining the top speed for certain class of vehicles. Besides, alerting a driver to an imminent crash, it allows using the maximum braking capacity of the vehicle. Further, an AEB system will independently brake if it doesn't get any human response and the situation grows critical.

Moreover, an intelligent speed adaptation (ISA) system, which warns the driver (visibly and/or audibly) that the speed limit is being exceeded, must be installed. Besides, alcohol ignition interlocks must be considered. The device

In addition, CCTV cameras must be installed on roads and highways to offer real-time data to traffic officials

measures alcohol in a person's system. And, if it exceeds a pre-programmed level, the device temporarily locks the vehicle's ignition. In addition, CCTV cameras must be installed on roads and highways to offer real-time data to traffic officials. These help monitor roads and traffic violations that include overspeeding vehicles, motorcyclists without helmets, etc. Other than these, better road and highways must have phone booths and health care centres to seek help from the quick response

teams in case of accidents.

Notably, better roads contribute to the overall quality of life of the citizens of a country. Besides ensuring the movement of goods and people, the construction of roads could also provide a much-needed boost for employment in the country. Also, wayside side amenities must be established at a distance of every 100 km on all the national highways. Further, tax free zone/area for transshipment hubs (transport logistics hubs) must be available at state borders to ease the movement of goods. Apart from this, primary health care centres must be constructed at 150 transport logistics centers across the country. Moreover, it is important to create a social security net for commercial drivers.

The Government of India can help in realizing this dream of utopian world by offering solutions to many long-pending demands of road transporters. They believe that seamless movement of goods will be facilitated when toll plazas will fall into deep slumber. Also, transporters have been

They believe that seamless movement of goods will be facilitated when toll plazas will fall into deep slumber. Also, transporters have been urging to make suitable changes in the Carrier Act to protect their interest

urging to make suitable changes in the Carrier Act to protect their interest. Not just this, they want government to bring laws to ensure payments to carriers within 30 days. Further, transporters have been appealing to reduce TDS on trucks to 0.2 percent from the existing 2 percent. Moreover, they want government to pay immediate attention to their issues related to the Goods and Service Tax (GST), including e-way bill system. Along with this, transporters have been demanding to remove GST from the third-party insurance.

Besides, transporters in India want that fuel prices must be regulated quarterly unlike the current scheme where they change daily. Also, they want central government to publish freight index every month. Undoubtedly, resolving these issues alone can make road transport landscape in India greener.

Utopian Conditions For Transporters In India: Let's Imagine The Best!



Often referred to as 'paradise,' 'ideal world,' 'heaven' and 'happy valley,' utopia literally means 'an imagined place or a state of things in which everything is perfect. Also, the concept of utopia covers both, physical and imaginative spaces. In order to host utopian spaces, one must be able to contemplate better alternatives to what there is now. And, this must be a constructive discussion about the present world and different futures one can imagine. Simultaneously, it is also important to look at concrete examples that can be considered utopian attempts at making the world better.

For most of it is about a better and more desirable world, there are some negative connotations attached to the term, utopia. The history holds precedence of bad utopias, which were attempts to build idealized societies on the suffering of others. The societies around the Second World War and the Holocaust were the perfect world only for the ones who stigmatized, marginalized or actively destroyed others. That is why, it is equally important to discuss practical attempts that are making all

the difference to the way one could live in the world.

While it is important to hold discussions related to the utopian conditions for everything that impacts life, this article particularly deals with the road transport industry, which is not only a major contributor to any economy but affects everyone's life in any part of the world.

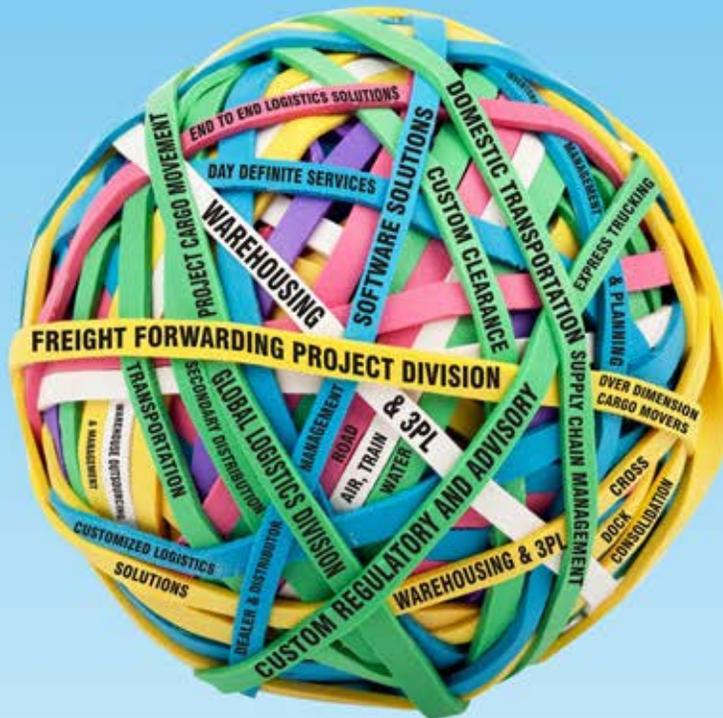
Let's have a look at what has been done and what can be done to keep the problems of Indian transporters at bay while they strive for a perfect world for them

Let's have a look at what has been done and what can be done to keep the problems of Indian transporters at bay while they strive for a perfect world for them.

In India, where roads carry around 65 per cent of the country's freight, it is very important to have good roads and related infrastructure. But, it is not so. Indian roads are infamous across the world so much so that they are often termed as bloody roads. From being poorly maintained to the lack of all-season roads, India has a long way to go in this direction. But, the good part is that the Government of India has started to take serious actions in this regard.

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government has controlled to quite an extent the menace of overloading, which leads to wear and tear of roads, with the introduction of multiple axle vehicles and strict fines at tolls.

While talking about making roads better, the government must take cues from other countries. It must consider turning lanes at stop-controlled intersections that can help dramatically to reduce crashes. Also, grooved sections

Further, paving a gradual 30-to-35 degree slope to a road's edge helps prevent the notoriously dangerous rollovers and crashes. Besides, roundabouts - circular intersections - cut crashes to a great extent

loudly announce when tires veer off course. In addition, shoulder strips are known to lower crashes on freeways. Further, paving a gradual 30-to-35 degree slope to a road's edge helps prevent the notoriously dangerous rollovers and crashes. Besides, roundabouts - circular intersections - cut crashes to a great extent. Not just this, different lane markings caution drivers when they need to turn, merge or change lanes.

To further reduce collisions, median barriers that separate opposing traffic on divided highways are a must. Also,

Moreover, larger and more legible signs that are easier to read and understand at the highway, must be installed. In order to make roads safer, it is equally important to focus on the highway robbery cases

solar-powered signs must be employed because flashing LED signs call attention to what is important. Moreover,

larger and more legible signs that are easier to read and understand at the highway, must be installed. In order to make roads safer, it is equally important to focus on the highway robbery cases. Though, the police have listed modus operandi of most gangs of highway robbers in order to aware truck drivers and help them keep any untoward incident at bay, it is not sufficient. It is necessary that the government establishes a special central task force to put the highways on order.

Also, there is a need to invest in building roadside amenities, such as restrooms, medical centres and food joints. Further, plans need to be chalked out for installing automated number plate recognition (ANPR) cameras, which not only capture the images of vehicles passing by but their registration numbers as well. Moreover, the

Moreover, the victim should be allowed to lodge the FIR related to the highway robbery irrespective of the location and jurisdiction so that investigation can begin at the earliest

victim should be allowed to lodge the FIR related to the highway robbery irrespective of the location and jurisdiction so that investigation can begin at the earliest.

While discussing what all can make roads better in India, it is equally important to ensure seamless movement of goods and passengers within the country. Notably, India has 371 toll plazas and truckers want them closed. Truckers say if the Centre could shut down 1,647 commercial tax check posts after the Goods and Services Tax (GST) was rolled out on July 1, 2017, closing toll gates shouldn't be a big challenge. Truckers have been suggesting a system wherein the government collects toll fee annually in advance. But, the Centre is in favour of digital payment of toll fee. The ministry of road, transport and highways (MoRTH) had asked automobile manufacturers to provide radio frequency identification



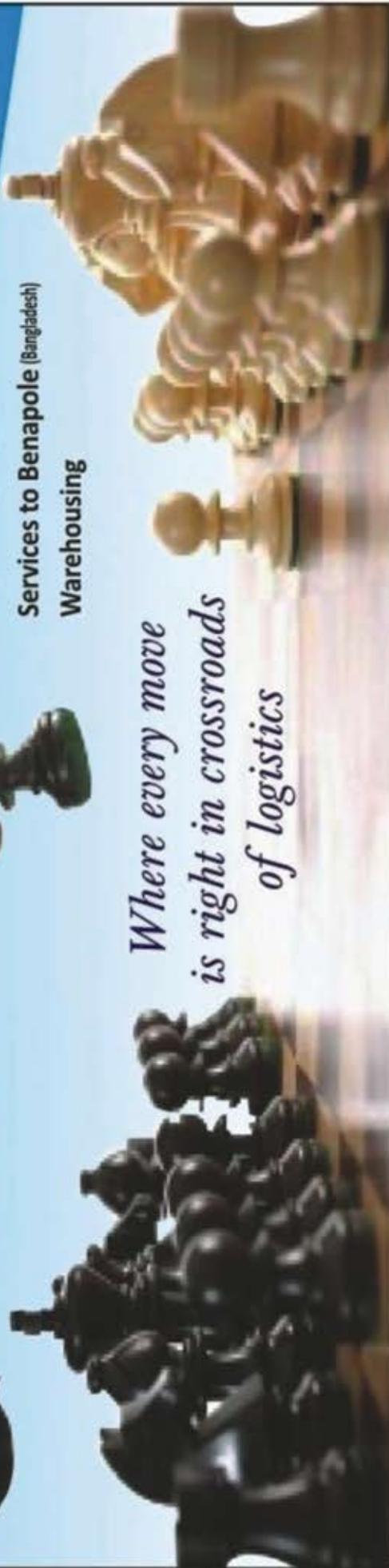
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device (RFID) tags in vehicles to enable electronic payment at toll plazas.

Aimed at the seamless movement, the e-way bill system was introduced that replaced the waybills and transport bills applicable in the pre GST era. Notably, an e-way bill is used by businesses to transport goods worth over Rs. 50,000 both within and outside a state. Though late, its entry offered solutions to transporters' problems of excessive documentation for inter-state transport of goods, and waiting for long in queues at check posts.

Even after the implementation of GST, truckers often complain about harassment by flying squads of the tax department which consumes a lot their transit time. Now, the government has allowed that the driver can have an electronic copy of the document like RC, license, etc. Besides, FASTag/RFID tag and GPS have been made mandatory in vehicles that will make things better for the logistics industry in India.

Coming to the need for ideal vehicles in the transport and logistics industry, the future lies in the green vehicle technology. Either battery-operated vehicles or the ones running on biofuel, Road Transport and Highways Minister Nitin Gadkari, on several occasions, has made it clear that the Modi-led government won't be compromising when it comes to combating air pollution. Also, he has been promoting vehicles using electricity, ethanol, biodiesel, CNG or methanol for quite some time now. Besides Bharat Stage (BS) VI, the government is ready to finalise the second phase of FAME (Faster Adoption and Manufacturing of

(Hybrid & Electric Vehicles) India, which highlights its push towards clean mobility.

From being fuel efficient to environment friendly, now the generation next vehicles need to be driver friendly too. The new-age truck cabins need to be more spacious and air-conditioned considering the comfort of drivers on a

Either battery-operated vehicles or the ones running on biofuel, Road Transport and Highways Minister Nitin Gadkari, on several occasions, has made it clear that the Modi-led government won't be compromising when it comes to combating air pollution. Also, he has been promoting vehicles using electricity, ethanol, biodiesel, CNG or methanol for quite some time now

long trip. These days, fleet owners have started to opt for advanced driver-assistance systems (ADAS). As most road accidents occur owing to the 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.

The need of the hour calls for embracing technology. And, there is no escape to this if transporters and logistics service providers in India want to keep sailing smooth. From transport management system (TMS) to enterprise resource planning (ERP), and fleet management system (FMS) to fleet management system (FMS), there is so much more to enhance operational efficiency. In addition, one must not forget the global positioning system (GPS) technology that helps help monitor driver behavior, including detecting harsh braking and cornering.

Also, technologies like internet of things (IoT),



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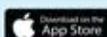
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blockchain and artificial intelligence (AI) are changing the landscape of transport and logistics across the world. Along with this, mobile applications are taking the

practices, dealing with customers, designing contracts and more. Further, it is important to standardize documents, processes and systems for smooth and transparent



industry by storm as smartphone users are growing with each passing day. 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 help save costs, improve process visibility and reduce paperwork. 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.

Along with better roads, good vehicles, improved laws and advanced technology, the industry needs to adopt a model code of conduct when it comes to business

Along with this, mobile applications are taking the industry by storm as smartphone users are growing with each passing day. These days, trucking businesses are using apps to improve their operations and increase the level of accessibility their customers have to them

transport operations. Certainly, this will benefit all the stakeholders in the transport trade, including booking agents/transporters, truck suppliers, truck owners and customers. Acting as a comprehensive guide defining the duties and responsibilities of industry members, it is indeed required. Further, this features information on working and standard tariffs will smooth transactions to a greater extent. Moreover, the model code of conduct shall

share practices to be adopted for charging penalties, dealing with claims made and dispute resolution.

There is not even an iota of doubt that the transport and logistics industry in India and abroad will soon reach its utopian world if it continues embracing changes for the good and standing united to work for its development.

Carriage By Road Cost Index (CRI) - October 2018

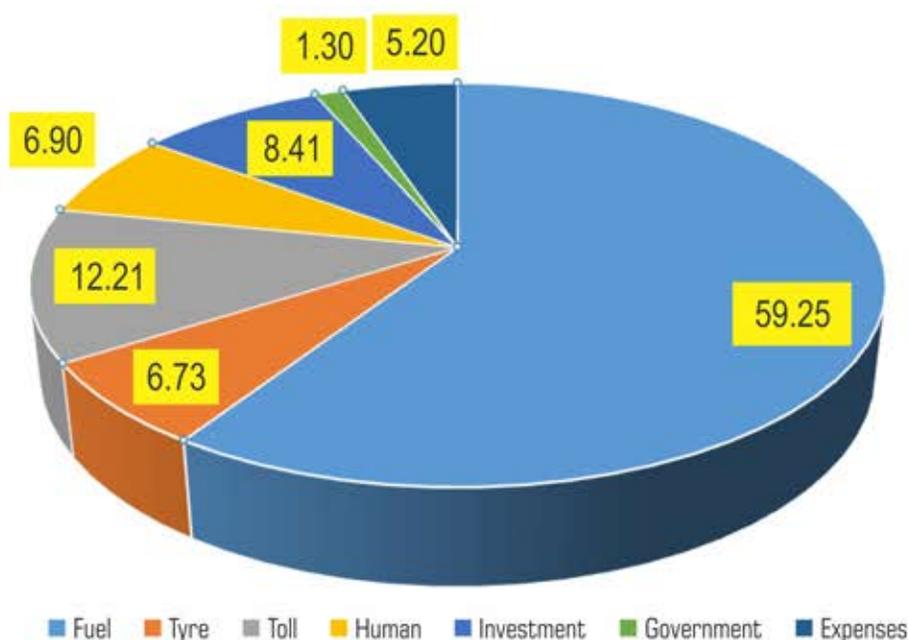
CRI October 2018 - 133.39

Data Updated upto October 1, 2018

Average Diesel Price as on October 1, 2018 - **Rs. 77.79** per litre.

Cost Distribution Pie September 2018

CRI PIE Chart October 2018



Changes: Matrix - September 2018	
Diesel	6.24 %
Tyre	5.67 %
Capital Cost	2.30 %
Change in Index	5.50

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

Report: India To Surpass China To Become Second Largest Oil Demand Centre In 2019



India will surpass China to become the second largest oil demand growth centre globally in 2019 on back of buoyant auto fuel and LPG consumption, research and consultancy group Wood Mackenzie said Tuesday.

In a report, Wood Mackenzie said India's oil demand growth recovered strongly in 2018, overcoming the aftermath of the implementation of Goods and Services Tax (GST) and demonetisation, and contributed 14 per cent of the global demand growth or 2,45,000 barrels per day.

It said, "We forecast oil demand to grow at the same level in 2019. This will result in India becoming the second largest demand growth centre globally in 2019, behind the US but ahead of China. Transport fuels – gasoline and diesel – and residential LPG will continue to be the two main drivers of oil demand growth," reported PTI.

According to the US Energy Information Administration (EIA), India is currently ranked behind the United States

and China as the world's third-largest oil consumer. It consumed 206.2 million tonnes (over 4 million bpd) in the 2017-18 fiscal year.

During April-December, consumption of petroleum products has been 157.4 million tonnes, up 2.5 per cent over year-ago period.

During April-December, consumption of petroleum products has been 157.4 million tonnes, up 2.5 per cent over year-ago period

Last August, oil cartel OPEC projected India's oil demand to rise by 5.8 million barrels per day (bpd) by 2040, accounting for about 40 per cent of the overall increase in global demand during the period.

Mackenzie said diesel, the most consumed fuel in the country, is projected to grow by 6.4 per cent or 1,12,000 bpd year-on-year in 2019 compared with 93,000 bpd in 2018.

This was because of "buoyant commercial vehicle sales facilitated by sustained infrastructure growth, and increasing demand from the construction, logistics, e-commerce and consumer goods sectors," it said.

Also, the push will come from a demand-based approach



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instead of a tax-based approach in the logistics sector, following the implementation of the GST, which has led to the removal of inter-state taxes. "This is a structural shift, resulting in increased demand for heavy and medium-duty trucks to achieve economies of scale and operational efficiency."

More importantly, general elections in May will lead to increased travel activity for campaigning and implementation of infrastructure projects, which will bolster demand in the first half of 2019, Mackenzie said.

"Key risks ensue as crude price volatility is expected to persist. Historically, short-term gasoline demand has been relatively inelastic to retail prices in developing economies such as India. Even though higher retail prices affect consumer sentiment for new vehicle purchases, we believe this trend will continue with income effects driving the demand, subduing the price effects," it said.

LPG demand growth will remain robust in 2019 at 5 per cent (40,000 bpd) although it is lower than the 56,000 bpd growth achieved in 2018. "The number of new household LPG customers continued to surge, driven by the Ujjwala scheme to promote clean cooking fuel in rural areas. That said, there is a largely untapped market, as around 50 million households remain deprived of LPG," it said.

On the use of electric vehicles, it said only 2,60,000 EVs have hit Indian roads, majority being two-wheelers.

"Electric car sales, for instance, declined by 40 per cent to a mere 1,200 units in the financial year 2018 over the financial year 2017, while electric two-wheeler sales rose 138 per cent to 54,800 units during the same period. In contrast, China had a stock of 1.8 million EVs and 258

million e-bikes at the end of 2018," it said.

This year, it said, will be an important year as the final version of the National Auto Policy and the second phase of the FAME scheme will be released.

"The question is the timing – will it be before or after the elections? Will the Modi government change tack if it is not re-elected? Will this ambiguity continue to deter

wider adoption? Automakers seem to have realised that EV adoption is not a question of 'if'. For instance, Maruti Suzuki, the largest automaker in India, will launch an electric version of one of its best-selling entry-segment cars – the Wagon R – in Q1 2019," Mackenzie said.

Another key challenge will be stakeholder management and coordination across the different ministries, government bodies and industry participants while the policy is formalised.

Stating that two-wheelers will dominate the electric mobility landscape in the personal transport sector, it said India offers huge potential for automakers as car ownership levels are very low (23 per 1,000 capita).

Rising income levels will increase car ownership and most global automakers are closely watching this lucrative market.

At the same time, two-wheelers should not be ignored – with current ownership six times larger than four-wheelers.

"We believe that two-wheelers are the more effective option given their utility in intra-city travel, less need for public charging infrastructure and availability of battery technology. Two-wheelers will eventually leapfrog four-wheelers towards the goal of a greener and sustainable mobility future," it added.



Rising income levels will increase car ownership and most global automakers are closely watching this lucrative market. At the same time, two-wheelers should not be ignored – with current ownership six times larger than four-wheelers

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CRISIL: Construction Of 800-km-long Highways Could Be At Risk This Fiscal



CRISIL Research has lowered its execution forecast in National Highways Authority of India (NHAI) projects for fiscal 2019 to 3,600-3,800 km from earlier anticipated 4,300 km due to delay in releasing appointed date (the de facto starting date of a project), seven years after awarding the contracts.

The ratings agency said, "We estimate around 800 km of execution is at risk this fiscal because many hybrid annuity model (HAM) projects are still awaiting appointed dates seven months after they were awarded," reported MoneyLife.

It added, "Based on the current status of appointed dates in HAM and EPC projects awarded by the NHAI recently, we believe execution could reach 9.9 to 10.4kms per day this fiscal. This would be lower than the 11.8kms per day estimated, but better than last fiscal's 8.4kms per day."

CRISIL has analysed 40 HAM projects amounting to 1,913 km, which are over 55 per cent of total HAM awarding that year, awarded by NHAI in fiscal 2018. In all, 3,400 km of HAM projects were awarded last fiscal.

"Our analysis indicates many have achieved financial closure, but most of them are still awaiting appointed dates on account of delays in land acquisition or regulatory clearances," the ratings agency said, adding, "Our interactions with stakeholders indicate land acquisition for most of the projects awarded is in the advanced stages, but lenders would begin disbursements only after the mandatory 80% land is in at least the 3G stage. Some projects could receive their appointed dates next month, while some others are yet to achieve financial closure."

According to CRISIL, the situation in projects awarded under the engineering, procurement, construction (EPC) model is better than HAM. Notably, land acquisition is higher in EPC than HAM because the NHAI gets additional 150 days' buffer on account of time taken by developers for financial closure. Further, in the build-operate-transfer (BOT) era, execution began even if the land acquired was less. But this became a key risk and led to big decline in construction activity between fiscals 2012 and 2014.

"While execution could decelerate this fiscal, the cautious approach to HAM would benefit in the long term by reducing risks. Then there have been concerns regarding the balance 20% land to be provided within 180 days of the appointed date. Some projects in the advanced stages of execution are yet to receive the balance right of way, potentially affecting execution," CRISIL says.

Moreover, out of the 1,913 km of HAM projects considered for this analysis, around 390 km are pending financial closure. Of this, around 180 km projects have gone past the five-month window available for financial closure.

According to CRISIL, "Currently, 11 public sector banks, accounting for 18-20% of total banking credit, have been put under the Reserve Bank of India's prompt corrective action (PCA), which prohibits them from lending to risky segments, including under-construction road projects. Additionally, the short-term liquidity crisis has heightened risk perception towards non-banking finance companies (NBFCs), resulting in an increased cost of funds for them."

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Highway Projects Worth Rs. 1 Lakh Crore Planned For Andhra Pradesh

Road Transport and Highways Minister Nitin Gadkari inaugurated a series of projects in Andhra Pradesh and said the government is planning national highway projects worth Rs. 1 lakh crore in the state.

He also laid the foundation stones of several other projects, with all of them collectively adding up to a total length of 1,384 km and a total investment of Rs. 16,878 crore, a Ministry statement said.

Speaking on the occasion, Gadkari said the length of national highways in Andhra Pradesh before May 2014, when the BJP came to power at the centre, was 4,193 km, which had now increased to 7,246 km (including in-principle national highways).

He said, "Total likely investment in Andhra Pradesh is Rs. 1 lakh crore for development of national highways including about 2,520 km of roads amounting to Rs. 44,000 crore under Bharatmala," reported IANS.

Gadkari said a total of 108 projects (including non-national highway projects) costing Rs. 1,64,719 crore



were identified for the state, out of which, 19 projects worth Rs. 2,242 crore had been completed till October 2018.

He said 53 focus projects of Rs. 33,042 crore were planned for completion during 2018-20 and 27 were under implementation with investment of Rs. 83,713 crore.

"Thirty-eight projects with investment of Rs. 74,000 crore are under various stages of development. Further, DPR is under preparation for 23 projects worth Rs. 4,151 crore," he said.

Gadkari added that 36 road projects and nine industrial clusters were planned for the state under Sagarmala programme in the state.

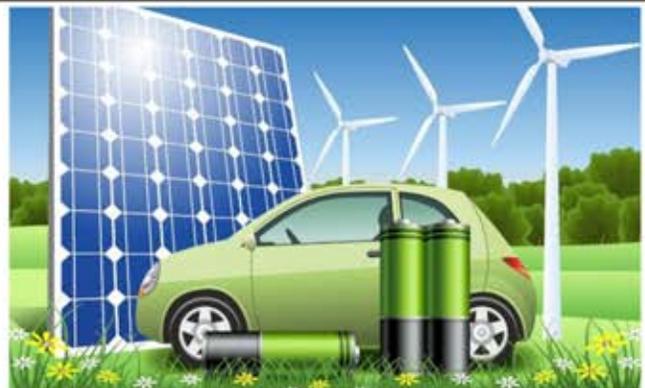
Government: Need To Focus On Alternative Fuels

Union minister for transport Nitin Gadkari stressed the importance of moving towards alternative fuels like methanol, ethanol and electric and said that it will reduce the dependency on fossil fuels costs less. Gadkari was speaking at a symposium on 'empowering mobility - the safe and intelligence way', organised by Automotive Research Association of India (ARAI).

He said, "Our crude oil import bill is of Rs 7 lakh crore and this cost is creating big economic problems for the country and at the same time, the use of fossil fuels are creating pollution. As there is a lot of agriculture raw material waste, there is a need to convert it into energy through waste and move towards the alternative fuels like methanol, ethanol, biofuels and electric," reported IANS.

He added that the prime minister has already declared that by 2022, we will have to reduce the import bill of crude oil by 10 percent. He said that his priority is for the agriculture. "We are facing all the urban problems because we have neglected the rural agriculture." As urban population is bound to increase and it will create a lot of issue as cities like Pune, Mumbai, Chennai and Delhi are already feeling the pinch. "

If biomass projects are set up in the rural areas, it will create a lot of employment and people will not have to move towards the cities," he said. He added that since all



these raw material needed to make the biofuels are available in the rural areas, the social-economic scenario will also change.

He said that barring some states, public transport is facing losses. "So we need to convert the public transport on to electric or to ethanol," he said. Gadkari said the government will soon provide 40 buses that run on methanol for use in public transport in cities like Guwahati, Mumbai, Navi Mumbai and Pune (10 each).

Considering that biofuels can now be used in the aviation sector, the minister said he plans to develop Gadchiroli district in the Vidarbha region as a hub for production of biofuels since this district has required natural resources for the same. Prashanth Guru Srinivas, a member of core committee on methanol in the Niti Aayog, said successful application of methanol in automotive fuel will lead to a 20 percent reduction in import of crude oil by 2030.

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E-way Bill To Be Integrated With NHAI's FASTag To Track GST Evasion From April

The GST e-way bill system is likely to be integrated with NHAI's FASTag mechanism from April to help track movement of goods and check GST evasion.

The revenue department has set up an officers committee to integrate e-way bill, FASTag and DMIC's Logistics Data Bank (LDB) services, after consultation with transporters.

"It has come to our notice that some transporters are doing multiple trips by generating a single e-way bill. Integration of e-way bill with FASTag would help find the location of the vehicle and when and how many times it has crossed NHAI's toll plazas," the official said.

The integrated system on an all-India basis is planned to be rolled out from April, the official told PTI.

Karnataka is implementing an integrated system on a pilot basis, and integration at national level would be highly beneficial in terms of tracking of goods and ensuring that e-way bill has been generated for the correct duration of travel.

"The officers committee would explain the benefits to all stakeholders," an official said, adding the move would also improve operational efficiencies across the country's logistics landscape.

Currently, lack of harmonisation under the 'track and trace' mechanism in terms of sharing information among different agencies is affecting the ease of doing business in the country. Besides, it is leading to misuse of e-way bill.

"This would also help in preventing goods and services tax (GST) evasion by unscrupulous traders who take advantage of the loopholes in the supply chain," the official said.

Central tax officers have detected 3,626 cases of GST evasion/violations involving Rs 15,278.18 crore during April-December period.

Touted as an anti-evasion measure, e-way bill system was rolled out on April 1, 2018, for moving goods worth over Rs 50,000 from one state to another. The same for intra or within the state movement was rolled out in a phased manner from April 15.

Transporters of goods worth over Rs 50,000 would be required to present e-way bill during transit to a GST inspector, if asked.

"The integration of the e-way bill system with FASTag and LDB is expected to help boost tax collections by clamping down on trade that currently happens on cash basis," the official said.

The National Highways Authority of India (NHAI) has put in place the FASTag system for collection of toll electronically on national highways. FASTag also offers non-stop movement of vehicles through toll plazas.

Integration of e-way bill with FASTag will help revenue authorities track the movement of vehicles and ensure that they are travelling to the same destination as the transporter or the trader had specified while generating the e-way bill.

It will also help the suppliers locate the goods through the e-way bill system. Transporters, too, would be able to track their vehicles through SMS alerts that would be generated at each toll plaza.

Similarly, Delhi-Mumbai Industrial Corridor's (DMIC's) container tracking services, also called LDB programme, would be integrated with the e-way bill to improve the logistics ecosystem.

With GST system now stabilising, the focus of the Central Board of Indirect Taxes and Customs is now on increasing compliance and checking evasion.

The government has also set up the Directorate General of GST Intelligence (DGGSTI) to investigate cases of tax evasion and conduct search and seizure operations under the GST Act, and erstwhile Excise and Service Tax Act.





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Four-laning Project For NH 75 Hits A Roadblock

The four-laning work of the Mangaluru-Bengaluru National Highway 75 between Addahole and B.C. Road, which is a 65-km-long stretch, in Dakshina Kannada has hit a roadblock with contractor Larsen & Toubro reportedly submitting a letter of foreclosure of the contract to National Highways Authority of India (NHAI), reported The Hindu.

It is said that Larsen & Toubro have decided to exit the contract 20 months after the work order was issued in March 2017 owing to the frequent additions and deletions of work and non-availability of working area at many places.

Notably, the contract asks for completing the four-lane concrete road within 30 months at a cost of Rs. 821 crore under the engineering, procurement and construction (EPC) mode. Further, the project involved the construction of 14.5 km service roads, two flyovers, two major bridges, 14 minor bridges, nine underpasses and a toll plaza. During the last 20 months, the contractor had cleared nearly 7,000 trees and commenced earthwork to get 45 m of the right of way.

Sources told The Hindu that NHAI was yet to get forest clearance for about a 21-km road stretch where additional land was required to execute slope cutting of the hills. NHAI also wanted to enhance the size of three elephant



underpasses between Addahole and Periyashanthi besides widening three minor bridges to facilitate the wildlife movement.

Further, the sources shared that NHAI wanted vehicular underpasses against the proposed pedestrian underpasses at Nellyadi and Rekhyia villages, considering the growing traffic in the future. It also wanted to convert proposed at-grade junctions at Subrahmanya Cross and Puttur Cross near Uppinangady, Melkar Junction and Narikombu into vehicular underpasses.

The sources added that NHAI had turned down the L&T demand to change the scope of contract by adding these works likely to cost Rs. 108 crore as it exceeded 10 per cent of the original contract and instead, wanted to take up works on its own. NHAI also deleted 1.2 km elevated road to bypass Kalladka town from the scope of contract. With all these developments, the contractor, who has spent Rs. 145 crore, felt that it would incur further losses on continuation of work and decided to withdraw.

Government Announces Rs. 8,500 Crore Package For Chandrapur District Of Maharashtra

Union Road Transport and Highways Minister Nitin Gadkari announced a package of Rs. 8,500 crore for the Chandrapur district of Maharashtra, reported All India Radio.

It is to be noted that the package comprises 576 km roads, a bridge, and other developmental works.

Addressing a public meeting in Bamni near Chandrapur, the minister emphasised on the completion of the Gosikhud irrigation project.

Later, Mr. Gadkari laid foundation stone of "Central



Institute of Plastic Engineering and Technology or "CIPET" in Tadali, Chandrapur district.

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Scania Tests Autonomous Trucks With Rio Tinto In Western Australia



Swedish manufacturer of commercial vehicles Scania is testing a new generation autonomous transport system at Rio Tinto's Dampier Salt operations in Western Australia. The first phase of the trial started in August 2018 and involves a Scania XT 8x4 autonomous tipper truck working separately from Dampier's active operations.

In this initial stage of the trial, a safety driver rides in the vehicle to observe the truck's performance and intervenes, if necessary. Further, additional autonomous Scania trucks will be added to develop vehicle-vehicle awareness and intelligent fleet supervisory controls in the subsequent phases.

Rob Atkinson, Rio Tinto head of Productivity & Technical Support, said, "We're pleased to be trialling this technology in trucks that are smaller than our traditional haul trucks. This has the potential to give us more flexibility in the way we operate in a number of areas across Rio Tinto. We have seen automation create safer and more efficient operations in our business and this is a next step in evaluating options for delivering further improvements through the use of technology," reported

International Mining.

Björn Winblad, Head of Scania Mining, said, "Mining sites given their high vehicle utilisation rates are ideal for testing new autonomous technology. The industry can reap the safety and productivity benefits of automation, and the experience gained here will be instrumental in developing fully autonomous solutions for other transport applications. It is very encouraging to note that the truck has been performing in a safe manner and in accordance with expectations with regards to the operations."

Further, "Self-driving trucks are one of the many pieces of the puzzle that Scania is developing on the road towards safe, sustainable and fossil-free transport solutions," says Scania's President and CEO Henrik Henriksson. Taking cues from this, Scania has agreed with Finnish firm Ahola Transport to use its trucks and technology to test semi-autonomous convoys comprised of three or four self-driving trucks. Moreover, Scania and MAN are using platooning and self-driving trucks to test globally networked transport solutions in order to change the conventional freight transport environment.

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How Far These New Age Trucks Can Go In The Race To Be A Golden Truck? Let's Find Out!

This edition of Parivahan Pragati introduces Tata Motors' new age trucks that will be competing with the rest to be the Golden Truck. Recently, Tata Motors hosted a first of its kind end-to-end, experiential expo for the Indian e-commerce industry, reported Financial Express. The company, India's leading commercial vehicle maker, showcased some of its bestselling variants across its commercial vehicle segment at the event.

Also, a range of 13 fully built and ready to use vehicles, which were exclusively developed for the e-commerce industry, were put on display. Notably, these vehicles are designed to commercial applications, including hub-to-hub-to-spoke transportation and the end-to-end delivery. Further, the last mile distribution vehicles such as Ace Delivery Van for E-commerce goods, Ace Zip panel van for e-commerce packages and Super Ace Mint XPS for voluminous goods transportation, were presented. As per the company these vehicles offer customized payloads and deck lengths to carry light goods including vehicle spare parts, fruits and

vegetables. Besides, Tata's Super Ace Mint features an insulated container for temperature-controlled transportation.

Based on Ultra trucks range, Tata also introduced its range of light and intermediate commercial vehicles that come loaded with modern features like OTP lock, CCTV cameras, load sensors and telematics system.

The company, India's leading commercial vehicle maker, showcased some of its bestselling variants across its commercial vehicle segment at the event

Further, the Ultra series of trucks are powered with Tata's high-performance Turbotron engine. Vehicles such as 24 FT MS Container on Ultra 1518/53, 20 FT MS Container on Ultra 1014/45, 20 FT MS Reefer on Ultra 1014/45, 3 Side Openable - MS Container On Ultra 1518/53, 22 FT MS Container on LPT 1412/48 and 10 FT MS Container on SFC 407/33, were up on display at the event.

Tata's hub-to-hub transportation vehicles included trucks from the MHCV portfolio, such as 24 Ft refrigerated container on LPT 1613/52 and 32 Ft Refrigerated Container on LPT 2518/68, 31 Ft MS Container on SIGNA 2818/68 AMT, and 32 Ft MS Container on LPT 1618/68.

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4th AIR CARGO SUMMIT-2018

Enabling Continued Growth of Air Cargo - 4th PHD Air Cargo Summit-2018

In the **Inaugural session**, in accordance with his usual articulate manner, **Guest of Honour Jayant Sinha, Hon'ble Minister of State for Civil Aviation** gave the special address, in which he lamented that working in the government what they lack is that they do not build up competitiveness. Jhaver is a new airport in the making, with IGI Delhi Airport having already crossed the 70 million (mn) passenger (PAX) per year mark. Jhaver is expected to start with a capacity of 40 mn PAX per year. Sinha feels it is favourably placed as a location – plain flat land and a large catchment area, comparing it with Shenzhen, in mainland China, (which was built as a counter balance to Hong Kong, then in British hands). Pollution level there is also much lower than in Delhi.

He was happy that Guwahati, (as part of a NE India thrust, has started sending fresh vegetables to the middle-east, saying that is the way to go, comparing it with the growth of export of Roses to Europe and rest of the world – which was facilitated by development of good logistics set-up for this purpose.

The next address was by **KN Rao, chairman, Civil Aviation Committee, PHD chamber**, who compared the global cargo annual tonnage of 62 mn MT, against India's 3.3 mn MT (5%). He also urged that we need to reduce Logistics Cost, as heavy competition will be coming with better road connectivity when initiatives like Bharatmala and Sagarmala get completed.

The Inaugural address by the Chief Guest, **Dr. Suresh Prabhu, Hon'ble Union Minister of Civil Aviation**, started with reiterating that Air Cargo is an important part of logistics, hence, they are concentrating on integrated logistics using Multi-modal format. This is necessary as different modes come under the jurisdiction of various ministries.

India's GDP is expected to grow from the current US\$ 2.6 trillion (trn) to US\$ 5 trn by 2025 / 2026 and then progress to US\$ 10 trn. The industry has to keep pace using integrated logistics, otherwise there will be chaos. India is one of the biggest exporters of Meat, much of it going by air. We need cold storage and hassle-free movement. We are thinking of underground capacity below / near the Mumbai airport. Ideas are coming aplenty, but we need to implement it as per our constitution, with workable

solutions. PHD and other Trade bodies must become think tanks and come out with ideas that are feasible.

On Ease of Doing business (EODB), the rankings are based on the practices followed in two major cities of the country, assuming them to be followed nationally. The government is trying to go a step further by assessing some important selected districts and taking it forward to include assessment for many more districts and eventually all districts. The base applied is 7 % GDP growth and the attempt is to find ways to increase this by an additional 3 %.

Another Special Address, this time by **Rajiv Nayan Choubey, the Secretary, Ministry of Civil Aviation** said that Air Cargo has to be made affordable, as it is an expensive mode in the Indian price sensitive market. Airports are very expensive pieces of real estate, hence, we want to shift them to further away from the central areas. The New policy of Cargo will address this issue. We have new Greenfield spaces coming up in Navi Mumbai, Vizag, etc.

The Theme presentation by **Vipin Vohra, Co-Chairman, Civil Aviation Committee, PHD Chamber**, which had been held back to let the government policy makers have their say first, finally got the stage. For all practical purposes, this address would qualify as the Keynote address, in which India's current standing in the International industry was put in perspective. Vohra said that Air cargo traffic recovered in 2017, from the problems of 2008, with further growth of 9.4%. However, he also gave us a reality check -- Hong Kong airport handles around 4.9 million metric tons (mn MT) of cargo annually, compared with 3.3 mn MT by all airports in India, put together. Dwell time in Hong Kong airport for cargo is 4 to 5 hours for Exports and 4 to 8 hours for Imports. Similar parameters for IGI airport is 1 full day for Exports and 2.25 days for Imports, which is still a good improvement over the dreadful standards which existed here just a decade back.

Vohra also dwelt on rules we are forced to follow, without understanding the logic behind them. Some of these issues need to be ironed out. For example, a significant portion of the cargo his company handles is 8 feet long, but they are unable to move them out, as the maximum length of cargo



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allowed to be transported in the daytime in Delhi, is only upto 7 feet long.

He felt that a number of decisions can be reviewed and modified to bring positive changes in our handling of cargo:

- Paperless movement is a strong possibility with support from Customs.
- Transhipment Policy will be successful if more Freighters are allowed into India, otherwise it will add to the cost.
- Digitisation is critical to air cargo growth.
- Air Freight Station (AFS) is the future course of action.

This is expanded a little for better clarity:

The Idea is to ensure easy access to gateway ports for shippers / consignees and extended reach for airlines.

This means that for Exports, palletized cargo in ready for carriage (RFC) state for seamless transfer to airlines at gateway ports and for Imports palletized loads can be handed over at gateway ports to consignees for clearances closer to locations of business demands.

Indicative Benefits

- * Easy access to all MSME / businesses even if located in the hinterland.
- * Augment infrastructure availability with associated benefits of
 - (i) Reduced dwell time
 - (ii) Cost efficiencies
 - (iii) Enhanced Supply Chain visibility and controls.

The next presentation by **S. Machendranathan, Chairperson-Airports Economic Regulatory Authority of India (AERA)**, brought us back down to earth. He started with a sweeping statement that India's air cargo grew, while worldwide the growth dipped. AERA being the regulator for Airports and not Airlines, they cover services to bring goods to the Airports and what the Ground-handlers can charge and other tariffs, plus Performance standards at the Airport. He said that AERA is a consultative, transparent, organisation and claimed that in the next three months there will be more activity to improve performance standards, taking international standards into account. He also was keenly awaiting the new Cargo policy, as he said, to study further the issues like Delhi and Mumbai, not counting Cargo revenue as non-aero business (sic).

The Summing up

With the strengthening of Infrastructural development and

emerging technological innovations, Air Cargo is coming into its own, with steady and sustainable growth. However, the volumes we should expect considering the size of our domestic market and international reach, still eludes us. Among the many reasons is that our well-meaning policy makers have not been able to grasp the potential of the revenues that air cargo can generate. We are very smug and satisfied with what we are achieving. We have to realise that our growth percentage is high as our base is still low. Even with lesser percentage of growth, major countries do much better in absolute terms. Recently, in a meeting the finance and commerce secretary said that we are not giving any subsidy in exports, but we still get US\$ 30 bn every month. He needs to be told that Air Cargo Industry in India does not need subsidies, but please do not confuse subsidy with incentives for a good performance or a pro-active initiative. All over the world, a free market thrives on improving efficiency standards and access to relevant information. Here, while there is some improvement to the way it was earlier over the last 20 years, things could be better. Basic information is not freely available and even when we do get it, the time lag is too long to be of value, in most cases. Moreover, as shown by a key speaker, some regulations are a needless drag and cogs in the wheel instead of facilitators.

Another important point is that from the very beginning the government has not been able to understand that airline services, whether PAX or Cargo, are functions that need professional managers who can take decisive timely action on almost daily basis and not bureaucrats, who though intelligent, function more by lengthy consultations to build up unanimous consensus decisions. Thus, the need for deep ingrained knowledge, flexibility, transparency, strong analytical mind, quick reaction time, etc., (the anti-thesis of what government servants are trained for) are of paramount importance. When you need to take a dynamic decision today, you cannot come back to it after pushing files for three days (which would rate as lightning fast for them). Private operators, on the other hand, put their money on the line and take investment and operational decisions quickly (though not rashly), based on their experience, knowledge, skill, etc., which government servants simply cannot match, unless they have got their hands dirty working at operational levels.

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of Shri Ashok Goyal, M/s BLR Logistiks (I) Ltd and Shri Pradeep Singal - National President &

Shri Ramesh Agarwal - Chairman - AITWA answered the Questions on GST and E-way Bill of the West Zone Members and detailed a New Business Model on Road Transport Industry, on 15th December 2018, Mumbai





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Regional Connectivity Conference

South Asia in the Indo-Pacific context

The group of Bangladesh, Bhutan, India, Nepal & Sri Lanka, though being friendly neighbours, is one of the least integrated and connected regions of the world, according to CUTS International. Intra-regional trade accounts for just about five percent of the total trade of South Asian countries.

Some of the major constraints leading to lower trade and competitiveness are problems related to logistics, inefficient procedures for trade documentation and clearance, lack of cross-border transportation, transit agreement and infrastructure, lack of unanimously acceptable platforms on shared concerns on areas of security, stability and strategic issues and also major lack of capacity, resources and institutions to move towards a coherent economic, ecological and strategic cooperation between countries in the region.

Things are changing with time and there is perceived need for mutual cooperation. The time is ripe for focused interventions to leverage this enabling climate to push for greater connectivity in the South Asia sub-region. Over the last couple of years the consortium partners have been engaging in trade connectivity, political economy and investment space at various levels in the sub-region to push for greater cooperation, policy coherence and the attempt of countries in the sub region to find collective solutions to common issues.

This regional connectivity conference was held in November, at Taj Palace, Delhi. The following report pertains to our subject of Logistics and allied areas, which we were able to attend, with the constraints built into the scheduling.

Financing and Public-Private Partnerships

Kezang, Country Manager, MultiRational, Thimphu Tech Park, Bhutan, talked about Public-Private Partnership (PPP) structures in Bhutan and their development goal with their happiness index / quotient.

Thilan Wijesinghe, Chairman & Acting CEO, National Agency for PPP, Sri Lanka, candidly said that their problem was too much money chasing too few projects. Their organisation does not deal with the PPP-deal organizers, but only creates pipelines of projects for investors to consider and deal with.

William Pegues, Director, Structured Finance & Insurance, Overseas Private Investment Corporation, USA, stated that when they start, the first question is about where the project is located (since Indian states have great deal of power, as in the US). The more complexity and

legalistic the situation is, as a lender it gets suspicious.

Being an admirer of economic simplicity, the following factors are desirable:

- Affordability,
- Feasibility,
- Sustainability.

PPP is a feature based on the needs of the country.

They would be happy to continue to be associated in the South Eastern Asia region, as it is very important. PPP is an important component and must continue, but only with a pre-determined tariff model and not a cost plus model. Variation later creates problems in implementation.

The skill sets needed to carry out a good PPP documentation do not really exist in the public sector, hence private sector must be involved. William said that it is similar in the U.S. too, as only about 100 people or so even understand the intricacies involved.

A question was raised about PPP in the social sector. Thilan said that a start has been made in Sri Lanka, with affordable housing, education, health, etc. A point was made for including participation of women in improving their lot, which may be lacking owing to lower volumes and inadequate networking. Peoples Private Partnership should be developed with people's interest as a primary factor.

Maritime and Inland Waterways Connectivity

The moderator Bipul Chatterjee, ED, CUTS International, India, said that timber, tea, oil, etc. are among the major products of North East India, (NE), where waterways are very Important, as it has access to River and Sea. Bhutan needs to have an agreement with Bangladesh, but it has to also involve India for multimodal logistics. Earlier, at the time of our Independence, the NE were economically strong with good connectivity, but waterways got disrupted. Now, new development plans show great promise. However, dredging is still a critical activity.

Sugeeswara Senadhira, Director (Research & International media), Presidential Secretariat, Sri Lanka, stated that they had wanted to become a maritime hub in the Indian Ocean and today Colombo Port is bigger than any Indian Port. Much of the goods (70%) for Indian destinations come to Hambantota from where smaller ships carry them further to India.

Though China has a number of projects in Sri Lanka, they are also talking to India. India wants the East Container terminal at Colombo Port; whereas Si Lanka is keen on

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developing it themselves and are offering the West terminal to India, which will be operational in a few years. Ellen L. Frost, Senior Adviser, East-West Center, Washington DC, USA, said that many deep sea ports are being established in India, one in Bangladesh and another in Sri Lanka and wondered how this will affect the future of shipping? China's Belt & Road Initiative (BRI) is beneficial for some, but there have been under-currents. Sloppy construction and viability factors-- Japan which has a low key, high efficiency way of doing things, is also getting active in this region. Private sector is good at the work involved, but the resources of the Public sector are very important. Alignment of infra with development is important.

Julian Michael Bevis, Senior Director-Group Relations-South Asia, Maersk Line India, felt that India's logistics cost is double of what is the situation elsewhere. There is a lot of rhetoric, but short on delivery. Just having ports is only a part of the logistics need. The connectivity to and from the ports must be there; otherwise the ports may as well not be there.

Tapas Paul, Lead Environment Specialist, The World Bank Group, India Office, stated that earlier, there was no real difference in administering Coastal and Inland shipping, hence it was handled well. However, we have segmented all activity to keep our focus insular and small. Alignment with infra is also important. We are building inspirational infra, but the demand has to be there for the infra building. We have to get back to Integrated shipping. Timber is in short supply in India. We have to import a great deal from nearby countries.

Q&A

Bipul Chatterjee interjected with the fact that Supply does not create a market, like a beautiful waterway may not result in great usage. Alignment between need and demand is required.

Vishal from Price Waterhouse Coopers (PWC) stated that three multi-modal terminals are being created on the Ganga.

Ellen recalled that Duncan Overfield, Dy. Head & Regional Economic Developmental Lead, Asia Regional, Department for International Development of UK and old India hand, had commented the day before on India's huge coastal base of 7500 kms International coast plus 4500 kms of major rivers. His opinion was that 25 year plans are required to develop the segment. Short term approaches will not help. Bipul agreed that we need to look at issues holistically. Tapas estimated that we need 134 million skilled people for our waterways and have no choice but to look around in nearby countries for filling this gap.

Vishal pointed out that some of our rivers need dredging

on an enormous scale, to keep them functional. Tapas clarified this contentious subject by stating that the issue is not really dredging, but to maintain a 60 meters fairway to enable two ships to pass each other easily. Hence, it not a dredging contract we should be looking at, but to a maintenance contract. Bangladesh, on the other hand, needs real dredging, as per their objectives.

Julian emphasized that communications on clarity of policy and purpose have to be clear and consistent. In response to another question, he was of the view that opening of the Arctic route will become more important in a few years as some important oil routes will get developed. Arctic routes are okay, but only for a few months per year, hence may not be currently feasible for major companies.

Vishal revealed that India is helping Nepal to use best practices in inland waterways. When completed, business from Kolkata and Haldia will shift to the ports on these rivers. A question from a keen Nepalese official enquired about any business projection made for Inland Waterways, since they are confused on the scope and the size of this thrust. Vishal responded with saying that 55 million (mn) metric tons (MT) are currently being transported on Inland Waterways. This will increase once the terminals are created and developed. The recently reported pilot consignment of a Cola company was extensively covered by the media. Julian's opinion was that infra must be built ahead of demand. Sri Lanka is losing out on capacity for containers at their ports.

Ellen, perhaps, could not help making a closing remark that China has learnt that you cannot skimp on quality, without giving any example or evidence to prove that point. You could not but smile at these US-China trade war side-shows.

The Summing up

In accordance with its high standards, CUTS has organized this International Conference very well, as usual. The setting, ambience and speakers were impeccable. However, even in the best of these cases there is always some lacuna which could have been plugged and covered, using some element of logic.

The first session recorded above was one of the many plenary sessions and the second was one of three sessions on Transportation, Waterways and Civil Aviation, conducted at the same time in the multi-track format. Had they been slotted in a sequence, we could have covered all three, one after another. However, since they were kept simultaneously in the multi-track sessions, only one choice was available. The other streams were not directly relevant to Logistics.

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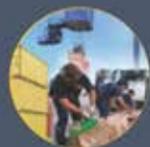
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प्रमुख तेल विपणन कंपनियों के पेट्रोल पम्पों के जरिए फास्टैग बिक्री के लिए समझौते पत्र पर हस्ताक्षर हुए

प्रमुख तेल विपणन कंपनियों के पेट्रोल पम्पों के जरिए फास्टैग बिक्री के संदर्भ में भारतीय राजमार्ग प्रबंधन कंपनी लिमिटेड (आईएमएचसीएल) और भारत पेट्रोलियम, हिंदुस्तान पेट्रोलियम और इंडियन ऑयल जैसी प्रमुख तेल कंपनियों ने एक समझौते पत्र पर हस्ताक्षर किए। इससे फास्टैग वितरण नेटवर्क का विस्तार होगा जिसका विक्रय वर्तमान में कुछ चयनित बैंक शाखाओं के माध्यम से किया जा रहा है।

फास्टैग को उपभोक्ता द्वारा दिये गये विकल्प के अनुसार किसी भी बैंक खाते से जोड़ा जा सकता है। फास्टैग का उपयोग करने वालों को इससे सुविधा होगी और यह उपभोक्ता अनुकूल भी है क्योंकि इसमें केवाईसी जमा करने की अनिवार्यता नहीं है। आज दो फास्टैग मोबाइल-एप भी लांच किये गये। "माई फास्टैग कस्टमर" एप के माध्यम से यूपीआई का उपयोग करते हुए वास्तविक समय में फास्टैग कार्ड को रिचार्ज किया जा सकता है। निकट भविष्य में यह सुविधा वॉलेट सेवाओं को भी दी जाएगी। "फास्टैग प्वाइंट ऑफ सेल्स" एप के माध्यम से वितरण सहयोगियों को जोड़ा जा सकता है।

केन्द्रीय सड़क परिवहन व राजमार्ग, नौवहन और जलसंसाधन, नदी विकास एवं गंगा संरक्षण मंत्री नितिन गडकरी ने फास्टैग की आसान उपलब्धता को उपभोक्ताओं के लिए सुविधा जनक बताया। उन्होंने कहा कि भविष्य में फास्टैग के माध्यम से पेट्रोल पम्पों पर ईंधन भी खरीदे जा सकेंगे। गडकरी ने कहा कि सड़क क्षेत्र के विकास से ऑटो-मोबाइल उद्योग को बहुत फायदा मिला है। ई-टोल के माध्यम से यात्री टोल प्लाजा को सीधे पार कर सकते हैं। उन्होंने सभी राज्य सरकारों से आग्रह किया कि उन्हें भी टोल प्लाजाओं में यह व्यवस्था लागू करनी चाहिए। गडकरी

ने कहा कि राष्ट्रीय इलैक्ट्रॉनिक टोल संग्रह (एनईटीसी) कार्यक्रम के तहत राज्य/नगर के सभी टोल प्लाजाओं को एक समग्र सुविधा के अंतर्गत लाने का प्रस्ताव है। इस कार्यक्रम के तहत 500 राज्य व नगरपालिका टोल प्लाजाओं को फास्टैग कार्यक्रम के अंतर्गत लाने का लक्ष्य निर्धारित किया गया है। इसके तहत आईएचएमसीएल ने ईटीसी अवसंरचना के लिए 50 प्रतिशत पूंजी परिव्यय तथा प्रबंधन लागत में पूरी छूट की सुविधा दी है।

केन्द्रीय पेट्रोलियम एवं प्राकृतिक गैस, कौशल विकास व उद्यमिता मंत्री धर्मेन्द्र प्रधान ने भविष्य के वैकल्पिक ईंधन के लिए राजमार्ग और पेट्रोलियम क्षेत्र को आपसी समन्वय के तहत कार्य करने का आग्रह किया। उन्होंने कहा कि इससे दोनों ही क्षेत्रों को लाभ होगा क्योंकि देश में वाहनों की संख्या में निरंतर वृद्धि हो रही है। प्रधान ने कहा कि उनका मंत्रालय आने वाले दो वर्षों में देश के 400 जिलों को नगर गैस नेटवर्क के अंतर्गत लाने के लिए कठिन प्रयास कर रहा है। उन्होंने कहा कि परिवहन क्षेत्र में सीएनजीधूलएनजी को लोकप्रिय बनाने की आवश्यकता है जो पारंपरिक ईंधन की तुलना में 20 से 40 प्रतिशत तक किफायती हैं।

इन उपायों से राष्ट्रीय राजमार्गों पर सुरक्षित सुविधा जनक और अवरोध रहित यात्रा से संबंधित एनएचआई की प्रतिबद्धता को पूरा करने में सहायता मिलेगी। फास्टैग कार्यक्रम से टोल प्लाजा पर बिना रूकावट के यात्रा की जा सकेगी और इससे समय, धन और ईंधन की बचत होगी। ऑनलाईन भुगतान से टोल लेन-देन में पारदर्शिता बढ़ेगी, राजस्व हानि में कमी आएगी और कार्यकुशलता व व्यावसायिक प्रतिस्पर्धा में वृद्धि होगी।



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लोक सभा
अतारांकित प्रश्न संख्या 3046
उत्तर देने की तारीख : 31.12.2018
एमएसएमई को देरी से भुगतान

3046. श्री महेश गिरी:

क्या सूक्ष्म, लघु और मध्यम उद्यम मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार ने संपूर्ण देश में सूक्ष्म, लघु और मध्यम उद्यमों (एमएसएमई) को केन्द्रीय मंत्रालयों/विभागों/सीपीएसई/राज्य सरकारों से भुगतान में देरी और उक्त विभागों के पास लंबित भुगतान के बारे में सूचना प्रदान करने में समर्थ बनाने हेतु कोई कदम उठाए हैं;
- (ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) क्या सरकार ने चौथी अखिल भारतीय जनगणना के समय हुए व्यय जो लगभग 200 करोड़ रुपये था को बचाने में मंत्रालय की सहायता करने के लिए एमएसएमई से संबंधित डाटा को ऑनलाइन प्राप्त करने के संबंध में कोई पहल की है; और
- (घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

उत्तर

सूक्ष्म, लघु और मध्यम उद्यम राज्य मंत्री (स्वतंत्र प्रभार)
(श्री गिरिराज सिंह)

(क) और (ख) : जी हां। सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय (एमएसएमई) ने 30 अक्टूबर, 2017 को 'समाधान' पोर्टल (<http://samadhaan.msme.gov.in/MyMsme/MSEFC/MSEFC/Welcome.aspx>) लांच किया है ताकि देश भर के सूक्ष्म और लघु उद्यम केंद्रीय मंत्रालयों / विभागों / सीपीएसई / राज्य सरकारों इत्यादि के पास विलंबित भुगतान से संबंधित अपने मामलों को सीधे ऑनलाइन दर्ज कर सकें। मंत्रालयों / विभागों / सीपीएसई / राज्य सरकारों इत्यादि से विलंबित भुगतान के संबंध में सूचना पब्लिक डोमेन पर उपलब्ध है और सूक्ष्म और लघु उद्यमों द्वारा देखी जा सकती है।

(ग) और (घ) : सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय ने स्वघोषणा आधार पर सूक्ष्म, लघु और मध्यम उद्यमों के पंजीकरण के लिए उद्योग आधार जापन की शुरुआत की है।

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Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To Nov.		
		Nov. 2018	Nov. 2017	% Change	2018-19	2017-18	% Change
(A) 20 International Airports							
1	Chennai	31222	34579	-9.7	284440	281423	1.1
2	Kolkata	12910	13912	-7.2	108401	112146	-3.3
3	Ahmedabad	9427	7511	25.5	69911	62146	12.5
4	Goa	352	389	-9.5	3122	3243	-3.7
5	Jaipur	1495	1374	8.8	12078	10309	17.2
6	Lucknow	714	492	45.1	4748	4447	6.8
7	Guwahati	1984	2094	-5.3	15549	15441	0.7
8	Trivandrum	1856	2027	-8.4	16061	20037	-19.8
9	Bhubaneswar	789	569	38.7	6146	5336	15.2
10	Calicut	1416	1385	2.2	9939	12972	-23.4
11	Srinagar	588	581	1.2	5650	5112	10.5
12	Coimbatore	921	902	2.1	8828	6887	28.2
13	Amritsar	126	47	168.1	1134	1233	-8.0
14	Mangalore	222	174	27.6	2486	1824	36.3
15	Varanasi	285	93	206.5	1666	816	104.2
16	Portblair	621	513	21.1	3660	3473	5.4
17	Trichy	521	491	6.1	4445	4286	3.7
18	Imphal	507	339	49.6	4128	2906	42.1
19	Vijayawada	91	0	-	382	0	-
20	Tirupati	0	0	-	0	0	-
Total		66047	67472	-2.1	562774	554037	1.6
(B) 6 JV International Airports							
21	Delhi (DIAL)	85665	80951	5.8	696908	649448	7.3
22	Mumbai (MIAL)	81580	77879	4.8	647147	592455	9.2
23	Bangalore (BIAL)	29558	28979	2.0	265078	230882	14.8
24	Hyderabad (GHIAL)	11378	10542	7.9	96702	88754	9.0
25	Cochin (CIAL)	5856	6101	-4.0	45307	51969	-12.8
26	Nagpur (MIPL)	815	770	5.8	6551	5230	25.3
Total		214852	205222	4.7	1757693	1618738	8.6
(C) 8 Custom Airports							
27	Pune	3333	4149	-19.7	35077	27137	29.3
28	Patna	872	403	116.4	7760	5019	54.6
29	Visakhapatnam	325	263	23.6	3513	3016	16.5
30	Bagdogra	476	421	13.1	4406	3569	23.5
31	Chandigarh	448	476	-5.9	3747	4514	-17.0
32	Madurai	431	250	72.4	3506	1545	126.9
33	Aurangabad	162	190	-14.7	1508	1272	18.6
34	Gaya	0	0	-	0	0	-
Total		6047	6152	-1.7	59517	46072	29.2
(D) 60 Domestic Airports							
35	Indore	920	951	-3.3	8172	7312	11.8
36	Ranchi	356	328	8.5	3769	3262	15.5
37	Raipur	422	333	26.7	3200	2718	17.7
38	Jammu	205	149	37.6	1334	1232	8.3
39	Agartala	432	426	1.4	3663	3674	-0.3
40	Udaipur	0	1	-	2	6	-66.7
41	Dehradun	20	21	-4.8	137	170	-19.4
42	Vadodara	124	211	-41.2	1628	1383	17.7
43	Bhopal	189	112	68.8	1169	776	50.6
44	Leh	236	74	218.9	941	885	6.3
45	Surat	107	31	245.2	660	212	211.3
46	Jodhpur	0	2	-	5	6	-16.7
47	Silchar	94	34	176.5	560	384	45.8
48	Rajkot	20	21	-4.8	177	200	-11.5
49	Dibrugarh	82	64	28.1	583	435	34.0
50	Rajahmundry	6	4	50.0	47	5	-

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To Nov.		
		Nov. 2018	Nov. 2017	% Change	2018-19	2017-18	% Change
(D) 60 Domestic Airports							
51	Jabalpur	0	5	-	1	38	-97.4
52	Dimapur	60	58	3.4	349	410	-14.9
53	Bhuj	3	2	50.0	22	20	10.0
54	Juhu	26	33	-21.2	228	262	-13.0
55	Belgaum	0	0	-	0	0	-
56	Guggal(kangra)	0	0	-	0	0	-
57	Gorkhpur	0	0	-	0	0	-
58	Tuticorin	4	5	-20.0	26	10	-
59	Jorhat	4	4	0.0	30	36	-16.0
60	Jamnagar	1	1	0.0	3	3	-16.7
61	Khajuraho	0	0	-	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	0	-	0	4	-
66	Agatti	2	1	100.0	18	9	-
67	Kandla	0	0	-	0	0	100.0
68	Jaisalmer	0	0	-	0	0	-
69	Bhavnagar	0	0	-	0	0	-
70	Pondicherry	0	0	-	0	0	-
71	Bhuntar	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	Jagdapur	0	0	-	0	0	-
(D) 60 Domestic Airports		3313	2871	15.4	26724	23452	14.0
(E) 7 St.Govt. / Pvt Airports							
95	Lengpui(aizwal)	45	55	-18.2	351	569	-38.0
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 ozar)	30	0	-	141	0	-
101	Mundra	0	0	-	0	0	-
(E) 7 St.Govt. / Pvt Airports		75	55	36.4	492	569	-13.5
(F) Other Airports							
Grand Total (A+B+C+D+E+F)		290334	281772	3.0	2407200	2242868	7.3

Source: A.A.I.

**OCEAN FREIGHT
TRAFFIC HANDLED AT MAJOR PORTS
(DURING APRIL TO DECEMBER'2018* VIS-A-VIS APRIL TO DECEMBER'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-DEC.'2018	543	423	7	129	25	1778	7477	497	2567	12958		
	TRF APRIL-DEC.'2017	593	603	-	116	9	386	7364	480	3826	12904	0.42	
Haldia Dock Complex	TRF APRIL-DEC.'2018	6158	3707	320	193	282	1842	2314	135	5705	32864		
	TRF APRIL-DEC.'2017	6011	3778	1295	316	228	8704	2015	117	5372	29234	12.42	
TOTAL: KOLKATA	TRF APRIL-DEC.'2018	6701	4130	327	322	307	14121	9791	632	8272	45822		
	TRF APRIL-DEC.'2017	6604	4381	1295	432	237	9090	9379	597	9198	42138	8.74	
PARADIP	TRF APRIL-DEC.'2018	27823	1287	8690	27	3144	24391	148	10	5461	80428		
	TRF APRIL-DEC.'2017	25830	1128	8941	4	3145	20216	73	5	5683	74395	8.11	
VISAKHAPATNAM	TRF APRIL-DEC.'2018	12262	1464	7146	1730	607	8375	5993	341	6675	49282		
	TRF APRIL-DEC.'2017	11912	1584	7583	1698	740	6221	5085	291	7094	46559	5.85	
KAMARAJAR(ENNORE)	TRF APRIL-DEC.'2018	3528	86	-	-	-	18175	413	21	2615	25803		
	TRF APRIL-DEC.'2017	3221	80	-	-	-	16712	1	-	1783	21797	18.38	
CHENNAI	TRF APRIL-DEC.'2018	9737	1170	-	26	168	-	23789	1233	4956	39846		
	TRF APRIL-DEC.'2017	10162	1244	-	-	123	-	22565	1169	5347	39441	1.03	
V.O.CHIDAMBARANAR	TRF APRIL-DEC.'2018	496	713	160	223	337	6742	11039	552	2498	25712		
	TRF APRIL-DEC.'2017	512	625	-	236	766	2154	10184	499	5469	26561	-3.20	
COCHIN	TRF APRIL-DEC.'2018	16067	372	-	15	148	43	5817	427	829	23291		
	TRF APRIL-DEC.'2017	14378	291	-	15	188	44	5637	408	831	21384	8.92	
NEW MANGALORE	TRF APRIL-DEC.'2018	19132	1524	3242	313	107	4244	1464	100	604	31912		
	TRF APRIL-DEC.'2017	18474	1489	3675	387	99	3116	1231	82	1018	31014	2.90	
MORMUGAO	TRF APRIL-DEC.'2018	455	437	3831	209	-	1075	4643	372	29	2699	13721	
	TRF APRIL-DEC.'2017	445	430	5770	144	-	1732	7241	335	25	2834	18931	-27.52
MUMBAI	TRF APRIL-DEC.'2018	28070	1444	5300	154	83	1930	3168	260	21	4977	45386	
	TRF APRIL-DEC.'2017	28234	1427	5533	156	30	1929	2965	445	34	6808	47527	-4.50
J.N.P.T.	TRF APRIL-DEC.'2018	3562	2013	-	-	-	-	46214	3811	736	52525		
	TRF APRIL-DEC.'2017	3314	1906	-	-	-	-	43030	3592	662	48912	7.39	
DEENDAYAL	TRF APRIL-DEC.'2018	44348	7309	1124	3365	-	11418	705	2602	160	14043	84914	
	TRF APRIL-DEC.'2017	46230	7668	670	2944	88	8765	313	1145	70	13295	81118	4.68
ALL PORTS	TRF APRIL-DEC.'2018	172181	21949	29820	6384	4901	78244	107902	7337	54365	518642		
	TRF APRIL-DEC.'2017	169316	22253	33467	6016	5416	66872	99110	6772	60022	499777	3.77	
% Variation from previous year												3.77	

Source: I.P.A.

THE VISUALISER OF NEW TECH



Maneesh Prasad,
CEO & Editor, Telematics Wire

Maneesh Prasad, is a Computer Engineer by qualification and has developed into an entrepreneur in his profession. After a few short stints, early in his career, as a software developer, he, along with three friends, started a niche publications company in 1997, focusing on Geographic Information Systems (GIS) remote sensing and allied fields.

GPS came into the limelight in the early 1990's and was initially used for land surveys. Vehicle tracking took off at around the same time, with State Transport Corporations, Oil companies, Hazmat (hazardous materials) Cargo operators, etc., showing great interest. It was in 2008 that he saw potential in this field of vehicle tracking and need for dedicated media activities in this domain.

He provides an insight into the evolution of this industry in India, which was witnessing a churning in the first decade of this century and big moves were made by people who could successfully experiment and bring out Apps and platforms which could be shared and helped them communicate with other like-minded people in the industry. There were a number of telematics developers, who did bring out products and sold them in the market, but left it at that. Way back in 2011, Maneesh had pointed out to the industry that this is a service industry and after sales service is a critical component of retaining meaningful presence in the market.

Nowadays, with rugged devices and low cost of data communication, coupled with lower cost of device compared to what it was 15 years ago; the overall affordability has improved considerably. The telematics service providers do realize and work on a "service model". A lot of efforts are needed for exploiting the full potential of vehicle telematics, considering it is now almost six years since onboard diagnostics (OBD II) has been mandated, but our vehicle management and maintenance are still based on legacy methods. Telematics Wire was founded in 2011, by Maneesh Prasad and Lt. Col. MC Verma (Retd.) as founding partners and directors. The company has grown to encompass Publications, Conferences & Exhibitions, Market Studies & Documentation, etc.

Questionnaire

(1) How long have you been in operation?

Telematics Wire was started in the year 2011, hence we have been in this business for around eight years now.

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

do you have?

The tripod our organisation stands on are (i) Publications; (ii) Market Studies & Documentations; and (iii) Events like Conferences & Exhibitions. We also have a Networking platform through our resource portal, which is available to all and not charged. This is cross-subsidized by the other business verticals we run.

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

Technology, is extremely important to the progress of the Road Transportation Industry, but however good this is, it will not help unless there is awareness built-up through propagation and sensitization as well.

Monitoring of vehicles is only one aspect in the scope of telematics. Safety and retrieval of stolen goods, etc., are also important. Similarly, Hazmat cargo operators have to constantly keep a check on the critical parameters being maintained, during the process of the movement. We are now seeing increased usage of vehicle telematics for health monitoring and maintenance of commercial vehicles.

(4) Who are your present clients?

We have four major categories of players as our client base: (i) Telematics Service Providers (TSPs); (ii) Tier 1 companies who develop the technology; (iii) Automotive companies and Original Equipment Manufacturers (OEMs) and (iv) Government and PSUs who are users of this technology, stakeholders and policy makers.

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

We are seriously into improving the lot of drivers in the road transportation sectors and conduct sessions on Driver Improvement Programs, Driver Training, Advanced Driver Assistance System (ADAS), including blind spotting, etc., all of which have improved the accident detection by 80%, wherever implemented. AIS 140 (Gazette Notification) mandates tracking device with a safety button usable over a minimum intervening space of two meters, which triggers an alarm to the emergency response system, from where a message goes to the local police station.

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

Road Logistics Industry will do well as it is a critical enabler of trade in India. However, it will need transparency in terms of not only where the vehicle is, but also how the vehicle is. The fleet operator is able to access inside and outside the vehicle. In future, we can progress further to platooning, autonomous vehicles, safer roads and better driving conditions. I strongly believe that Drivers of the future will be a more respected lot.

Vinod Kaul

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