



परिवहन प्रगति

Monthly Magazine of All India Transporters Welfare Association

Parivahan Pragati

Logistics Multi-modal / Supply Chain / Warehousing / Technology / Industry / Trade

Why Is The Logistics Cost High In India?



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WHO: Road Accidents Still Cause
Most Deaths In India

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MoRTH Is Traversing The Road
To Digitisation!

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Driverless Truck Hits The Road
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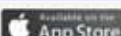
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How Will The New Government Power The Logistics Sector? Will It Be Able To Bring The Logistics Cost Down?



Ashok Gupta, Sr. Vice President, AITWA

Dear friends,

Last month was the time for changes. While India was getting ready to elect its new government on one hand, All India Transporters' Welfare Association (AITWA) was handing guards to a new panel on the other hand. Which means, personalities with new characters, strategies, and approaches will decide the way forward for AITWA from here on.

Parivahan Pragati – the voice of the logistics industry, the monthly magazine of All India Transporters' Welfare Association also introduced a new editorial team, of which, yours truly is also a member. I will put my best foot forward and bring the latest industry information and cover thought processes of industry leaders.

In this issue, we are discussing about the higher logistics cost. As you know, the Indian logistics sector has been the medium that provides livelihood to more than 22 million people (Economic Survey 2017-18 suggests) but lack of infrastructure and international standard facilities is

Once this is met, indirect logistics cost can be brought down by around 10 per cent, which eventually will lead to the growth of 5 to 8 per cent in exports

creating hindrance on its improvement. Once this is met, indirect logistics cost can be brought down by around 10 per cent, which eventually will lead to the growth of 5 to 8 per cent in exports. In addition to this, the survey forecast that the worth of Indian logistics market will expand to around USD 215 billion in next two years, which currently stands at about USD 160 billion is a positive sign for the

industry.

But, will it be that smooth an affair? No, not at all! India's logistics sector is highly fragmented and the aim is to reduce the logistics cost from the present 14 per cent of GDP (ASSOCHAM, 2016 data) to less than 10 per cent by



2022, which is nothing short of an uphill task. Certainly, the Department of Commerce, Government of India, knows this. With over 20 government agencies, 40 partnering government agencies (PGAs), 37 export promotion councils, 500 certifications, 10000 commodities, 160 billion market size, 12 million employment base, 200 shipping agencies, 36 logistic services, 129 ICDs, 168 CFSs, 50 IT ecosystems and banks and insurance agencies, India's logistics sector is very complex.

However, a logistics sector with a seamless movement of goods across all modes, inter-modal transport (costly roadways commanding 65 per cent of freight now), skilled manpower, integrated IT infrastructure with a single window system, coordination amongst various logistics stakeholders/ ministries and benchmarking policies can fulfill this aim of the Department of Commerce. Let's hope that the new government will be the catalyst of the change.

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Steps Towards Reducing Logistics Cost: The Beginning Looks Good But The Finishing Has To Be Great!

High logistics cost reduces the competitiveness of goods both in the domestic as well as the export market. In addition, it adversely impacts the financial well-being of each individual. An inefficient logistics system means the cost of products soars up and eventually adds to inflation. Unfortunately, India finds itself in this equation as the logistics cost here is very high compared to developed countries.

To combat this, the Government of India decided to grant the infrastructure status to the logistics sector. The need for development of an integrated logistics sector was felt for quite some time and considering the time of announcement, it was a significant step. This has enabled the logistics sector to avail infrastructure lending at easier terms with enhanced limits, access larger amounts of funds as external commercial borrowings (ECB), longer tenor funds from insurance companies and pension funds, and be eligible to borrow from India Infrastructure Financing Company Limited (IIFCL).

The government, meanwhile, was keeping a constant eye on the increasing logistics cost as well, and desperately looking for a formula to reduce the same. It realized that the reduced logistics cost can boost both domestic and international demand, which shall further encourage manufacturing and job creation. Also, this can be instrumental in improving country's GDP.

But to see this happen, at first, building a developed logistics sector is a must. For which again the seamless movement of goods across all modes of transportation is paramount. Also, it is crucial to choose the right inter-modal transport system. Currently, 65 per cent of freight is delivered by roadways, which is the costliest mode of transportation, and with 26 per cent railways have the second position in the share list. Further, skilled manpower, integrated IT infrastructure with a single window system, coordination amongst various logistics stakeholders and ministries, and benchmarking and standardizing policies can help to develop a standard logistics sector, which has become the need of the hour.

With so much to cover up, will the government be able to bring the logistics cost down? Well, the government says that the efforts are on to reduce the logistics cost from the present 14 per cent of GDP (ASSOCHAM, 2016 data) to less than 10 per cent by 2022. In this regard, identifying the waterways has been the first major breakthrough. This will give the sector a much needed boost and in Minister of Road Transport and Highways Nitin Gadkari's words, the waterways will reduce logistics cost by at least 2 per cent. The work is already in progress to establish routes on 10 major rivers for waterways and the planning and strategies to add 101 more rivers to the list, the bullet seems to be



Mahendra Arya
National President, AITWA

heading to the right direction.

With the introduction of electronic toll collection system, the process for the seamless movement has already begun and we will soon see the results too. Just for the reference, a Delhi to Mumbai road trip, which was earlier covered in 28 hours, can now be completed in only 18 hours. A whopping 8 to 10 hours is saved, which is a huge achievement and hope of light for the logistics cost reduction. The impact will be even deeper and effective once the e-toll collection will be successfully functional - no freight will have to stop for paying toll tax; all state barriers will be abolished.

The transport cost plays a pivotal role in increasing the logistics cost, there is no denial to it. Let us look at a transporter's scope in the process of cost reduction. From CRI index, the components attributing to the cost of transportation are as follows-

1. Fuel 2. Tyres 3. Insurance 4. Maintenance 5. Capital cost 6. Government taxes 7. Cost of driver 8. Toll

Notably, the fuel (diesel) price is controlled by the government. However, diesel being out of GST, a huge portion of taxes goes unabsorbed in the GST cycle. International factors keep diesel prices volatile.

Tyres are consumed as per international standards due to quality highways. But, tyres prices set by tyre manufacturing companies need to be monitored by the government. Insurance and maintenance are unavoidable and almost non-negotiable costs of the process. Capital cost is mainly the investment in purchase of trucks. The market is controlled by mainly three big manufacturers.

Government road taxes need some uniformity as the variation from state to state is enormous.

Driver salary or other means of payment in India must be lowest in comparison to developed countries of the world;

however, a low package promotes drivers to save money by managing some part out of diesel cost. However, we should admit that the output of a driver's performance is much lower in India compared to developed countries. Factors are various and not all due to the driver himself.

Toll is a worldwide phenomenon; and contributes to infrastructure creation. Yet, toll needs to be properly monitored by the government as there are malpractices at toll plazas in the manual collection process. There are lot of instances of cheating by using duplicate toll receipts.

In short, a transporter does not have much to do about its direct costs of operation; however there are certain uncovered areas of costing. The main culprits are corruption on highways, delay due to corruption and unbalanced load availability. These three factors jack up the cost without any tangible benefit to the industry. Unbalanced situation is the outcome of huge variation between different zones in terms of industrial and agricultural production. These are the areas where focus needs to be maintained.

From the constant raise in fuel cost to ever-evolving marketing techniques, distribution systems to salary structure and spare parts to geographic hindrances, all attribute to the increase in transportation cost. But there are other factors as well that decide the increase in transportation cost. In brief, the cost is divided into two parts. First, fixed (infrastructure), and second, variable (operating) costs, which depends on a variety of factors that include geographical location, infrastructure, administrative barriers, energy, and on how freight is carried. Let's see what impacts the logistics cost!

1. Geography or Location - Distance and accessibility are the most basic situations which influence transport cost. The length, time, economic cost or the amount of energy used attribute towards the cost.

2. Product Type - There are products that require special attention. Bulky and perishable products need proper packaging and special handling while products like coal do not give much botheration as they are easier to transport.

3. Product Volume - The volume of a product can affect the transport cost. If products are transported in large quantities it is most likely that one can obtain lower unit transport cost. Energy (coal and oil), minerals and grains are a few products that make most of it.

4. Energy - Transportation activities consume 60 per cent of

all the global oil used. But, the costs of maritime and air transport are particularly vulnerable to fluctuations.

5. Spare Parts - Trucks on run damage many of its parts which need replacement. Besides, a tyre has a fixed life, once the time span is over it has to be replaced with a new one.

6. Empty Backhauls - It is not most likely that an inbound and a return trip will have a consignment. Many a time, an inbound transport comes back empty. This attributes towards transportation cost.

7. Infrastructure - The infrastructure has a direct impact on transport costs. A below par infrastructure always results in higher transport costs.

8. Transportation Mode - Generally, when multiple modes compete directly for the same market, lower transport cost is often the result. But, each mode has its own capacity, limitations and operational conditions, thus, it is characterized by different transport costs.

9. Competition and Regulation - Besides, the challenge of competition, regulations, such as tariffs, cabotage laws, labour, security and safety, add to the transport costs.

10. Surcharge - When fares are regulated, operators find other means to generate revenue. Commonly, the surcharge is imposed on fuel, security and geopolitical risk.

11. Taxes and Tolls - There are numerous taxes levied on transport activities. From vehicle sales taxes to registration fees, fuel taxes to road taxes. Tolls are also imposed on state borders and other various points. All affecting the transportation costs.

12. Cross-subsidies - When an expensive infrastructure is introduced for public or a particular industry, it is offered at a subsidized rate initially but over the years the amount is recollected by the means of taxes and tolls.

Moreover, the time of transportation is another important factor that needs consideration, as it is associated with the transportation service. From the order time to transport time, the punctuality to frequency, all play a major role in the transportation cost.

The government needs to have a better intervention on the movement of a sector where more than 22 million people work to earn their livelihood and which has a current market share of about USD 160 billion and is expected to expand to USD 215 billion. The beginning looks good but the finishing has to be great.



From the constant raise in fuel cost to ever-evolving marketing techniques, distribution systems to salary structure and spare parts to geographic hindrances, all attribute to the increase in transportation cost

Infrastructure To Logistics Can Help Us Bring Down High Logistics Costs In India!



S. D. Goyal, General Secretary, AITWA

Logistics sector across the world is seeing a phase when the cost is soaring high. According to a report published by the Council of Supply Chain Management Professionals, U.S. companies spent \$1.5 trillion on shipping costs in 2017, up 6.2% from the previous year. Motor carrier costs rose 7.8%. Rail and air costs also rose, 8.2% and 3.1% respectively. Ocean

***The report also noted
“strong demand and higher
interest rates also lifted the
cost of carrying inventory
last year. Inventory
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and storage expenditures
increased by 4.2%”***

freight had the lowest cost increase of 1.1%. The report also noted “strong demand and higher interest rates also lifted the cost of carrying inventory last year. Inventory financing expenses rose 5% and storage expenditures increased by 4.2%”.

But the highly defragmented Indian logistics sector presently offers a cost of 14 per cent of GDP (ASSOCHAM, 2016 data), which is much higher than the U.S. Interestingly India can save about \$50 billion if logistics costs reduce from 14 per cent to 9 per cent of GDP.

The importance of transportation services is paramount when it comes to the Indian economy. Being one of the

highest attributor it deserves the same. But, on the other hand, it is also the third highest contributor to the cost of a logistics chain in India, which is unacceptable. A McKinsey & Company report estimates that the current wastage or value loss in India's transport system to be around \$80 billion. And, the sad part is that it expects the inefficiencies to grow further owing to the unorganized nature of the industry, where 90 per cent of the logistics service providers are the truckers who own one or two trucks. Therefore the efforts are on to improve the transportation system, which certainly includes the coordinated development of railways, roads and waterways. Currently, while railways is the most energy

***The importance of
transportation services is
paramount when it comes to
the Indian economy. Being
one of the highest attributor
it deserves the same***

efficient network, about 65 per cent of the freight cargo in India is moved through roads.

Recognition to the logistics sector is the first vital initiative that the NDA government has taken. The industry now enjoys an infrastructure status. With this, a step towards identifying the real problems of the industry has begun. In a recent study, a bouquet of conventional wisdom was discovered which came out to be absolutely wrong.

It is believed that the direct costs are the key reason for India's high-priced logistics but on the contrary, it is the indirect costs which are the real culprit. Because the direct logistics costs are those incurred in the process of moving goods, such as transportation, warehousing, and value-added services and indirect costs include inventory carrying costs, theft, damages and losses in transit; these account for 40% of India's total logistics costs of \$270-310 billion.

Indirect costs are caused by inefficiencies in the supply chain - a comparative study under the Sagarmala programme reveals that for exporting a container from Delhi requires 7 - 15 days (the total inland transit time till loading on to vessel can), while the inland transit time for a similar route in China would be 5 - 6 days.

It is also believed that the use of rail can significantly reduce the cost of logistics in India. But considering the short-haul movement of goods in India, how can railways be the answer to reduce logistics cost. Moreover, India's railroads carry only 26 per cent of the country's freight and about 65 per cent goes by road. The use of railways makes economic sense only on longer routes but the majority of the country's cargo routes are less than 800 km.

Further, it is believed that to cut logistics costs, the focus should be on major commodities, such as coal and steel. On the contrary, it is important to streamline the agricultural value chain. McKinsey estimates that coal and steel account for about 12-16 per cent of India's total logistics costs but the figure is 25 per cent for agriculture. Plus, the inefficiencies in the agricultural supply chain, improper transportation and storage, leading to wasted food and quality control problems. In addition, there is a huge scope of improvement in warehousing and storage. For instance, do we require refrigerated trucks, if the warehouses at either end don't have the facility of

cold storage?

Also, it is believed that the major issue of road transport is the poor quality of roads and trucks. But the fact is that the quality and number of Indian drivers are more important. Roads carry more than 65 per cent of India's cargo and therefore have the potential to unlock more savings. But until one has skilled drivers the equation goes for a toss. So what if India's roads and trucks are in better condition than



developed countries, without skilled drivers the goal will never be achieved.

India's ministry of road, transport and shipping too estimated that there is a dearth of commercial drivers in India. About 22 per cent shortage of commercial drivers. The figure is shocking!

The positive sight is, the logistics firms have also begun to address this issue by opening driver training schools, boosting wages and benefits, investing in their drivers' skills, using onboard sensors to monitor driving patterns, and then giving real-time feedback. However, this should not limit to logistics firms only, the government should take a step to engage more people into this profession.

Today, India stands at 35th position (out of 160 countries) in the World Bank's list of recent Logistics Performance Index. But this is just the beginning and there are miles to go before India rise and stand tall. An organized logistics sector with infrastructure can help us scale this.

x

Why Is The Logistics Cost High In India?



With the current logistics cost standing at around 14 per cent of GDP, India's logistics sector offers a rate card which is way beyond the developed countries like the United States, Germany and Japan. This not only is ruining the competitiveness of goods but also destabilizing the financial balance of each individual. Knowing what could be the future consequence of high logistics cost, ASSOCHAM stressed on reducing the same. The fear of uncertainty, an unsafe environment for both the industry and customers forced ASSOCHAM to warn the system against the high cost, which otherwise was pending for long.

In order to benefit both – the industry and customers, there is an urgent need to replace the existing logistics model with an effective one. Why? The report of a comparative study will clear the air. The study conducted under the Sagarmala programme revealed that the total inland transit time for exporting a container from Delhi till loading on to vessel can vary from 7-15 days whereas for

the similar route in China, the inland transit time is between 5-6 days. The inefficient nature of the industry - unorganized facilities, lack of specialization, weak ICT support, high operational costs, poor management skills, poor back-end operations, lots of intermediaries, inefficient supply chains and poor infrastructure, is badly affecting the industry as a whole.

The key contributor to high logistics costs in India:

Cost of Fuel: In the current scenario, 60 per cent of the logistics cost is of fuel. Needless to say that if the fuel price will remain high, the logistics cost will also move along with it. But, why is the fuel price 'unreasonably' high only in India and not in our neighbouring countries? Isn't it because of the taxes (excise duty and VAT – which varies state to state) that we pay along with it is very hefty? For instance, if Indian Oil Corporation charges Rs 39.21 a litre to dealers (excluding VAT and excise) the end users end up paying nearly Rs 80 a litre fuel. The government should not levy such a hefty tax on fuel, which eventually adds to

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the logistics cost.

Toll Tax: Good roads are necessary for a safer, faster and hassle-free drive. But how convincing is this? For



**Deepak Sachdeva -
Sachdeva Roadlines (P) Ltd**

Various components add to the logistics cost. One facet is insurance.

The insurance charges for warehouses are very high. Another aspect is wages. Wages, in the last few years, have dramatically climbed high, which is not par with the economy or GDP or in respect of other services. Higher rate of green tax in Delhi-NCR is another feature. And, banning/scraping the 10 years old diesel vehicles also is one of the main contributors towards high logistics cost

instance, the Gurugram-Mumbai corridor which is 1400 km long has 26 toll plazas on the way and collects around Rs. 7800 from a normal carrier vehicle @ Rs. 5.5/km. But the toll tax increases with the size of the vehicle. It is not just money, a lot of time also get wasted on the due course. Thus, 12 per cent of total logistics cost is attributed by toll cost.

Vehicle Cost: While calculating the logistics cost, an 8.25

per cent vehicle maintenance cost is also added.

Tyre Cost: The tyres of a vehicle have life. They serve a vehicle for certain kilometres and after that, the vehicle requires another set of tyres to keep moving. It attributes 6.5 per cent of the total logistics cost.

Human Resource (HR): So many people are involved in the system, right from uploading to unloading, from starting the vehicle to maintaining the documents. Their salary and other benefits also fall under logistics costs. HR has a share of 6.5 per cent of the total logistics costs.

Overall Expenses: This includes overall expenses of the transport, which includes the cost of the driver. 5 per cent is added for this category in the total logistics cost.

Government Clearance: This includes the charges levied by governments (state and central), motor vehicle tax, motor permit, passing, traffic fee etc. About 1.25 per cent is charged against this segment.

Further, the seamless movement of goods across all modes of transportation is vital or else it will add to the logistics

Going by the current scenario, roadways have the major share of freight movement. With 65 per cent market share, it leads but then it is the costliest mode of transportation

cost. Similarly, choosing the right inter-modal transport system is also crucial. Going by the current scenario, roadways have the major share of freight movement. With 65 per cent market share, it leads but then it is the costliest mode of transportation.

The railways, on the other hand, carry 26 per cent freight. It is believed that increasing the use of rail can significantly reduce the cost of logistics in India. But, the reality is that there is a limited room for growth given the prevalence of short-haul movement of goods in India. While the majority of the country's cargo routes are less than 800-km-long, rail makes economic sense only on the routes longer than that. However, the government has identified 10 major rivers for waterways and are planning and strategizing to add 101 more rivers to the list. According to the Minister of Road Transport and

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Highways, Nitin Gadkari, the waterways will reduce logistics cost by at least 2 per cent.

Further, skilled manpower, integrated IT infrastructure with a single window system, coordination amongst



various logistics stakeholders and ministries can help to develop a standard logistics sector and reduce the cost for the betterment of the sector. Once these loopholes are eradicated, there will be enough opportunity for new jobs, and competitiveness amongst goods can be seen.

Realizing the gravity of the situation, the Government of India, last year, created a new logistics division under a special secretary-ranked officer in the Ministry of

The main focus of the new division is to promote logistics services in the country as an integrated holistic unified approach

Commerce and Industry. The main focus of the new division is to promote logistics services in the country as an integrated holistic unified approach. Also, the organization will act as a single task force that could focus on empowering private players to develop multi-modal logistics capabilities, promoting hinterland connectivity, oversee the various projects under PPP model and

facilitate attracting FDI in the logistics sector. Foremost, it needs to realize that infrastructural development needs to go hand in hand with an improvement in logistics.

Infrastructural development in the logistics sector can reduce the logistics cost!

Though the conditions of national highways have improved immensely (the road accident data will further establish that) the condition of state highways are still average or below average. Goods carriers face a lot of challenges while making delivery possible. Wear and tear to vehicles is for sure and the speed of delivery also gets delayed, adding to logistics cost. State road condition is also diluting the equation of distance covered per day by a vehicle. While a vehicle covers around 800 km a day in developed countries, a carrier vehicle can complete only 350 km per day.

Addressing the issue and the point of last-mile connectivity, so far, 75,000-km-long roads have already been constructed under the Pradhan Mantri Gram Sadak

Yojana, a nationwide plan to provide good all-weather road connectivity to unconnected villages in India.

The national highways in India do not have the crane facility, which is a must to clear the mess from any unwanted road accident or event. Further, it can help to save a lot of time, which otherwise is also attributing towards logistics cost.

A unified tariff structure - the Goods and Services Tax (GST) - was formulated for the logistics sector to reduce complexities in multi-modal transactions. If the resolution to other pending issues on land acquisition, environmental clearances and development of digitalisation, among others is offered at the earliest then it could further help reduce the delays in the transport and logistics infrastructure development.

Additionally, there is a requirement to shift focus to the multi-modal transport hubs because the current modal mix for cargo transportation is skewed towards roads with under utilisation of low-cost modes, including rail, inland waterways and coastal shipping. Last year, the Government of India approved a plan to build 34 mega multi-modal logistics parks at an investment of Rs 2 lakh crore. Then, Road Transport and Highways Minister Nitin



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Gadkari told ET, "Logistics parks will act as freight aggregation and distribution hubs and will enable long-haul freight movement between hubs on larger sized trucks, rail and waterways. It will reduce freight transportation costs."

Lowering logistics cost is inevitable to attract foreign investment. The industry experts believe that looking at the proactive behaviour of the government and enthusiasm of the industry, logistics cost in India will come down to match the global average in the next two years. According to the Managing Director and CEO of Invest India, "With the kind of road projects and infrastructure development being done, the trucks will be able to move in four days from Delhi to Kolkata by 2019, when our logistics cost will meet the global average of 10-12 per cent." Notably, a truck going from Delhi to Kolkata takes between 13-16 days in the current scenario.

Other significant players that impact high logistics cost in India:

GST on tyres – The tyres of goods carriers do not last long. Asking for 28 per cent GST for a tyre is too much. The logistics service providers do not bear the brunt from their pocket and eventually add to the logistics cost.

Life of vehicle – Considering goods carrier vehicles' role to increase the pollution level and the greater safety of mother earth the life of vehicles were set to be 15 years by NGT. But a vehicle needs a heavy investment; therefore the transporters demanded the cap to increase from 15 to

***Transporters will now
increase the rate to fill up
the bank interest and
investment, which eventually
will be acquired from customer
through logistics cost***

20 years, instead what is being done, the life is further shortened to 10 years now. Transporters will now increase the rate to fill up the bank interest and investment, which eventually will be acquired from customer through logistics cost.

Different state, different Regulation – The labour laws of each state is different from one another. Be it is related to warehousing or agriculture logistics. This adversely impacts the delivery of logistics services.

Highway robbery – Due to the defragmented nature of our highway system Indian goods carriers are never safe at any point in time. Sometimes corrupt policemen license the robbers to loot a vehicle and sometimes robbers themselves take the action. Though the vehicle and goods are generally insured, a lot of time gets wasted for lodging police complaint and other formalities. This also attributes to logistics cost.

Investment high but the return is slow – The cost of a vehicle is high, the bank interest for a loan is also high but



what is slow is the return on investment. As there is no fixed monthly income from a vehicle, transporters keep this in mind while placing the rate card. This adds to the logistics cost.

Institutionalized corruption – Corruption is the ultimate parasite which comes on the way of all the development work. No doubt, it blocks the way of efficient nationwide transporters.

Information and communications technologies (ICT) – ICT is not used in a proper manner. This has huge potential but it is not explored to enhance the scope of increasing efficiency and productivity.

Logistics security – With more and more containerization of the cargo trade, the pressure is increasing on firms and customs departments and poses a serious threat to human lives and other cargo.

Logistics cost will not fall down just. While the infrastructural development will strengthen the foundation of the logistics sector, proper planning, manpower training and choosing the right mode of transportation can help the sector achieve what it has been striving for. However, to realize this, everyone will have to participate, right from an industry player to the government. For an industry, where over 22 million people earn their livelihood and treat it as the temple, the wish is most likely to get fulfilled!

x



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Carriage By Road Cost Index (CRI) - November 2018

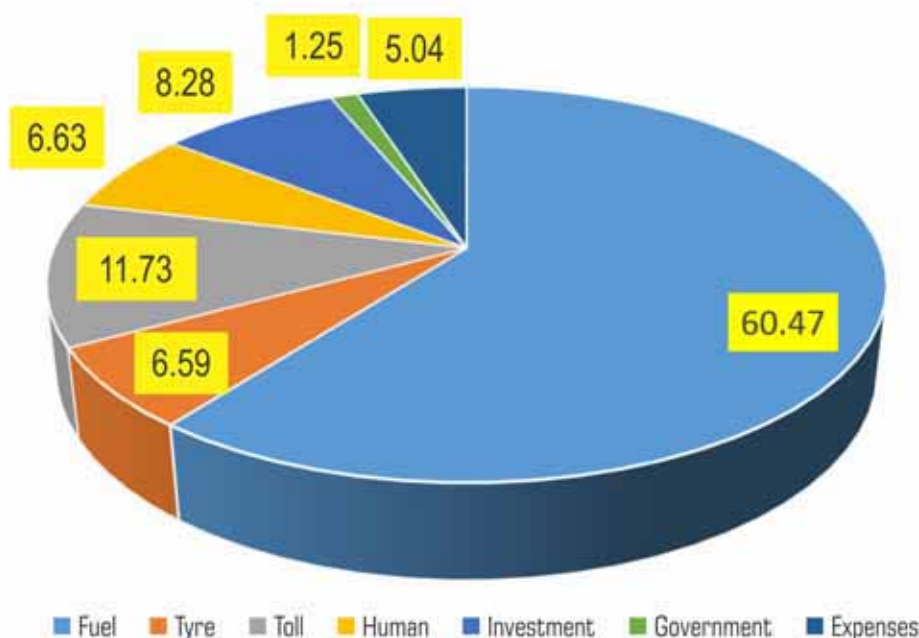
CRI November 2018 - **137.29**

Data Updated upto November 1, 2018

Average Diesel Price as on November 1, 2018 - **Rs. 76.18** per litre.

Cost Distribution Pie October 2018

CRI PIE Chart November 2018



Changes: Matrix - October 2018	
Diesel	-2.07 %
Change in Index	-1.57

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



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PRIDE of INDIA - BLR Logistik



Mr. Ashok Goyal
MD, BLR

*"Winners don't do different things.
They do the same things differently"*

Shiv Khera

BLR was founded by LC Goyal, around half a century back, in 1968, as a tiny (one man-one office) trucking company called Bombay Ludhiana Roadways. In the 1990's, under the leadership of Ashok Goyal, the 2nd generation entrepreneur, (who majored in Commerce), to run the organization, they grew at a steady pace until their growth ambitions got an impetus, in 2007, with Reliance Capital picking up a 32% equity stake, which is still retained by them. Today, BLR has grown to an INR 400 Crores (Cr.), annual turnover Logistics Services Provider, with 80 offices and 24 General and Customs bonded warehouses and a fleet of 2500 GPS enabled and DG (Dangerous Goods) Certified Drivers, pan India. They provide Logistics Services as follows: International and Domestic Freight Management, Site Selection, Inventory Management, E-Commerce Shipping and Distribution, General Logistics Services, Warehousing and Distribution, Project and Odd Dimension Cargo, Process Engineering, Reverse Logistics, etc.

Mission Statement: To Create a Competitive Edge for our Customers by Optimizing their Supply Chains Through Innovation and Total Commitment.

Key Values: Integrity and trustworthiness are the sound basis for our Commitment to customers and employees. Tasks and responsibilities are allocated to the staff based on their capacities, regardless of gender



Camaraderie at BLR

and religious issues. BLR values a strong culture of loyalty to its employees and similarly from its employees. These values form the backbone, which will continue to form the framework for BLRs potential and ambition in future.

Vision Statement: We hope to be recognised globally as the number one provider of Logistics Services, offering door to door solutions, from, to and within India.

The company is now equipped to provide a complete

logistics platform for domestic & international logistics requirements, all over India. With a highly competent management team, supported by the knowledge of the company's 600-people strong family, BLR has become one of the most sought after Transportation & Logistics companies in India.

Recognitions:

BLR's environmental management system, occupational health and safety system and quality management system comply with the requirements of **ISO 140001:2004**, **OHSAS 18001:2009**, **ISO 9001:2008**, respectively.



Pallets in a Warehouse

Currently **BLR** is one of India's leading logistics companies. Our offerings include customized solutions across all industrial sectors with the focus clearly on saving costs and providing a world class service. **BLR Logistiks (I) Ltd** stands for globally competitive solutions within a trusting and service oriented environment. In recognition of this, we were presented the Customer Service Excellence Award in 2010, by CEAT.

BLR offers truly integrated Logistics Services to its customers through its privately owned fleet. In all major cities across India.



BLR Office

We handle client requirements from various industries such as Pharma, FMCG, Textiles, Steel, Chemicals, Petroleum Products, etc. Our company fleet is GPS enabled and drivers are DG certified to carry hazardous

and high value cargo*



Ready for the Road

PRIDE OF INDIA- Questionnaire

(1) How long have you been in operation?

BLR was set up as a small trucking business in 1968 by L C Goyal, the founder of the company and the present Chairman. His short term goal was to establish a road transport business between his native place, Ludhiana, and the commercial capital of India, then called Bombay. The company was named Bombay Ludhiana Roadways, catering to the transportation needs of the customers to these locations and the stations in-between. The office was set up in Masjid Bunder, which is the transport hub of Mumbai and in the initial days of struggle, L. C. Goyal used to spend days and nights in the office with the burning ambition to see the company scale greater heights.

Started with humble beginnings the company grew steadily to a sizeable business of about INR 2 Crores (Cr.) and three offices by 1989. 1990s saw a spurt in growth in BLR under the leadership of the present Managing Director, Ashok Goyal. Ashok states that clients were responsible for this growth. The satisfied clientele of Ludhiana and adjoining areas now approached BLR to meet their transportation requirements in other areas of the country, as well. BLR took this as an opportunity and

Vital Statistics				
Name Of Company-				
No. Years In Operation	Last Turnover	Owened Vehicles	No. Of Branches	Manpower
50	400	2500	80	650

slowly and steadily expanded its branch and service network. The company had by now achieved a pan-India presence and offers its services all across the country.

In 2005, The Company decided to venture into other aspects of logistics, apart from road transportation. A dedicated team was set up and other logistics services such as International Freight Forwarding, Warehousing and Distribution and project support logistics services were offered to clients.

The business was offered under a corporate structure from 1989. In order to reflect all the above changes, the name of the company was changed to BLR Logistiks (I) Ltd.

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

We cater for Full truck load (FTL) basis and our expertise is Export/Import goods and packed chemical transportation. We are having more than 80+ branches and more than 600 employees. All branches are categorized into 8 zones/areas for effective control and management. Each zone/area is headed by a Zonal/Area Manager to whom all the branches in the Zone/Area report and who, in turn, reports to Head Office.

(3) What are your strengths? What percentage of your investment went to building up these strengths?

Road Transportation is the predominant service offering of the Company. In road transportation segment, BLR operates all across India and does FTL Transportation, Containers Transportation, Less than Truck Loads (LTL) transportation and Hazardous cargo movement. Road Transportation is offered by a mix of owned and market fleet. The Company fleet comprises of approx. 2500 vehicles. Balance requirement is met by engaging fleet from the market.

A dedicated team manages the International Freight Management Services which include facilitation of air and ocean export and imports. BLR offers a door-to-door service, as opposed to port-to-port and this is possible due to its transportation strengths in India and global Network of associates/agents.

BLR provides Warehousing and Distribution services to several corporate clients. The Company operates 3 lac sq. ft. of warehousing space, of which approx. 50,000 sq. ft. is owned. The services offered include general warehousing, bonded warehousing and temperature controlled warehousing. 3 PL services are offered to clients. Post GST, the Company is focused on expanding this service offering.

BLR has expertise in the movement of Over/odd Dimensional Cargo (ODC) and in meeting project logistics requirements.

Our main strength is in Exim business and hence we have purchased 100 new vehicles last year to cater to this segment.

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

There is a strong emphasis on use of IT to further enhance

its customer service levels. The Company is using a combination of wired/ wireless devices and mobile apps to get the location of its own/market fleet and provide accurate real-time visibility to the client. A mobile app has been developed, which is used by the loading supervisors to enter booking and truck engagement documents at the loading points itself, facilitating the generation of faster MIS for clients. We have also implemented CONTROL TOWER services to our clients which run 24/7 shifts and provide detailed MIS & Night Drive monitoring. All our software is customised and all aspects of operations/accounts & fleet monitoring are bundled in one package.

(5) What certifications/ accreditations do you hold?

Certificates like ISO 9001:2008, ISO 14001-2004, OSHS 18001-2007, Award like Mahindra Transport Excellence Award – 2017, Silicon India most promising Logistics



**Abhishek and Ashok Goyal -
The clear succession line at BLR**

Solution Provider – 2017, Recognition for Excellence in Logistics Solution – 2017 by The CEO Magazine. Awarded by CEAT as Best Road Transportation in year 2010

(6) Who are your present clients?

We provide services to some of the best names in the industry. Our client list includes:

1. United Spirits Ltd. 2. Owens Corning India Ltd.
3. Asian Paints Ltd. 4. Dow Chemicals International Pvt. Ltd.
5. Ikea Supply AG 6. Nestle India Ltd. 7. BASF India Ltd.
8. MRF Ltd. ...and many more.

As a rule, we have restricted our maximum exposure with a client to 10% of our turnover.

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

As mentioned earlier, we specialize in Exim transportation. There are various hidden experiences at the ports like detention, demerger, ground rent of

containers, etc. We have solutions which are suggested to our customer, on how to reduce these expenses.

(8) What is the current experience with GST regulations?

Even though there were teething problems in the initial phases, lot of things are smooth now and it has reduced the overall transit time and harassment by sales tax officers on the road. If the Govt. makes it mandatory that invoices should be generated from the GST portal, then may be the problems of E-Way bill papers will be done away with, as E-way bill will be not required.

(9) How do you see your company's growth in the coming year?

The Company achieved a turnover of INR 400 cr. in F Y 2018-2019. The target is to become an INR 500 Cr. company by FY 2020 and INR 1000 Cr. Company by FY 2025. The steps towards greater client services and improved efficiencies in operations will help in achieving this goal.

(10) Is Product / Business diversification being considered in your organisation?

Apart from transportation, we are also focusing on Warehousing and Distribution services and see a healthy growth of 30% on basic services.

(11) Are you working on a Succession plan for the next generation?

Logistics is now growing at a very fast pace and has become more phenomenal. The young generation notices the changing trend and is willing to take it forward.. My elder son has now joined me in the business.

(12) What would you advise youngsters planning to join this industry?

To all the young entrepreneurs I say, take risks in life. Seek advice from your confidants and mentors. Be passionate about your business and do not conduct it solely for monetary compensation, be passionate about what you're selling because if you're not involved in your business it will never work. Secondly, networking is very important. Every person gets one chance and you just have to grab it.

(13) What are the CSR activities you prefer to involve in?

Our company has been contributing regularly to an Ashram called Apna Ghar based in Bharatpur, where the people who have been abandoned on the roads are taken care of and nursed to health.

(14) Could you elaborate on some awards / honours that have come your way?

Recently, BLR was nominated in 3 Categories in the IndianOil Logistics award 2019 associated with Times

Network – New Delhi.

The Company was recently recognized by Silicon India Magazine as amongst the 10 most promising logistics solution providers of 2017, offering innovative logistics solutions and positively impacting the market place.

Also Abhishek Goyal - Director received the Mahindra Transport Excellence award 2017 for outstanding performance in Transportation business.

Ashok Goyal, Managing Director of BLR Logistiks (I) Ltd, was felicitated as "The Extraordinaire" at the Brand



BLR awards cabinet

Vision Summit, 2016, held in Mumbai. Brand Vision Summit, is an annual series organized by Nexbrands Inc, a brand consultancy and event agency, that brings together and recognizes brands, companies, dignitaries and personalities from across industry segments who have been truly iconic and are constantly consumer favourites.

(15) What is your view on AITWA's role as a facilitator for transporters?

AITWA has been playing a very major role as far as highlighting Problems of the trade with the Govt. agencies and has succeeded in the amending of the Carriers Act, GST bill, E-way bills, etc..

Now, under the leadership of Shri. Mahindra Aryaji, a lot of activities are planned. You will definitely see a lot of positive changes in the coming months.

This year AITWA has given me the responsibility, under the leadership of Mr. Ramesh Agarwalji to work for the betterment of our highway heroes, ie, our Drivers, who are the backbone of our Trade.

Vinod Kaul

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

X

WHO: Road Accidents Still Cause Most Deaths In India

The menace of road accidents does not seem to slow down. A recent World Health Organisation (WHO) report, which was released during the global road safety week (May 6 to 12) has highlighted road accidents as the leading cause of death amongst people in the 25-29 age group worldwide with more than 1.35 million lives lost each year and 50 million sustaining injuries. Notably, nearly 90 per cent of these fatalities worldwide occur in low income and middle income countries even though these countries are having only approximately half of the vehicles of world.

And, the situation is grave in India as almost 5,00,000 accidents are happening in India resulting in the deaths of about 1,50,000 people as per the data released by the Indian government. One fourth of them who survive are becoming permanently disabled and only one fourth of them are achieving their pre injury status in spite of the best treatment available in our country. Considering this, India is economically losing the worth of one to three per cent of the GDP.

Piyush Tewari, founder, Save LIFE Foundation, told The Hindu, "But what makes matters worse for India is the fact that since 2008 we have maintained our dubious distinction of being world number one in road crash deaths. In 2015, India became a signatory to the Brasilia Declaration on Road Safety, where we committed to halving road crash deaths by 2020. Forget about halving, we may not even have acknowledged the full scale of the problem in India."

He added, "Road crashes have emerged as the single biggest killer of people in the age group of 15-45. We are in the midst of a major pandemic and the need of the hour is strong political will and leadership to address the issue.

Simply blaming individual drivers will not help when the existing systems in which they are forced to operate are outdated and rotten."

Meanwhile, the reasons listed by experts for increasing road accidents in India included rapid urbanisation, poor safety, lack of enforcement, distraction, influence of drugs or alcohol, speeding and a failure to wear seat-belts or helmets.

These road traffic accidents are becoming a hurdle in the growth of nation. It should be the duty not only of the government but also of the public and social organisations to spread awareness on society and nation losing a lot in terms of human and financial resources.

The numbers of public transport vehicles are not

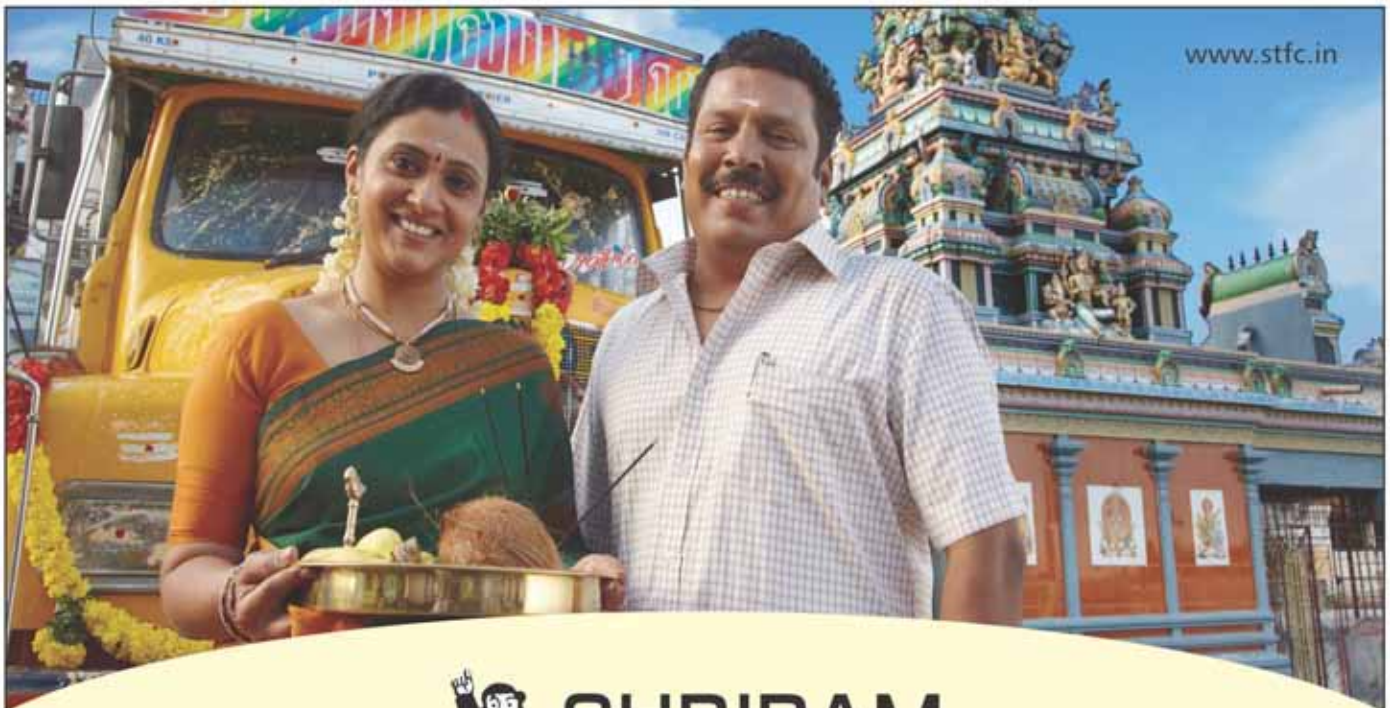


We are in the midst of a major pandemic and the need of the hour is strong political will and leadership to address the issue

increasing at the same pace as private vehicles. It is the need of the hour to increase the number of public transport buses to reduce the overcrowding of private vehicles on the road and to develop new modes of mass transportation. Also, the government plans to amend the currently applicable Motor Vehicles Act 1988. Despite getting a go-ahead from Lok Sabha, the Motor Vehicles (Amendment) Bill is pending for long in the Rajya Sabha.

Notably, the bill addresses road safety issues by providing for stiffer penalties, permitting electronic enforcement, and improving fitness certification and licensing regime. Also, it demands to improve the statutory provisions for the protection of good Samaritans and recognition of IT-enabled enforcement systems. Further, it paves the way for reforms in public transport, which will lead to improving road safety. Moreover, bogus licences cease to exist with the advent of online registration. And, this ends the corruption at the level of regional transport office.

X



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Gujarat HC: Goods Cannot Be Detained For Defect In E-Way Bill



Even after a year of the roll-out of e-way bill system, transporters' woes related to it do not seem to reduce. But a recent high court order seems to have brought some respite for them. A two-judge bench of the Gujarat High Court comprising Justice Harsha Devani and Justice Bhargav D Karia has held that the GST department cannot detain the goods on ground of defect in an e-way bill as there is no supply.

In this case, the GST department had released the goods belonging to the petitioners on the ground of absence of Part-B of e-way bills, reported Tax Scan. Later, the demand and penalty were raised. Rejecting petitioner's request to release the goods, the department directed them to make payment of tax and 100 per cent penalty within seven days from the date of the order and recorded that in case of failure of payment of tax and penalty, action under the section 130 of the GST Act would be initiated.

The division bench observed that the basis for computing the additional tax is the IGST paid by the petitioners. "Moreover, in the impugned order there is not even a whisper as regards the submissions advanced on behalf of the petitioners, nor have the same been dealt with in the body of the order. No reasons have been assigned by the second respondent for the purpose of holding the petitioner liable to payment of tax and penalty despite the fact that IGST had already been paid on such transaction and the goods were being moved from the customs warehouse to the petitioner's own godown and it being the

case of the petitioners that there was no supply, and hence, the provisions of GST Act are not applicable. The impugned order is, therefore, totally bereft of any reasoning," the bench observed.

It was further held that in the absence of any reason in support of the tax and penalty levied by the second respondent, the impugned order stands vitiated as being an unreasoned order and as such cannot be sustained.

Notably, an e-way bill is a document required - mandated by the section 68 of the GST Act - while carrying any consignment of goods of value exceeding Rs. 50,000. It needs to be generated from the GST common portal for e-way bill system by the registered persons/transporters who are causing movement of goods before its commencement. Also, one needs to separately register for the e-way bill system on the GSTN portal. Further, there's a provision to carry one consolidated e-way bill instead of carrying multiple e-way bills for multiple consignments of various consignors and consignees in one vehicle.

Further, the Central Board of Indirect Taxes and Customs (CBIC) developed a detailed procedure with respect to the time-bound uploading of reports/forms by revenue authorities along with the time-bound closure of cases where goods have been detained, and instructions to release goods where there are no prima facie irregularities. This was done to bring about 'uniformity' in the procedure of interception of goods, conveyance for inspection, detention, seizure, confiscation and release.

X

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- Earl Nightingale

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6 **ज्यादा मायलेज नहीं तो ट्रक वापस***

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MoRTH Is Traversing The Road To Digitisation!



Information technology or IT has taken every industry by storm around the world. And, it holds true for the Indian transport industry too. In order to come at par with the transport and logistics industry in developed nations, the Government of India needs to focus on technology-driven solutions that hold the potential to organise things. Considering this, many digital initiatives have been launched in recent years to reduce travel and road infrastructure development cost and time.

In a recent interview to Express Computer, Road Transport and Highways Minister Nitin Gadkari told, "IT is being used in majority of initiatives undertaken by the ministry. Starting from vehicle registration and driving licenses, monitoring of road construction – all are through one or more IT tools. NIC has been actively involved in many of these. Most popular and widely used are Vahaan and Sarathi. State transport departments are issuing vehicle registration certificates and driving license using these applications." The minister added, "Some of the new initiatives are Bidder Information Management System (BIMS), Bhoomi Rashi, INAMPRO, INFRACON, etc.

The regional officers of this ministry stationed in the capital city of states are monitoring the construction and maintenance of the national highways in the country."

When asked about how technology has simplified procedures in the road transport and highways sector in India, the minister said, "There are a number of applications which are helping in simplification of procedures. The best example of this is Bhoomi Rashi. It is a portal developed by MoRTH and NIC, which comprises the entire revenue data, right down to 6.4 lakh villages. The entire process flow, from submission of draft notification by the state government to its approval by the minister of state for RT&H and publication in e-Gazette, is online. The portal, created for expediting the process of publication of notifications for land acquisition, is now being fully utilised for issuing the notifications, and more than 2,824 notifications have been issued using the portal so far. Bhoomi Rashi portal has been instrumental in reducing the time taken for approval and publication of notifications pertaining to land acquisition. INFRACON and other new initiatives like GIS of land parcel and mobile app for public view of project information and



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road assets will further simplify the process.”

He also shared that the department is seeking technology-driven solutions to check road accidents too. The minister stated, “The Road Asset Management System (RAMS) application has been developed, which has the capability to manage accident data. Going forward, it would be linked to GIS to identify black spots.” He added, “The government has launched a mobile app for highway users – Sukhad Yatra 1033 – which enables highway users to report potholes and other safety hazards on national highways, including accidents.”

While talking about the m-Parivahan app, the road transport minister told, “The m-Parivahan app is primarily meant for common citizens and transport operators who can access various transport related services like payment of road tax, application for various services, appointment with RTO, uploading of document, etc. It will provide a unique feature of virtual driving license and virtual vehicle registration certificate through back-end connectivity to Transport National Register, encrypted QR code and Aadhaar-based authentication – which will allow an option to replace existing physical documents/ cards with the secured, enforceable, digital identities.”

Further, the minister shared the latest data on FASTags too. He said, A total of 43.15 lakh FASTags have been issued as on February 28, 2019 with a total of 462 places on National Highways equipped with RFID enabled

FASTag infrastructure for collecting fees electronically. Fees collected through FASTags have also increased significantly since inception, with almost 27 per cent fees collected through FASTags in February, 2019.



He added, “The government has launched a mobile app for highway users – Sukhad Yatra 1033 – which enables highway users to report potholes and other safety hazards on national highways, including accidents”

management.”

It seems like the government is doing their bit and it is time for transporters to play their part and welcome and promote the positive changes that are necessary for the development.

When asked about the latest updates on the ERP system, the road transport minister shared, “eDisha is an initiative which includes design and implementation of ERP system and its integration with multiple legacy systems developed by the ministry and its implementation agencies. There have been nearly 60 applications being used by MoRTH, NHAI and

NHIDCL. Fifty per cent of the applications will get either subsumed or integrated with ERP. Post implementation, this platform will provide a single source of information related with projects where it may be in physical progress, financial progress or any project related documents. The project through all of its phases, right from conceptualisation to operation and maintenance, will be managed through this platform. Various dashboards to manage the project are created as part of the project, which will help in better project

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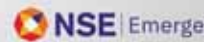


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MoRTH: New Vehicle Registration Has Not Stopped

In a meeting with industry stakeholders, a Ministry of Road Transport and Highways official clarified that the new vehicle registration has not stopped, reported ET Auto. This was called for as some recent media reports stating that new vehicle registrations have been stopped across the country were doing the rounds. Notably, the meeting was attended by representatives from FADA, SIAM and ACMA.

The ministry had made it mandatory for a vehicle produced from April 1 to have High Security Registration Plate (HSRP) for the registration, last year. Recently, an official conveyed that the regulation to have mandatory HSRP is for vehicles manufactured after April 1, 2019, which are available in very less number with dealers as of now.

Besides, the ministry has guided Standard Operating Procedure (SOP) for placing the inventory of High Security Registration Plates (HSRP) against an OEM and the process of linkage with registration details of a vehicle



in a meeting held on April 18, 2019.

National Informatics Centre (NIC) will provide functionality of HSRP portal and till the time it is implemented, authorised dealer of the OEM or the Registering authority (RTO) will be allowed to enter the laser codes of the HSRP plates as fitted in the registered vehicle.

According to industry sources, access to VAHAN portal is not available to few dealers in some districts and states. In such cases, linking the laser branded identification numbers with the other registration details of the vehicle would have to be done by the concerned Registration Authority (RTOs)

Government Lays Guidelines For Inspection, Certification Of Vehicles

The road transport and highways ministry set up guidelines for setting up of inspection and certification during 2017 to 2020 for the 14th financial circle, reported Times of India.

MoRTH proposed to set up one model I and C in each state with central assistance. Notably, MoRTH sanctioned 10 centres for setting up one each in the state of Andhra Pradesh, Karnataka, Gujarat, Maharashtra, Rajasthan, Himachal Pradesh Haryana, Madhya Pradesh, Uttar Pradesh and Delhi, during the 11th plan.

Poor maintenance and servicing of old in use vehicles not only damages the environment but also poses a great safety hazard on the road. The compliance with limits or standards of vehicles exhaust emissions for air quality improvement purpose is directly dependent on the implementation or enforcement of effective vehicle inspection system. And, the improvement of vehicle performance capability and servicing becomes an ever-increasing urgency owing to the rapid increase in public



means of transportation.

The implementation of an effective vehicle inspection system can help achieve effective air pollution control and thus, a decrease in vehicles emissions and improvement of road worthiness.

With the fast-growing economy, the vehicle population in India has grown rapidly. The Government of India enforced the motor vehicle emission standards in India from 1991 and has been since updating the emission and safety norms for new vehicles. The government's plan to align with Euro VI norms by 2020 has made the game for automobile makers a little tougher. 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.



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Years..... Amount.....
Years..... Amount.....
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E-mail ID..... Mob. No.....
(2).....
Add.....
.....
E-mail ID..... Mob. No.....
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- (3) Details of Branches with postal address
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3. I/We declare that. I/We have studied the constitution and the Rules and Regulations of the AITWA and undertake to abide by these and infringement of any of these on my part, intentionally or otherwise, shall render my/our membership liable for termination.
4. I am enclosed three Passport Size Photo

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(Name of Signatory in Capital Letters)
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Seconded by

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GMC Trucks To Get Adaptive Cruise Control System

General Motors Co's truck brand GMC announced that its 2020 Sierra large pickup trucks will have an adaptive cruise control system, reported Reuters.

Notably, an adaptive cruise control system allows trucks to automatically adjust speed to maintain a set distance behind the vehicle ahead. Further, it features a single high-mounted camera behind the rear view mirror and can bring the Sierra to a complete stop.

The battle for share in the high-paying large-pickup truck market is intensifying and already a few General Motors' rivals offer this type of system. The addition of the cruise control system is a sign that General Motors is moving to close gaps with rivals, particularly with Fiat Chrysler Automobiles NV's new Ram pickup truck, which has been gaining market share this year.



Driverless Truck Hits The Road In Sweden

An electric truck without a driver is being tested for the first time on Sweden's roads after the vehicle built by Swedish start-up Einride got permission from the regulator to mix with other traffic within an industrial area, reported IANS.

While the first ride for the cab-less vehicle, "T-pod", on a public road commenced on May 15, the permit is valid until December 31, 2020. The permit applies to a short distance on a public road within an industrial area between a warehouse and a terminal where traffic speeds are typically low, Einride said in a statement.

Equipped with cameras, radars and 3D sensors, which give it 360-degree awareness of its surroundings, the vehicle uses an autonomous driving platform made by NVIDIA and its systems are connected via a 5G

network. Also, the truck is supervised remotely by an operator who can take control if necessary, CNN reported. Further, it can reach speeds of up to 85 kilometres per hour, but is only allowed to drive at 5 km per hour during the trial, said the report.

Einride and leading logistics firm DB Schenker initiated the first installation of the "T-pod" at a DB Schenker facility in Jonköping, Sweden in November last year. "It was the first commercial installation of its kind in the world," Einride said.

Notably, the Swedish Transport Agency on March 11 approved Einride's application to expand the pilot to a public road. Further, Einride claimed that the "T-pod" can reduce carbon dioxide emissions from freight transport in Sweden by up to 60 per cent by 2030.

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CILT signs MOU with Logistics Division Of Ministry of Commerce & Industry

The Logistics Division under the Department of Commerce, Ministry of Commerce and Industry, Government of India and The Chartered Institute of Logistics & Transport (India) have on 30th April 2019, signed a Memorandum of Understanding (MOU) in order to set up an institutional mechanism to work with various stakeholders in Logistics sector. The Ministry has entered into a bipartite agreement with CILT India to collaborate to promote the logistics sector in India. The MOU was signed by Mr. Anant Swarup, Joint Secretary (Logistics), Government of India and Mr. Shanti Narain, National Chairman, Chartered Institute of Logistics & Transport, India in the office of Special Secretary (Logistics), Mr. N. Sivasailam in Udyog Bhawan.

Under this agreement a "Centre of Logistics Excellence" will be created with focus on Integrated Transport Systems and Information Technology.

CILT India would assist in organizing Training and Education programs as well as Conferences and Exhibitions, coordinate and promote Research both at



(L to R): Mr. Sanjiv Garg, Mr. Shanti Narain, Mr. N Sivasailam, Mr. Anant Swarup

National and International level, publish Papers and Periodicals and institute Awards, offer Fellowships and Prizes.

CILT India would also be a part of the Think Tank for Logistics and the Logistics National Council.

AITWA MEDIA BUREAU

Tata International Sells Its Trailer Manufacturing Arm To Canyon Point

Tata International DLT, the country's largest selling trailer maker, announced that it has executed definitive agreement to sell their company to Canyon Point Investment Holdings, reported ET. Notably, Tata International was a 50:50 joint venture company between Tata International Limited and Sri Lanka based Dutch Lanka Trailer Manufacturers (DLTM).

In a parallel transaction, TRF Limited through its affiliate also executed definitive documents to sell its 100 per cent stake in Dutch Lanka Trailer Manufacturers to Canyon Point. When put together, the total deal value of both the transactions is Rs. 305 crore, which is subject to adjustment of actual debt in DLTM, a company statement read.

For these divestments, Mumbai-based global investment banking firm Singhi Advisors acted as the sole advisor to Tata International and TRF. Further, the transaction closing is subject to regulatory approvals, stated the exchanges filing.

A \$2.32 billion enterprise, Tata International is a global trading and distribution company with a network of offices and subsidiaries spanning more than 39 countries in Africa, Asia, Europe and the Americas. Tata DLT sells a wide range of trailers, semi-trailers, tippers and vehicle carriers in both the Sri Lanka market as well as exports to Asia, the Middle East and Africa and specializes in road and port trailers. And, TRF Limited is a supplier of bulk material handling equipment and is listed on NSE and BSE.

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Women in Logistics

Rajni Patwardhan
Head of Marketing,
Kale Logistics Solutions



Rajni has over 15 years of experience in marketing and communication. She is a marketing strategist with core specialization in formulating strategies for matured markets. She has an MBA in marketing and has worked in the IT/ITES and e-learning industry, before joining the logistics sector. She complements her marketing skills by championing her role as an environmentalist when she is off duty. She works on sustainable

systems for household waste management to reduce harmful components in landfills.

QUESTIONNAIRE

1) How many years have you been with the Cargo industry and how do you find the journey until now?

I joined Kale Logistics Solutions (Kale) in 2016. Prior to that, I was with the IT and ITES industry for over 12 years. The journey till now, has been wonderful and very fulfilling. What really fascinates me about this industry are the endless opportunities and possibilities that it unfailingly throws up because of its complexity and vastness.

2) How did you get inducted into Cargo, which is essentially a male-dominated industry?

I am a marketing professional with more than a decade of experience in IT. Kale is a leader and pioneer in IT Logistics Solutions. So moving in the same domain was easy for me. The value I brought to the table was some of the best practices from outside of Logistics and Cargo. Logistics is traditionally a masculine sector. It is most encouraging to see that many women leaders rise in the industry to the top-most positions.

3) What has been the reaction of your male colleagues and those reporting to you?

The perception of a male-dominated industry is breaking down, though there are some pockets of resistance. My

colleagues are very supportive. There are a number of options available today, that do not favor any particular gender and there are a lot more women in the industry now than there were 20 years ago. This is ranging from freight forwarders, airlines, brokers, etc., ground handling agents, to name a few.

4) Do you specialize in any section of the industry, e.g., Export / Import / DGR, etc.?

I do not carry any operational industry specialization, but am a marketing and communication professional.

5) What is so interesting about the Cargo industry that keeps you attracted to it?

I feel extremely privileged to be a part of an industry that literally 'moves the world' and part of an organization that 'Transforms with Technology'. What is really interesting is the number of powerful megatrends that are creating unprecedented business opportunities. There is so much to do and so much already done which keeps one on one's toes. Digital transformation is a big wave in this industry at this point in time. Technological progress is the need of the hour. Rapidly changing regulatory and geopolitical environments are calling for smart logistics powered by technology.

6) How confident are you about future growth on equal opportunity basis, vis-a-vis male colleagues?

The perception that 'cargo' means nothing but forklifts and heavy duty work that possibly dissuade women from joining the industry, needs to change. Efforts need to be made on attracting and retaining talent and also correcting such misperceptions about the nature of the industry. To attract the women in this industry, it is imperative to educate them of the opportunities available and what this industry has to offer. Women who join the logistics industry need to know that it is a service industry and need to have good spoken and written communication skills, knowledge of logistical processes and procedures, focus on customer service and orientation, have a sharp business acumen, along with strong analytical and problem-solving skills. The opinion that the logistics industry is unsuitable for women is contentious, as much as there is a growing recognition of the need for diversity in the industry work-force. There are focused efforts by the industry to market itself well and promote gender diversity. They are investing in people.

7) What is your advice to youngsters, particularly women, on the verge of starting their career, to join the industry?

As women, we play multiple roles of mothers, daughters, sisters, wives, friends, employees, mentors, etc. - the list is pretty long. We cannot be perfect at each job, though we may be expected to be. It is absolutely ok, what really matters is what you want to be. It is important to be happy, contented and stay strong to face the headwinds they may face. Most young women are not vocal at work, maybe because they are at an early stage of their career. It is very crucial to speak and take ownership. Exhibit confidence to drive your work and build a support system that you can lean on it when you need to. Trusting your inner instincts and staying true to your own beliefs is the key to motivating yourself.

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फिर बढ़ गए पेट्रोल और डीजल के दाम

लोकसभा चुनाव का मतदान संपन्न होने के ठीक एक दिन बाद 20 मई को तेल विपणन कंपनियों ने पेट्रोल और डीजल के दाम बढ़ा दिए। कमोडिटी बाजार के जानकार बताते हैं कि अंतर्राष्ट्रीय बाजार में कच्चे तेल में आई हालिया तेजी के

**कमोडिटी बाजार के जानकार
बताते हैं कि अंतर्राष्ट्रीय बाजार
में कच्चे तेल में आई हालिया तेजी
के बाद अब पेट्रोल और डीजल के
दाम में फिलहाल राहत मिलने की
गुंजाइश नहीं है**

बाद अब पेट्रोल और डीजल के दाम में फिलहाल राहत मिलने की गुंजाइश नहीं है।

एंजेल ब्रोकिंग के एनर्जी व करेंसी रिसर्च मामलों के वाइस प्रेसिडेंट अनुज गुप्ता ने आईएनएस को बताया कि पेट्रोल और डीजल के दाम में वृद्धि का सिलसिला चल पड़ा है और आगे दो से तीन रुपये प्रति लीटर तक की बढ़ोतरी हो सकती है।

बता दें कि 2 मई को तेल कंपनियों ने पेट्रोल और डीजल के दाम में कटौती की थी। और यह माना जा रहा था कि अंतर्राष्ट्रीय बाजार में अगर कच्चे तेल में गिरावट का सिलसिला आगे भी जारी रहा तो भारत में तेल और सस्ता हो सकता है।

ब्रेंट क्रूड का वायदा भाव जो 25 अप्रैल को 75 डॉलर प्रति बैरल के ऊपर चला गया था वह इस समय 70 डॉलर प्रति बैरल के करीब आ गया था। अप्रैल के आखिरी हफ्ते में अमेरिका में कच्चे तेल के भंडार में अप्रत्याशित वृद्धि होने की रिपोर्ट आने के बाद से तेल के दाम में नरमी का रुख बना हुआ था। पिछले सत्र में ब्रेंट क्रूड का वायदा भाव 70 डॉलर प्रति बैरल से नीचे तक लुढ़क गया था जोकि तकरीबन एक महीने का सबसे निचला स्तर था।

बता दें कि अमेरिकी एजेंसी एनर्जी इन्फार्मेशन एडमिनिस्ट्रेशन यानी ईआईए ने हाल ही में बताया कि अमेरिका में अप्रैल के आखिरी हफ्ते में कच्चे तेल का भंडार 99 लाख बैरल बढ़कर 47.06 करोड़ बैरल हो गया था। विशेषज्ञों के अनुसार, कच्चे तेल के भंडार में हुई अप्रत्याशित वृद्धि से अंतर्राष्ट्रीय बाजार में तेल के दाम में नरमी का रुख बना हुआ था। लेकिन जानकारों का मानना था कि



कच्चे तेल का भाव बहरहाल सीमित दायरे में रहेगा क्योंकि ईरान और वेनेजुएला से तेल की आपूर्ति बाधित होने से दुनिया में तेल की आपूर्ति में होने वाली कमी की भरपाई को लेकर असमंजस की स्थिति बरकरार है।

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Company's name changed from Darcl Logistics Limited to CJ Darcl Logistics Limited with effect from 13.09.2017

क्यों सुस्त है राजमार्ग परियोजनाओं में निजी निवेश ?



भारी-भरकम सार्वजनिक क्षेत्र के खर्च के मामले में राजमार्ग विकास शीर्ष स्तर पर रहा है, लेकिन राष्ट्रीय जनतांत्रिक गठबंधन (राजग) सरकार के कार्यकाल में निजी क्षेत्र के निवेश की चाहत काफी कम रही है। इसकी एक बड़ी वजह यह है कि गैर-निष्पादित परिसंपत्ति (एनपीए) के भारी बोझ के कारण सार्वजनिक क्षेत्र के बैंक इस क्षेत्र को कर्ज देने से कतराते हैं।

नवोन्मेषी हाइब्रिड एन्युटी मॉडल-एचएम में राजमार्ग की कई परियोजनाएं प्रदान किए जाने और ईपीसी-इंजीनियरिंग, प्रोक्योरमेंट एंड कंस्ट्रक्शन-अनुबंध की व्यवस्था से डेवलपर्स को काफी सुकून मिला, लेकिन इससे उनको विशुद्ध रूप से बीओटी-विल्ड-ऑपरेट-ट्रांसफर परियोजनाओं के लिए बोली लगाने की अपेक्षित अनुमति नहीं मिली।

उधर, निजी क्षेत्र से वित्तीय जोखिम सार्वजनिक क्षेत्र के राष्ट्रीय राजमार्ग विकास प्राधिकरण (एनएचआई) की तरफ आ जाने से एनएचआई का तुलनपत्र आवश्यकता से अधिक बढ़ा बन गया है।

सरकार ने मुख्य रूप से एचएम और ईपीसी के जरिए सड़क परियोजनाएं प्रदान की हैं, जो विशुद्ध रूप से सार्वजनिक वित्तपोषित मॉडल हैं। सरकार की ओर से एनएचआई एक एचएम परियोजना के लिए कुल लागत का 40 फीसदी निर्गत करता है। यह परियोजना 2016 के आरंभ में शुरू की गई थी। इसके तहत बाकी 60 फीसदी की व्यवस्था डेवलपर्स को करना होता है। ईपीसी मॉडल में पूरी रकम सरकारी एजेंसी की तरफ प्रदान की जाती है। पिछले

चार सालों के दौरान देश में मुख्य रूप से दोनों मॉडलों के माध्यम से राजमार्गों का विकास हुआ है।

मगर जानकार बताते हैं कि एचएम मॉडल भी अब मंद पड़ गया है, क्योंकि राजमार्ग परियोजनाओं के लिए बैंक कर्ज देने में काफी सतर्कता बरत रहे हैं।

एक प्राइवेट डेवलपर के मुखिया ने आईएनएस को बताया, "बैंकों को कई राजमार्ग परियोजनाओं की लागत राशि पर यकीन नहीं हो रहा है। वे निजी क्षेत्र की जरूरतों की पूर्ति के लिए पर्याप्त धन देने को तैयार नहीं हैं। एचएम परियोजनाओं में निश्चित तौर पर डेवलपर्स के मौजूदा दायित्व का ध्यान रखा जाना चाहिए।"

डेलॉयट इंडिया के पार्टनर विश्वास उदगिरकर भी इस बात से इत्तेफाक रखते हैं। उन्होंने कहा कि बैंकिंग प्रणाली रोड सेक्टर को बहुत मदद नहीं कर रही है।

उन्होंने कहा, "रोड सेक्टर में प्राइवेट सेक्टर की दिलचस्पी सीमित है, क्योंकि डेवलपर संकट में हैं और एनपीए काफी उच्च स्तर पर जा चुका है।"

वित्त वर्ष 2018 में एनएचआई ने 7,400 किलोमीटर की सड़क परियोजनाओं की निविदा प्रदान की। अधिकांश परियोजनाएं मार्च में प्रदान की गईं। 2017-18 में 3,400 किलोमीटर की एचएम परियोजनाएं प्रदान की गईं। वित्त वर्ष 2019 के आरंभ में एनएचआई ने 300 किलोमीटर सड़क योजना का अबाई एचएम के माध्यम से किया।

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E-invoicing may begin under GST

The GST Council has taken a number of measures, such as the introduction of electronic way (e-way) bills, to clamp down on tax evasion.

In what could radically transform the indirect tax administration system and the way business is conducted, India is looking at the possibility of introducing electronic invoicing under goods and services tax.

If the country adopts the system, businesses will likely have to issue invoices, or bills, directly via the GST Network, and the data will be available to the authorities right away.

The GST Council has set up a committee to look into the feasibility of e-invoicing. It will also study the systems in place in other countries, such as South Korea and some from Latin America.

The move comes as the new single tax regime, which took effect on July 1, 2017, has seen a rise in incidents of evasion. The GST Council has taken a number of measures, such as introduction of electronic way bills (e-way), to clamp down on tax evasion.

Tax experts say e-invoicing can be effective in tackling evasion.

"E-invoicing as a concept looks like a good mechanism to check tax evasion and also ease the compliance burden on businesses," said Pratik Jain, national leader, indirect taxes, PwC.

Since the invoices will be issued via GSTN, there will not be a separate need to update information.



Evasion, however, primarily takes place in the B2C segment and one will need to find ways to incentivise customers to insist on invoices, particularly in case of services where the possibility of tax evasion is more, Jain said.

Technological and infrastructural aspects would become very important, Jain said, adding that the timing and phasing in of this initiative was extremely critical given that GST was now somewhat stabilising.

The panel that will consider this filing includes GSTN chief executive Prakash Kumar, GST officials from state and central governments as members, and GST Council special secretary Rajeev Ranjan as the convenor.

Finance Ministry brings in changes in e-way bill system to check GST evasion

Touted as an anti-evasion tool, the electronic way or e-way bill was rolled out on April 1, 2018, for moving goods worth over Rs 50,000 from one state to another.

The Finance Ministry has introduced changes in the e-way bill system, including auto calculation of distance based on PIN codes for generation of e-way bill and blocking generation of multiple bills on one invoice, as it seeks to crack down on GST evaders.

Touted as an anti-evasion tool, the electronic way or e-way bill 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.

With instances of malpractices in e-way bill generation getting detected, the revenue department decided to rework the system for generation of e-way bill by transporters and business.

The new enhanced system would come with auto-calculation of distance between the source and destination, based on the PIN codes. The user would be allowed to enter the actual distance as per the movement of goods, which will be limited to 10 per cent more than the auto calculated distance displayed, according to the e-way bill portal.

For example, if the system has displayed the distance between Place A and B, based on the PIN codes, as 655 kms, then the user is allowed to enter the actual distance covered up to 720 kms (655 kms + 65 kms).

Besides, the government has decided not to

permit generation of multiple e-way bills based on one invoice. This means, if the e-way bill is generated once with a particular invoice number, then none of the parties – consignor, consignee or transporter – can generate another e-way bill with the same invoice number.

The enhanced feature would permit extension of validity of the e-way bill when the goods are in transit/movement.

The e-way bill portal, which has been developed by the National Informatics Centre (NIC), the country's premier informatics services organisation, would also generate a report for users on the list of e-way bills about to expire.

This would help the user to analyse the data and ensure that the goods reach the destination within the valid time period.

Transporters of goods worth over Rs 50,000 would be required to present e-way bill during transit to a GST inspector, if asked. Failure to produce an e-way bill can attract a penalty of Rs 10,000 or amount of tax sought to be evaded, whichever is higher.

AMRG & Associates Partner Rajat Mohan said "these enhanced features would add value to both, businesses and tax officers as the mixed bag aims at propelling ease of doing business together with acting as a deterrent for tax evaders".

During April-December 2018, 3,626 cases of GST evasion/violations involving Rs 15,278 crore were detected.

जीएसटी चोरी करने वाली फर्म के बजाए ट्रांसपोर्टर पर कार्यवाही वाली धारा 129 व 130 के प्रावधानों के खिलाफ याचिका पर केन्द्र व राज्य सरकार से जवाब मांगा इलाहाबाद हाईकोर्ट ने

प्रयागराज, 09 मई ।

इलाहाबाद उच्च न्यायालय ने केन्द्रीय माल एवं सेवा कर अधिनियम की धारा 129 व धारा 130 की वैधानिकता की चुनौती याचिका पर दो सप्ताह में केंद्र व राज्य सरकार से हलफनामा मांगा है। अपर महाधिवक्ता मनीष गोयल ने याचिका की पोषणीयता पर यह कहते हुए आपत्ति की कि जब्ती आदेश की चुनौती याचिका पहले ही खारिज हो चुकी है। उसी आदेश के साथ अधिनियम के उपबन्धों की वैधता को चुनौती देते हुए दूसरी याचिका पोषणीय नहीं है। रिसर्जुडिकेटा (प्रांगन्याय) के सिद्धांतों के खिलाफ है। कोर्ट ने सरकार को आपत्ति दाखिल करने का समय दिया है। केंद्र सरकार के अधिवक्ता कृष्ण जी शुक्ल ने भी पक्ष रखा।

यह आदेश न्यायमूर्ति भारती सप्रू तथा न्यायमूर्ति विवेक वर्मा की खंडपीठ ने चंदौली के प्रवीण सिंह की याचिका पर दिया। याचिका में वैध प्रमाणपत्र के बगैर माल ले जा रहे ट्रक को जब्त किया गया है। याचिका अधिवक्ता अनिल तिवारी ने यह कहते हुए अधिनियम के उपबन्धों की वैधता को चुनौती दी है कि माल से ट्रक मालिक का कोई सरोकार नहीं है। फर्म पर कार्यवाई के बजाय ट्रांसपोर्टर पर कार्यवाही करने उसके व्यावसायिक अधिकारों के खिलाफ है।

गौरतलब है कि जीएसटी चोरी के मामले में देश की 142 बोगस फर्मों को रूक-रुक कर पहचान पर आनलाइन पंजीकृत कराई गई। उत्तर प्रदेश में 39 फर्मों द्वारा 380 करोड़ रुपये का क्रय विक्रय किया गया। 65 करोड़ रुपये की टैक्स चोरी की गयी। 112 पैन धारकों, 37 फोन नम्बर धारकों व 1591 वाहनों के विरुद्ध पड़्यंत्र व धोखाधड़ी के आरोप में कार्यवाई की गयी है। लखनऊ के गोमती नगर थाना विभूति खण्ड में एफआईआर दर्ज कराई गई है। फर्मों कंपनियों के नाम से ट्रांसपोर्टर अवैध माल की धुलाई करते हुए पकड़े गए हैं। इसी तरह याचिका के ट्रक को जब्त किया गया है। सुनवाई 2 सप्ताह बाद होगी।

मिलेगी जीएसटी ई-चालान निकालने की बड़ी सुविधा

नई दिल्ली, टी.टी.एन.। जीएसटी अधिकारी एक ऐसी प्रणाली पर काम कर रहे हैं जिसमें एक निश्चित सीमा से अधिक कारोबार करने वाली कंपनियों को सरकारी या जीएसटी पोर्टल पर प्रत्येक बिक्री के लिए ई-चालान निकालना होगा। इससे कर चोरी की गुंजाइश काफी हद तक कम हो सकेगी। शुरूआत में एक निश्चित सीमा से अधिक के कारोबार वाली इकाइयों को प्रत्येक इलेक्ट्रॉनिक या ई-चालान पर एक विशिष्ट संख्या मिलेगी। एक अधिकारी ने बताया कि इन नंबर का मिलान बिक्री रिटर्न और चुकाये गए कर के इनवॉइस से किया जा सकेगा। आगे चलकर कंपनियों को बिक्री के पूरे मूल्य पर पूर्ण इलेक्ट्रॉनिक कर चालान या ई-इनवॉइस निकालना होगा। अधिकारी ने बताया कि एक निश्चित सीमा से अधिक के कारोबार वाली इकाइयों को एक सॉफ्टवेयर दिया जाएगा जो जीएसटी या सरकारी पोर्टल से जुड़ा होगा। इससे ई-चालान निकाला जा सकेगा।



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E-mail: delhi@secl.net

Registered Office:

42/2, 1st Floor, M C Garden Road, Kolkatta- 700 030

TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To Mar.		
		March 2019	March 2018	% Change	2018-19	2017-18	% Change
(A) 20 International Airports							
1	Chennai	36787	38785	-5.2	411613	417787	-1.5
2	Kolkata	12133	13014	-6.8	155232	163323	-5.0
3	Ahmedabad	8572	7883	8.7	101731	91633	11.0
4	Goa	352	344	2.3	4536	4372	3.8
5	Jaipur	2453	1744	40.7	18513	16304	13.5
6	Lucknow	1	366	-99.7	6111	6329	-3.4
7	Guwahati	2103	1880	11.9	23840	22345	6.7
8	Trivandrum	2386	2474	-3.6	25167	28715	-12.4
9	Bhubaneswar	1026	764	34.3	9670	7843	23.3
10	Calicut	2230	1593	40.0	17283	18866	-8.4
11	Srinagar	684	526	30.0	7990	7226	10.6
12	Coimbatore	1101	968	13.7	12865	10461	23.0
13	Amritsar	0	174	-	1378	1676	-17.8
14	Mangalore	260	201	29.4	3287	2527	30.1
15	Varanasi	172	91	89.0	2657	1190	123.3
16	Portblair	569	505	12.7	6158	5682	8.4
17	Trichy	721	595	21.2	6950	6541	6.3
18	Imphal	613	417	47.0	6313	4306	46.6
19	Vijayawada	0	0	-	382	0	-
20	Tirupati	0	0	-	0	0	-
Total		72163	72324	-0.2	821676	817126	0.6
(B) 7 JV International Airports							
21	Delhi (DIAL)	90427	81579	10.8	1042948	963032	8.3
22	Mumbai (MIAL)	84054	86155	-2.4	963460	906321	6.3
23	Bangalore (BIAL)	33062	31996	3.3	386849	348403	11.0
24	Hyderabad (GHIAL)	12981	12496	3.9	144126	134141	7.4
25	Cochin (CIAL)	6257	7378	-15.2	70199	76274	-8.0
26	Nagpur (MIPL)	713	657	8.5	9416	7854	19.9
27	Kannur (KIAL)	0	0	-	0	0	-
Total		227494	220261	3.3	2616998	2436025	7.4
(C) 8 Custom Airports							
28	Pune	3097	4169	-25.7	47392	41566	14.0
29	Patna	1033	533	93.8	11435	6878	66.2
30	Visakhapatnam	0	777	-	3513	4847	-27.5
31	Bagdogra	575	349	64.8	6478	4986	29.9
32	Chandigarh	318	278	14.4	5051	5650	-10.6
33	Madurai	360	308	16.9	4934	2485	98.6
34	Aurangabad	124	127	-2.4	2007	1729	16.1
35	Gaya	0	0	-	0	0	1
Total		5507	6541	-15.8	80810	68142	18.6
(D) 60 Domestic Airports							
36	Indore	883	969	-8.9	11729	10851	8.1
37	Ranchi	488	428	14.0	5274	4743	11.2
38	Raipur	465	365	27.4	5003	4093	22.2
39	Jammu	162	132	22.7	1976	1813	9.0
40	Agartala	305	364	-16.2	5195	5322	-2.4
41	Udaipur	1	0	-	3	13	-76.9
42	Dehradun	19	13	46.2	231	219	5.5
43	Vadodara	225	249	-9.6	2898	2308	25.6
44	Bhopal	85	96	-11.5	1746	1153	51.4
45	Leh	170	198	-14.1	1695	1622	4.5
46	Surat	153	0	-	1041	212	391.0
47	Jodhpur	1	1	0.0	7	11	-36.4
48	Silchar	76	34	123.5	895	522	71.5
49	Rajkot	7	27	-74.1	223	289	-22.8
50	Dibrugarh	54	73	-26.0	825	665	24.1
51	Rajahmundry	0	5	-	51	24	112.5

Freight (in MT.)

S. no.	Airport	For The Mnth			For The Period April To Mar.		
		March 2019	March 2018	% Change	2018-19	2017-18	% Change
(D) 60 Domestic Airports							
52	Jabalpur	0	3	-	1	54	-98.1
53	Dimapur	32	46	-30.4	467	567	-17.6
54	Bhuj	1	2	-50.0	31	29	6.9
55	Juhu	27	31	-12.9	340	382	-11.0
56	Belgaum	0	0	-	0	0	-
57	Guggal(kangra)	0	0	-	0	0	-
58	Gorkhpur	0	0	-	0	0	-
59	Tuticorin	5	4	25.0	38	25	52.0
60	Jorhat	0	3	-	34	50	-32.0
61	Jamnagar	0	0	-	4	4	0.0
62	Khajuraho	0	0	-	0	0	-
63	Hubli	15	0	-	36	0	-
64	Allahabad	0	0	-	0	0	-
65	Cuddapah	0	0	-	0	0	-
66	Porbandar	0	0	-	0	5	-
67	Agatti	3	1	200.0	29	13	123.1
68	Kandla	0	0	-	0	0	-
69	Jaisalmer	0	0	-	0	0	-
70	Bhavnagar	0	0	-	0	0	-
71	Pondicherry	0	0	-	0	0	-
72	Bhunar	0	0	-	0	0	-
73	Gwalior	0	0	-	0	0	-
74	Bikaner	0	0	-	0	0	-
75	Diu	0	0	-	0	0	-
76	Mysore	0	0	-	0	0	-
77	Bhatinda	0	0	-	0	0	-
78	Pantnagar	0	0	-	0	0	-
79	Agra	0	0	-	0	0	-
80	Lakhimpur (lilabari)	0	0	-	0	0	-
81	Barapani (shillong)	0	0	-	0	0	-
82	Ludhiana						
83	Shimla	0	0	-	0	0	-
84	Tezpur	0	0	-	0	0	-
85	Kanpur(chakeri)	1	0	-	1	0	-
86	Kota	0	0	-	0	0	-
87	Salem	0	0	-	0	0	-
88	Jalgaon	0	0	-	0	0	-
89	Kishangarh	0	0	-	0	0	-
90	Sholapur	0	0	-	0	0	-
91	Kolhapur	0	0	-	0	0	-
92	Adampur (Jalandhar)	0	0	-	0	0	-
93	Pathankot						
94	Pakyong	0	0	-	0	0	-
95	Jagdalpur	0	0	-	0	0	-
(D) 60 Domestic Airports		3178	3044	4.4	39773	34989	13.7
(E) 7 St.Govt. / Pvt Airports							
96	Lengpui(aizwal)	34	43	-20.9	525	746	-29.6
97	Nanded	0	0	-	0	0	-
98	Shirdi	0	0	-	0	0	-
99	Vijayanagar	0	0	-	0	0	-
100	Durgapur	0	0	-	0	0	-
101	Nasik(Hal ozar)	32	0	-	237	0	-
102	Mundra	0	0	-	0	0	-
(E) 7 St.Govt. / Pvt Airports		66	43	53.5	762	746	2.1
(F) Other Airports							
		0	0	-	0	0	-
Grand Total (A+B+C+D+E+F)		308408	302213	2.0	3560019	3357028	6.0

Source: A.A.I.

OCEAN FREIGHT TRAFFIC HANDLED AT MAJOR PORTS (DURING APRIL '2019* VIS-A-VIS APRIL '2018)

(*) 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 2018-19
KOLKATA												
Kolkata Dock System	TRF APRIL, 2019	50	56	-	36	-	268	794	53	352	1556	
	TRF APRIL, 2018	83	46	-	43	-	111	837	54	287	1407	10.59
Haldia Dock Complex	TRF APRIL, 2019	637	372	108	-	7	175	1511	13	331	3396	
	TRF APRIL, 2018	707	368	59	20	-	249	1151	15	679	3487	-2.61
TOTAL: KOLKATA	TRF APRIL, 2019	687	428	108	36	7	175	1779	66	683	4952	
	TRF APRIL, 2018	790	414	59	63	-	249	1262	69	966	4894	1.19
PARADIP	TRF APRIL, 2019	3393	134	1307	33	195	3046	913	9	1	522	9552
	TRF APRIL, 2018	2047	141	708	-	452	3026	953	14	1	810	8151
VISAKHAPATNAM	TRF APRIL, 2019	1474	141	1201	-	7	1105	567	680	41	515	5690
	TRF APRIL, 2018	1117	167	823	194	-	776	527	595	33	932	5131
KAMARAJAR(ENNORE)	TRF APRIL, 2019	414	9	-	-	-	2025	95	240	12	194	2977
	TRF APRIL, 2018	370	5	-	-	-	2248	110	-	-	198	2931
CHENNAI	TRF APRIL, 2019	1138	133	-	-	-	-	-	2365	123	312	3948
	TRF APRIL, 2018	1112	165	-	-	-	-	-	2477	128	479	4233
V.O.CHIDAMBARANAR	TRF APRIL, 2019	56	100	-	-	55	547	653	1363	66	310	3084
	TRF APRIL, 2018	54	64	45	4	-	880	220	1282	62	485	3034
COCHIN	TRF APRIL, 2019	1972	55	-	-	-	-	-	706	50	95	2828
	TRF APRIL, 2018	1634	40	-	-	-	-	-	664	47	64	2402
NEW MANGALORE	TRF APRIL, 2019	1497	146	331	57	11	865	110	152	11	98	3267
	TRF APRIL, 2018	1734	182	365	36	12	669	320	153	10	92	3563
MORMUGAO	TRF APRIL, 2019	60	33	203	13	-	70	835	43	3	223	1480
	TRF APRIL, 2018	35	22	1273	15	-	105	421	36	3	420	2327
MUMBAI	TRF APRIL, 2019	2904	137	561	-	-	243	465	30	3	663	5003
	TRF APRIL, 2018	2985	186	568	13	-	238	326	22	2	639	4977
J.N.P.T.	TRF APRIL, 2019	334	206	-	-	-	-	-	5364	448	88	5992
	TRF APRIL, 2018	309	265	-	-	-	-	-	5210	432	110	5894
DEENDAYAL	TRF APRIL, 2019	5063	867	98	329	-	2841	99	543	37	1461	11301
	TRF APRIL, 2018	4923	784	123	298	-	1500	84	319	20	1292	9323
ALL PORTS	TRF APRIL, 2019	18992	2389	3809	468	275	10917	5516	12544	861	5164	60074
	TRF APRIL, 2018	17110	2435	3964	623	464	9691	4223	11863	807	6487	56860
% Variation from previous year		11.00	-1.89	-3.91	24.88	-40.73	12.65	30.62	5.74	6.69	-20.39	5.65

Source: I.P.A.

Industry Advocacy Profile



Mr. Rameesh Kailasam
CEO – IndiaTech.org

Rameesh Kailasam is currently the CEO of IndiaTech.org and is considered as the emerging voice of Indian startups in the internet space. Prior to joining IndiaTech, he was acting Managing Director at APCO Worldwide heading the firm's India operations across different sectors on matters of policy and advocacy.

Prior to APCO, he served as vice-president for Governmental Programs at IBM for India & South Asia, where he represented the company in a number of fora and policy engagements with the

Government. He was also with Oracle and later with Applied Materials wherein he was instrumental in working on e-governance policies with a number of governments in India and overseas. Rameesh was also a contributor to the National Solar Mission policy on renewable energy. He has been involved in the creation of next generation administrative reforms and e-Governance in various States and Central Government in India, and was actively involved in the set-up and running of the Centre for Good Governance at the Government of Andhra Pradesh. Through this Centre, he drove various governance reforms in Financial Accountability, Finance, Urban, Rural governance, Health, Education and governance issues. He has authored more than 100 papers and reports many of which have been adopted for driving policy not only in India, but also in other countries. He has over 20+ years of experience in the policy and advocacy space.

Rameesh holds multiple qualifications in Accounting, Finance, Technology, as well as policy and governance reforms.

Questionnaire

(1) How long have you been in operation?

IndiaTech.org has been in operation since 2018. It was started by Indian internet based startup founders and Investors supporting them, to strategically drive policies to open up the growth potential for India based startups, including ease of doing business and level playing field.

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

There is service model here, as IndiaTech.org is a non-profit, voluntary organization that has the objective of creating a strong and vibrant technology and innovation ecosystem in India.

The organization serves as a collaborative platform for Indian internet companies and their investors in addressing key ecosystem issues through multiple channels. In doing so, IndiaTech.org also intends to help fulfill Government of India's vision for Startup India.

(3) How can your organisation help the industry? Where is your organization positioned in the relevant technology?

The objective of this voluntary organization is to aid Indian internet companies and their investors with thought leadership based policy advocacy, and to promote local entrepreneurship, thereby maximizing India's potential in the internet space. This organization will lead the following, on behalf of the community:

Policy Advocacy

Attracting Investments

Promoting Entrepreneurship

Technology & Economic Research

International Best Practices

(4) Who are your present clients?

This organization is backed by a number of high profile start-ups, companies and investors, like Makemytrip, OLA, Hike, Steadview Capital, Urban Clap and a total of 14 key entities in this space.

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

Our organization operates as a think tank and an industry group, aimed at working on and taking up issues and policies with government that can strategically facilitate and usher India's new age startups and their founders to the next big level and aiming to do so within India.

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

The Logistics and transportation sector in India, like in any emerging economy, acts as the spinal cord of every growth sector of the economy be it manufacturing, mining, natural resources, construction to retail and even the fastest emerging sector, e-Commerce.

With ever increasing demand and the modern day consumer shifting to e-commerce, the pressure and quantum of goods procured have undergone a qualitative and quantum jump and increased the expectations of users for predictable and timely deliveries. This will significantly contribute to expanding the digital economy, promoting programs to foster skilling and technology and encouraging creation of employee-friendly policies.

India's economy holds a great promise to achieve its full potential in terms of growth and job creation, but needs a vibrant ecosystem of large home-grown internet companies, similar to what exists in China and the US, to achieve this objective. It can have transformational impact similar to that internet commerce has had across the world and will usher in the next big revolution in India.

Vinod Kaul

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

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employees in the logistics sector.

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nation with a motto of equality and
better life for all citizens.



A joint venture between TCI and Mitsui & Co
Ltd. TCI which is a logistics partner for
Toyota Kirloskar Motors Ltd. & other
Japanese companies in India.

KEY FACTS

Group Turnover



\$600 Mn.
(in 2017-18)

Employee
Strength



6000+

Vehicles/day
Managed on Road



12000

Cargo Ships
(Coastal Waters)



6

Warehouse
Covered Area



12 (million sq. Ft.)

Own Branch
Network



1400+

Transport Corporation of India Limited

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