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Monthly Magazine of All India Transporters Welfare Association

Parivahan Pragati

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



The Transport Industry Adequately Covered

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The Signing of MOU Between AASSC and ACFI At DCSC Cargo Terminal-2, IGIA, New Delhi On 20th July 2019

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The Master Trainer

Common Target, Uncommon Problems



Ashok Gupta

Hello friends.

Information is power. It can enhance one's knowledge or help one to stay ahead in the race. Over the years, All India Transporters' Welfare Association (AITWA) through this monthly magazine has been doing exactly the same.

Parivahan Pragati not only brings forth the issues of transport fraternity but also introduces the latest happenings and trends of the industry, which enables people to think big.

The highlights of this edition are truckers protest to not buy vehicles and if Micro, Small and Medium Enterprises (MSME) acts have covered truckers adequately.

Firstly, coming to the point of truckers protest to not buy trucks, clearly shows how deeply the trucking industry is affected. So, a fight against the biases of the government was always on the card. How can trucks and tyres be luxury goods? And, how well is a charge of 28 per cent Goods and Services Tax (GST) on these items justified? Third-party insurance is another issue which is forcefully imposed on truckers.

Though the industry has taken it in a good spirit and pays the payment thinking it as a Corporate Social Responsibility (CSR) activity but the way the premium is increasing it leaves every trucker spellbound. The insurance regulatory body, IRDA, makes arbitrary increases but when transport associations agitate, they compromise and finalize by reducing some percentage. This negotiation itself shows the double standard of IRDA. Further, Presumptive tax under 44AE of

Income -tax was introduced to extend support to the small truck owners (up to ten trucks) who were paying unclaimable TDS in spite of falling into the nontaxable slab of income tax. The initial intention was good, but then the presumptive amount of income started to increase

irrationally. In addition to these, the unpractical implementation of 2 per cent TDS on cash withdrawal above 1 crore and a fixed increase of Rs 2 in the diesel price in the last budget has triggered the rage amidst transporters, leading to a unanimous decision to reduce investment in non-earning assets like trucks.



This
negotiation
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standard of
IRDA

Now, to discuss if Micro, Small and Medium Enterprises (MSME) acts have covered truckers adequately, at the primitive stage we need to understand what the act says. Trusting my memory, the provision of MSME was started by the Government to support and promote micro and small businesses. Also, the government ensured that the act will protect these business houses against all odds, especially from, payment delay and business

allocation. But, as it is the case everywhere, here too, the larger sharks made the act ineffective, as they made mandatory to report the MSME status of a service provider. Unfortunately, this was implemented not to offer preference but to avoid dealing with such service providers. This edition of Parivahan Pagati is dedicated to this theme and covers the issue extensively.

Hope it will be an interesting as well informative reading. Regards TRUCKS AND BUSES



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MSME Act – A Saviour of Micro, Small & Medium Level Businesses!

ake in India was the mega shift in India's outlook towards the world. These three words our prime minister opened a window for the world. India no longer was encouraging its own industry and trade but was inviting the world to invest and manufacture in India. He opened another window for the young and creative entrepreneurs of India through Start-Up India. But, what he realized that there are many problems which Indian small

India no longer was encouraging its own industry and trade but was inviting the world to invest and manufacture in India

and medium industries as well as the service sector face. While large companies had sufficient wealth, resources and power to plan and move in the direction of development, the small and medium sector needed some kind of handholding. The prime minister provided that hand-holding through MSME.

The expectation is very high from the Micro, Small and Medium Enterprises (MSMEs). The government wants these firms to play a vital role in strengthening the Indian economy. In his own words Sh. Kalraj Mishra - the former Union Minister for Micro, Small & Department of Medium Enterprises mentioned that "MSMEs have been contributing to spreading entrepreneurial culture through business innovations. The unique feature of MSMEs is that they are widely dispersed across sectors of the economy producing a diverse range of products and services to meet local as well as global markets. Needless to mention that the contribution of MSME is 8 per cent of GDP, 45 per cent of manufacturing output and 40 per cent of exports of the country and uniquely they are the least investment-driven with high returns."

MSME has focused mainly on three areas so far - 1. The issue of late payment made to MSME 2. Raising of the capital by way of loan in absence of collateral property and 3. To be able to win businesses while competing the business giants.

So, it is here when the question arises, are goods transporters adequately covered under MSMEs? Are transporters getting the actual benefit intended for MSMEs? We, AITWA (All India Transporters' Welfare Association), submitted a memorandum to the Ministry of MSME citing following irregularities at ground level

 The provision of MSME was started by Government to promote micro and small business operators; by protecting



Mahendra Arya National President, AITWA

them against delay in payment and by giving priority in business allocation. The very purpose of the same is being reversed. Large corporates have made it mandatory to report the MSME status of a transport service provider; not for giving preference, but to avoid dealing with them. There are internal policies prevailing in many companies of avoiding MSME registered service providers.

- 2. To avoid the 45 days binding on payment as provided for MSME payees, companies have created false systems of counting the days of outstanding. A transporter's maximum cost is incurred on the day he places his vehicle for pick up of the goods as per the order of the customer. Full investment is made once he delivers the goods to the destination. However, the billing is not accepted from date of delivery. In order to create built-in delays the following systems are being practiced by companies
- a. The bills can be raised only by attaching the paper acknowledgement duly signed by customers with their rubber stamp. Now when a truck delivers goods to a remote factory site and the driver obtains the acknowledgement as prescribed, it takes anything between 10 to 20 days to reach

Now when a truck delivers goods to a remote factory site and the driver obtains the acknowledgement as prescribed, it takes anything between 10 to 20 days to reach back to his place of booking

back to his place of booking. In today's digital age when any document can be scanned and sent by cell phone; such acknowledgements are not accepted by 95 per cent companies. They get the actual confirmation from their customer or counterpart consignee in real-time, but they keep the transport company on tenterhooks for the paper document. And if the paper is lost or destroyed by the driver; a fresh procedural delay takes place.

Many companies do not accept the date of the bill on the

day they receive the bill; they add another clause that payment waiting cycle starts only from the date of their acceptance of the bill. Now the acceptance period is stretched as per their convenience; easily one week is passed off.

- c. Many consignees put a remark while receiving goods that acceptance is subject to check of contents even though they receive the parcels/cartons/drums in the correct number and intact packing. This adds to the woes of the hapless transporters.
- Many customers make contracts which override the provision of MSME; they mention the number of days like 60 or 90. Now the transporter has no option but to sign the

contract. If he refuses to sign he is driven out of that business. This becomes a tool to defeat the purpose of MSME.

- 4. Even Public Sector contractors are not honouring the provisions of MSME. They are getting their payments from their PSU customers but do not make payments even after receiving payments which include services provided by transporters.
- Companies make their contracts with dual and biased policies; few such glaring excesses-

a. The contracts mention that if a

vehicle is placed later than the allowed window of the margin of time for placement, there will be deductions from the bill; however, there is no mention how much will be the detention if the vehicles are not loaded timely.

- b. Some companies do mention rate of detention which is so meagre that they escape the scope of explanation. Funnily rates of detention are nearly the same over the last 10-15 years whereas the investment in vehicles has doubled or even tripled. Detention is nothing but the cost of lost opportunity for a truck owner due to delay in loading or unloading.
- c. Contracts mention transit time; with a provision that beyond provided transit time, if the vehicle is delayed there will be the penalty which at times is as high as 5 per cent of total freight for each day. Interestingly there is no mention of any penal interest for late payment by customers.
- 6. As per provisions of Carriage By Road Act and rules, if the goods are booked under Section X, the insurance is mandatory for a company which uses services of transporters. However following practices are prevalent to defeat these provisions-
- a. In a blatant violation, many customers do not insure the goods and they deduct their losses from transporters.
- b. Lots of companies get their insurance policies in such a way, that their losses below a certain amount; generally below Rs. 50,000 to One lakh, is not covered by insurance companies hence is deducted from transporters bills. This provision is made a part of contracts.
- c. Most of the companies add a term in their contracts that

for whatever reasons, they do not get their claim settled by insurance companies, the claim will be deducted from transporters' bills.

d. Even if a company makes adequate transit insurance for the transportation of goods; the hapless transporters do not get any respite as a Subrogation letter is issued by customers in favor of insurance company; which means that the insurance company becomes official claimants. These insurance companies send their agents to visit for negotiation with the transport companies to settle their claims. If the same is not entertained by a transport company, they move the court. Any litigation means a huge cost for a transporter; hence he is forced to settle the matter

as percentage of the claim even though he is in no way responsible for the claim. Such claims make a transporter's business unviable. Insurance companies adjust their premium on the basis of claims settled with customers; hence their profits come out of the risk versus business from companies; then why should they be given any subrogation letter by their customers?

 MSME Act 2016 has teeth to protect the MSME operators; however the ground reality is different. As per notice served to all companies, the companies are

supposed to declare the half-yearly list of MSME outstanding to MCA and also in their annual balance sheet too. Most of the companies are avoiding the same. In response to our RTI to MCA regarding the outstanding declaration by companies we received the Reply from ROC offices that the data was not available. Thus the provisions are defeated in this regards too.

Undoubtedly, the intention of the government about the MSME Act is good but so many loopholes are making it ineffective. We at All India Transporters' Welfare Association (AITWA) hold a view that with the implementation of the following suggestions the MSME Act will have more strength.

- No contract can override the MSME provisions (be it a Private or a Public Sector Company)
- Just like PSUs, even Private sector companies should give priority to MSMEs as a compulsory percentage of business contracts.
- A special cell for transport companies to study transporters issues
- IRDA should be instructed to stop insurance companies from extracting the money from hapless transporters based on subrogation letters
- MSME should enforce that if companies do not declare their outstanding, they are liable for interest along with penal action by ROC

Fortunately, the Ministry of MSME is receptive about issues and suggestions so far. We hope that MSME will prove to be a saviour for the road transport sector too!

X

Abide By MSME Act And See How The Ease-Of-Doing-Business Become a Reality



S. D. Goyal, General Secretary, AITWA

Enterprises (MSME) sector has grown strength to strength and evolved as a highly vibrant and dynamic sector of the Indian economy. Be it generating revenues or creating employment opportunities, MSMEs have been the first ones to show the path. Even though these industries are playing the supporting role to big industries but they are complementing well and have been contributing largely to the socio-economic development of the country. The transport sector, being a part of it, has always put the best foot forward to add value to the nation's economy and job creation. Today, it is next only to the agriculture sector to offer employment to thousands of people, coming from different strata.

Keeping the growing role and contribution of the MSME sector in mind, the Union Budget, presented by the Finance Minister on 1st February 2018 in the Parliament has given the sector a big thrust by enhancing the budgetary allocation from Rs. 6481.96 crore in 2017-18 to Rs. 6552.61 crore in 2018-19.

Increase in the budget cap was as if the beginning. Then, the Prime Minister made the day for members of MSMEs by unveiling 12 key initiatives to boost the sector to grow, expand and facilitate the action plan of MSMEs across the country. This vital announcement was made by Shri Narendra Modi, on 2nd November 2018. The 12 initiatives that have already staring impacting the sector are:

- Loans up to 1 crore within 59 minutes through an online portal
- Interest subvention of 2% for all GST registered MSMEs on fresh or incremental loans.
- All companies with a turnover of more than 500 crores

to be mandatorily on TReDS platform to enable entrepreneurs to access credit from banks, based on their upcoming receivables, thus, solving the problems of the cash cycle.

- All PSUs to compulsorily procure 25 per cent from MSMEs instead of 20 per cent of their total purchases.
- Out of the 25 per cent procurement mandated from MSMEs, 3 per cent reserved for women entrepreneurs.
- All CPSUs to compulsorily procure through GeM portal.
- 100 Technology Centres to be established at the cost of Rs 6000 crore.
- Govt. of India to bear 70 per cent of the cost for establishing Pharma clusters.
- Returns under 8 labour laws and 10 Union regulations to be filed once in a year.
- Establishments to be visited by an Inspector will be decided through a computerised random allotment.
- Single consent under air and water pollution laws.
 Returns will be accepted through self-certification and only 10 per cent MSME units to be inspected.
- For minor violations under the Companies Act, entrepreneurs no longer have to approach court but can correct them through simple procedures.

While delivering the speech, the Prime Minister talked about five key aspects - Access to Credit, Access to Market, Technology Upgradation, Ease of Doing Business and Sense of Security for Employees for facilitating the MSME sector.

Though most of the companies associated with the MSME sector have been beneficiaries of such plans even since the MSME sector was identified and introduced, transport companies are often sidelined. Their issues are hardly addressed and that is why we saw two strikes (Chakka Jam) in the last two years. The transporters are the soft victim anywhere the land for business. It when the people across this fraternity feel that the government's very idea

of MSME has failed. MSME sector was set up to promote micro and small businesses and to protect them from delayed payment and for better business allocation. However, the big sharks in the form of corporate houses always manipulate MSME act to their benefit.

In this age of digitalization, the use of paper bills surely raises eye-brows towards the large corporate houses. In addition

to this, they ignore delivery date or date of receiving, pretend to check articles, overrule the MSME law. The Public Sector contractors are no different, they also like not to follow MSME law. Further, the customers have an attitude like I am the paymaster, I will dictate the terms. Also, these business houses give a damn to Carriage by Road Act delayed payment and and rules.

What are the guidelines for delayed payment of dues to the MSE borrowers? With the enactment of the Micro, Small and Medium Enterprises Development (MSMED), Act 2006, for the goods and services supplied by the MSEME units, payments have to be made by the buyers as under:

- The buyer is to make the payment on or before the date agreed on between him and the supplier in writing or, in case of no agreement, before the appointed day. The agreement between the seller and buyer shall not exceed more than 45 days.
- · If the buyer fails to make payment of the amount to the supplier, he shall be liable to pay compound interest with monthly rests to the supplier on the amount from the appointed day or, on the date agreed on, at three times of the Bank Rate notified by Reserve Bank.

- For any goods supplied or services rendered by the supplier, the buyer shall be liable to pay the interest as advised at above.
- · In case of dispute with regard to any amount due, a reference shall be made to the Micro and Small

Enterprises Facilitation Council, constituted by the respective State Government. To take care of the payment obligations of large corporate borrowers to MSEs, banks have been advised that while sanctioning/renewing credit limits to their large corporate borrowers (i.e. borrowers enjoying working capital limits of Rs. 10 crore and above from the banking system), to fix separate sub-

limits, within the overall limits, specifically for meeting payment obligations in respect of purchases from MSEs either on cash basis or on bill basis. Banks are also advised by RBI to closely monitor the operations in the sublimits, particularly with reference to their corporate borrowers' dues to MSE units by ascertaining periodically from their corporate borrowers, the extent of their dues to MSE suppliers and ensuring that the corporate pay off such dues before the 'appointed day' /agreed on date by using the balance available in the sub-

limit so created. In this regard the relevant RBI circular; IECD/5/08.12.01/2000-01 dated October 16, 2000(reiterated on May 30, 2003, vide circular No. IECD.No.20/08.12.01/2002-03).

The power of MSMEs is huge. They can transform the entire society, the only condition is - the support from the government. Similarly, the transport sector too has its own charm and positives. To translate these features to a real game-changer, the government has to take the initiative. Taking care of their problems and issues should be the focal point. Once the community feels secured and gets the ease-of-doing-business environment, the sector will reach the pinnacle.



MSME sector was set up to promote micro and small businesses and to protect them from for better business allocation

MSME: Is The Transport Industry Adequately Covered?



he road transport industry is next only to agriculture when it comes to employment creation. Also, its contribution to the Indian economy is unmatched, accounting only a few to lock horns with it. However, the lack of much-needed support to this unorganized sector from the government has left it high and dry. When the MSME came to the picture, the focus was to tap potential individuals and associate them with economic activities by way of self-employment.

The initial priority was distinctly visible, as the government introduced the concept of enterprise creation. And, the beauty is, what was established to promote micro and small business operators by means of providing security to them against delay in payment and by giving priority in business allocation also came out to be a everyone's cynosure. This meant to benefit all sections of the society, those who wanted to be entrepreneurs including first-generation, women, scheduled tribes, scheduled castes, handicapped, ex-servicemen, marginalized communities and so on and so forth.

There were people who wanted to make a name in the trucking industry also. And, there were other few who needed a push to turn the table in their favour. Of course, the ministry of MSME has a number of schemes and programs to help and assist such entrepreneurs but our question is 'has MSME adequately covered the transport sector?'

What are Micro, Small & Medium Enterprises?

As per the provision of Micro, Small & Medium Enterprises Development (MSMED) Act, 2006 the Micro, Small and Medium Enterprises (MSME) are classified into two Classes:

- Manufacturing Enterprises
- Service Enterprises

Manufacturing enterprises, as the name itself suggests, the manufacturing enterprises are those firms which are engaged in the manufacture or production of goods pertaining to any industry specified in the first schedule to the Industries (Development and Regulation) Act, 1951) or employing plant and machinery in the process of value addition to the final a product having a distinct name or character or use. Whereas, the service enterprises are the companies associated with providing or rendering services. They are also defined in terms of investment in equipment.

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What are the clauses of MSME for service enterprises?

Since the trucking business is all about providing service, the business houses of road transporters fall into the category of service enterprises. And, as notified, vide S.O.



"Large corporate houses are taking advantage of the loopholes in the MSME act and making it ineffective. The strong law should be implemented so that no contract can violet any provision of MSMEs. Also, if companies do not declare their outstanding, they should be liable for interest along with penal action by ROC." – Prdeep Agarwal, Finance Controller, AITWA

1642(E) dtd.29-09-2006 the limit for investment in service equipment should be:

Micro enterprises - Does not exceed ten lakh rupees Small enterprises - More than ten lakh rupees but does not exceed two crore rupees

Medium enterprises -More than two crore rupees but does not exceed five crore rupees

Further, S.O. 368(E) suggests that—Whereas, the Central Government vide notification number S.O. 5622(E), dated the 2nd November 2018 has directed that all companies, who get supplies of goods or services from

micro and small enterprises and whose payments to micro and small enterprise suppliers exceed 45 days from the date of acceptance or the date of deemed acceptance of the goods or services as per the provisions of section 9 of the Micro, Small and Medium Enterprises Development Act, 2006 (27 of 2006) (hereafter referred to as "Specified Companies"), shall submit a half-yearly return to the Ministry of Corporate Affairs stating the following:

- (a) the amount of payment due; and
- (b) the reasons for the delay;

But there are only handfuls that follow this rule. Others find ways to avoid the 45 days binding on payment as provided for MSME payees, companies have created false systems to count the days of outstanding. A transporter's maximum cost is incurred the day he places his vehicle to pick up goods, as per the order of customer and full investment is made once he delivers the goods to the destination. However, the billing is not accepted from the date of delivery. In order to delay the billing date the following systems are being practised by companies;

Ignoring the advantage of digitalization - While the bill can be raised only by attaching the paper acknowledgement duly signed by customers with their rubber stamp the customers opts for a different route. They ask the truck driver to deliver goods at their remote factory site to obtain the acknowledgement as prescribed. This way, not anything less than 10 hours of driver's precious time is wasted, as he has to reach back to the place of booking. In today's digital age, when any document can be scanned and sent by cell phone; non-acceptance of such acknowledgements by 95 per cent companies is an eyeopener. They get the actual confirmation from their customer or counterpart consignee in real-time, but they keep the transport company on tenterhooks for the paper document. And if the paper is lost or destroyed by the driver; a fresh procedural delay takes place.

Ignoring delivery date or date of receiving - Many companies do not accept the date of the bill on the day they receive the bill; they add another clause that payment waiting cycle starts only from the date of their acceptance of the bill. Now the acceptance period is stretched as per their convenience; by then, easily one week has already passed.



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Pretax of article checking - Many consignees put a remark while receiving goods that acceptance of goods/products are subject to checking of contents, even though they receive the parcels/cartons/drums in the correct number and intact packing. This adds to the woes of the hapless transporters.

Overruling the MSME rule - Many customers while making a contract overrides the provision of MSME; they mention that the payment release time is 60 or 90 days but the helpless transporters have no option but to agree to the terms of customers and sign the contract. If they refuse to sign they will be driven out of the assignment. This becomes a tool to defeat the purpose of MSME.

Public Sector contractors are no different - Even Public Sector contractors are not honouring the provisions of MSME. They are getting their payments from their PSU customers but do not make payments even after receiving payments which include services provided by transporters.

I am the paymaster, contracts as per my order -Companies prepare their contracts with dual and biased policies; few such glaring examples are;

- The contracts mention that if a vehicle is placed later than the allowed window of the margin of time, there will be deductions from the bill; however, there is no mention how much will be the detention if the vehicles are not loaded timely.
- Some companies do mention the rate of detention which is so meagre that they escape the scope of explanation. Funnily rates of detention are nearly the same over last 10-15 years whereas the investment in vehicles have doubled or even tripled. Detention is nothing but the cost of lost opportunity for a truck owner due to delay in loading or unloading.
- Contracts mention transit time; with a provision that beyond provided transit time, if the vehicle is delayed there will be a penalty which at times is as high as 5 per cent of total freight for each day. However, there is no mention of any penal interest for late payment by customers.

What is the penalty for DELAYED PAYMENTS TO MICRO AND SMALL ENTERPRISES?

As per the MINISTRY OF LAW AND JUSTICE (Legislative Department) the following Act of Parliament received the assent of the President on the 16th June 2006. The act under chapter V (15-18 and 22) says;

15. Where any supplier supplies any goods or renders any services to any buyer, the buyer to make

buyer shall make payment therefor on or before the date agreed upon between him and the payment.

supplier in writing or, where there is no agreement in this behalf, before the appointed day:

Provided that in no case the period agreed upon between the supplier and the buyer in writing shall exceed fortyfive days from the day of acceptance or the day of deemed acceptance.

- 16. Where any buyer fails to make payment of the amount to the supplier, as required which and rate under section 15, the buyer shall, notwithstanding anything contained in any agreement at which between the buyer and the supplier or in any law for the time being in force, be liable to pay payable. compound interest with monthly rests to the supplier on that amount from the appointed day or, as the case may be from the date immediately following the date agreed upon, at three times of the bank rate notified by the Reserve Bank.
- 17. For any goods supplied or services rendered by the supplier, the buyer shall be liable to pay the amount with interest thereon as provided under section 16.
- 18. (1) Notwithstanding anything contained in any other law for the time being in force, any party to a dispute may, with regard to any amount due under section 17, make a reference to the Micro and Small Enterprises Facilitation Council.
- (2) On receipt of a reference under sub-section (1), the Council shall either itself conduct conciliation in the matter or seek the assistance of any institution or centre providing alternative dispute resolution services by making a reference to such an institution or centre, for

"Opportunities don't happen. You create them." - Chris Grosser









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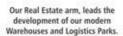














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A joint venture between TCI and Mitsui & Co Ltd. TCI which is a logistics partner for Toyota Kirloskar Motors Ltd. & other Japanese companies in India.

KEY FACTS

Group Turnover



(in 2017-18)

Employee Strength



6000+

Vehicles/day Managed on Road



12000

Cargo Ships



Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



Transport Corporation of India Limited

Corporate Office: TCI House, 69 Institutional Area, Sector - 32, Gurugram - 122001 E-mail: corporate@tcil.com Web: www.tcil.com | CIN: L70109TG1995PLC019116











conducting conciliation and the provisions of sections 65 to 81 of the Arbitration and Conciliation Act, 1996 shall apply to such a dispute as if the conciliation was initiated under 26 of 1996. Part III of that Act.

- (3) Where the conciliation initiated under sub-section (2) is not successful and stands terminated without any settlement between the parties, the Council shall either itself take up the dispute for arbitration or refer it to any institution or centre providing alternative dispute resolution services for such arbitration and the provisions of the Arbitration and Conciliation Act, 1996 shall then apply to the dispute as if the arbitration was in pursuance of arbitration the agreement referred to in sub-section (/) of section 7 of that Act.
- (4) Notwithstanding anything contained in any other law for the time being in force, the Micro and Small Enterprises Facilitation Council or the centre providing alternative dispute resolution services shall have jurisdiction to act as an Arbitrator or Conciliator under this section in a dispute between the supplier located within its jurisdiction and a buyer located anywhere in India.
- (5) Every reference made under this section shall be decided within a period of ninety days from the date of making such a reference.
- 22. Where any buyer is required to get his annual accounts audited under any law for Requirement the time being in force, such buyer shall furnish the following additional information in his to specify annual statement of accounts, namely:
- the principal amount and the interest due thereon (to be shown separately) in the annual remaining unpaid to any supplier as at the end of each accounting year;
- the amount of interest paid by the buyer in terms of section 16, along with the amount of the payment made to the supplier beyond the appointed day during each accounting year:
- the amount of interest due and payable for the period of delay in making payment (which have been paid but beyond the appointed day during the year) but without

adding the interest specified under this Act;

- the amount of interest accrued and remaining unpaid at the end of each accounting year; and
- the amount of further interest remaining due and payable even in the succeeding years, until such date when the interest dues as above are actually paid to the small enterprise, for the purpose of disallowance as a deductible expenditure under section 23.

To make the MSME more functional and to eradicate its loopholes, some suggestions can come really beneficial. Here are a few which the ministry should consider to make MSME more effective;

- A law to not override the provisions of MSME by any contract, irrespective of its stature or where from it belongs—Private or a Public Company.
- Private sector companies should also follow the PSUs and give priority to MSMEs when it comes to business contracts.
- A special cell can be established to help the victims from the transport business.
- IRDA should be instructed to stop insurance companies from extracting the money from hapless transporters on the basis of subrogation letters, except for the time when it really looks fishy
- A final list of outstanding towards MSMEs should be made by companies and ROC should publish notices inviting claims from MSMEs. If the name of any company and amount is not reflecting or not reflecting fully there should be a provision of immediate settlement against the MSME claiming any outstanding, with interest along with penal action by ROC for suppression of facts against the defaulter companies

The idea of MSME was very visionary. It could have been very effective if there were no hole to dodge. If the government has learned from its mistakes then future beholds something special for MSMEs and also for the government.

When the businesses will grow, the economy will grow as well!

X

"Success seems to be connected with action. Successful people keep moving.

They make mistakes, but they don't quit." - Conrad Hilton



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Truckers Go On For A Non co-operation Movement

Mahendra Arya National President-AITWA Cell-9324277701 Email-president@aitwa.org Pradeep Singal Chairman - AITWA Cell- 9810065050 Email- pradeep singal@girmovers.com

Transport business as a whole is becoming unviable in India. All involved in this trade - from truck owners to goods booking agencies and others - are going through a lot to sail the business. The selling price is continuously falling and the purchase cost is continuously increasing. The Government's apathy or a stepson attitude towards the sector is increasing the woes of truckers. The government knows it all; the problems as well as what can be the outcome once these issues are solved, and yet do nothing about the same. This amounts to exploitation. Therefore, looking at the present scenario, the whole transport industry has taken a conscious decision not to buy any truck in three months, starting in August 2019. This is a collective decision in which major transport associations of Mumbai, Kolkata, Bangalore, Delhi, and many other cities have joined hands with All India Transporters Welfare Association. Others are still reaching out.

The Government cannot do much about the cut-throat competition but the Government should have supported the industry on the following issues:

Goods and Services Tax (GST) - What is the justification of loading-trucks, tyres and other components of the vehicle with 28% GST? Former finance minister Mr. Jaitley called this category meant for SIN goods or luxury goods like cigarettes, paan masala, aerated water, expensive cars, etc. Where does a truck fit into this definition? In fact, a truck, in India, is a poor man's tool to earn his livelihood. And the worst part is that he does not get any credit of the GST as his services are exempted from GST. For a truck buyer or a small transport company, GST is a cost and not an adjustment of credit and debit. The government should have brought it down to a rational level of 12%.

Presumptive Tax - Presumptive tax under 44AE of Income The tax was introduced to help out small truck owners, owning up to ten trucks, who were unable to manage account keeping for Income Tax yet was losing money in the form of unclaimable TDS in spite of being below the taxable slab of income tax. The initial intention was good, but then the presumptive amount of income started to increase. Prior to the Budget of 2018, it was Rs. 7500 per month per truck totalling to Rs. 90,000 per annum, irrespective of truck capacity. In 2018 budget, it was changed. For LCV (Up to 12 MT GVW), it was retained at the same level; but for higher GVW, the formula introduced was Rs.1000 per MT of GVW. In the meantime, the GWW system was changed and GVW became higher even for existing vehicles. For example, the most used truck called Tauras with earlier GVW of 25 tons became of GVW of 28 MT. And the presumptive income jumped from Rs. 90,000 to Rs. 2, 80,000. Similarly for other slabs too! These figures are actually much higher than actual income. The meaning of presumptive income got lost.

Insurance: The third party insurance is a compulsion on all trucks. The purpose of this premium is to contribute to a common pool to meet compensation to accident victims caused due to road accidents. Somehow this premium is increasing with a snowballing effect in the hands of IRDA; the insurance regulatory body. Arbitrary increases are made. When transport associations agitate, they compromise and finalize by reducing some percentage. This negotiation itself shows the arbitrariness of their homework. The transport industry is a victim of this oneway increase year after year. A transparent auto-calculating model should be prepared. The settlements of claims are also unguided and unregulated which needs to be scrutinized.

Budget 2019: The maiden budget of our first lady finance minister Ms. Nirmala Seetharaman brought two disastrous decisions.

(A)Diesel: The first one was the loading of a fresh cost of Rs.2 per litre on diesel price. As per the CRI index issued by AITWA every month, diesel is about 60% of the cost of transportation. It is not rocket science to understand how such an increase will affect overall transport cost. This was a permanent increase unlike the daily fluctuation in tandem with the International price of crude. Such acts are enough to throttle the already reeling transport sector.

(B) Tax Deducted at Source (TDS) on cash withdrawal: This rule could be justified with respect to all other trades but not in case of the transport business. The process of transportation takes place on the highway. When a driver leaves after loading the consignment, he carries enough cash to meet all his payments en route which may be stretched to as long as 2500 Kms in Indian geography. The journey may take him 10 days. He needs to pay for diesel, tolls, his own food, and other requirements and much more in case of breakdowns. Not just that he has to meet the unholy demands of RTOs, Tax officials, and many other such bribe seekers. All in cash! A driver does not get a credit card. Nor is his cheque accepted anywhere. How else is he supposed to manage? Organized transport companies have started giving a fleet card and Toll tag to their companyowned trucks and their employed drivers, but that is not more than 15% of the population. The problem arose at the time of demonetization also. The government had immediately scrapped toll charges for that period and allowed the purchase of diesel against old currency for some duration. Hence the issue is very well known to Government. Taking out 2% from the working capital if the cash withdrawal is more than a crore in a year is a double whammy. TDS at two places! First when a transporter is rendering services as mentioned above and second when he collects his payment from the customer. TDS refunds are taking years even now. This new law is atrocious for the transport industry.

Hence the industry has decided that let us reduce its investment in non-earning assets like trucks. The trial run is for three months. These three months will increase the better use of the idle capacity of trucks in the market. This is a peaceful signature protest also but without any disruption. It may inconvenience our partners of trade - the vehicle

manufacturers; but they understand the genuineness of our issues. They will support us. There may be a marginal drop in the Government revenue in GST, but that is what we want the Government to realize.

Transport service is the lifeline of the nation and not just a cash cow.





NO TRUCK PURCHASE! NO TRUCK PURCHASE!! NO TRUCK PURCHASE!!!

- 1. Truck & tyres still categorized as luxury goods in GST (at 28%)
- 2. Bias in favour of insurance companies at the cost of truck owners
- 3. Irrational increase in presumptive income of individual truck owners under section 44AE of Income Tax
- 4. Unpractical provisions in recent budget
- a. 2% TDS on cash withdrawal above Rs 1 crore
- b. Rs 2 added as a fixed increase in the diesel prices

In strong protest against the above atrocities the road transport industry of India has decided to invoke an Economic Embargo by not purchasing any commercial vehicles for 3 months.

ALL TRANSPORT COMPANIES AND INDIVIDUAL TRUCK OWNERS ARE REQUESTED TO FOLLOW THE ABOVE EMBARGO IN ORDER TO CONVEY OUR ISSUES LOUDLY TO THE EARS OF GOVERNMENT OF INDIA

IN STRONG SUPPORT













The Calcutta Goods Transport Association Carriage By Road Cost Index (CRI) - April 2019

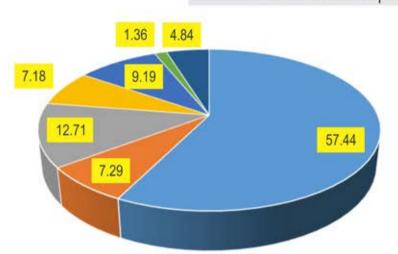
CRI April 2019 - 128.18

Data Updated upto April 1, 2019

Average Diesel Price as on April 1, 2019 - Rs. 68.22 per litre.

Cost Distribution Pie April 2019

CRI PIE Chart April 2019



■ Investment ■ Gov	vernment Expenses			
Changes: Matrix - April 2019				
Diesel	-1.10%			
Change in Index	-1.17			

■ Toll ■ Human

Tyre

Fuel

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

Carriage By Road Cost Index (CRI) - May 2019

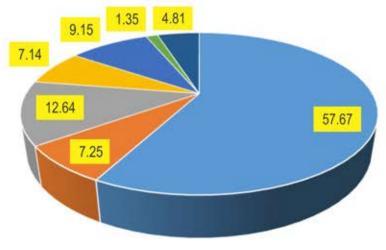
CRI May 2019 - 128.88

Data Updated upto May 1, 2019

Average Diesel Price as on May 1, 2019 - Rs. 68.86 per litre.

Cost Distribution Pie May 2019

CRI PIE Chart May 2019



	■ Toll		
Changes: Mat	rix - May 2019		
Diesel	0.64 %		
Change in Index	+0.70		

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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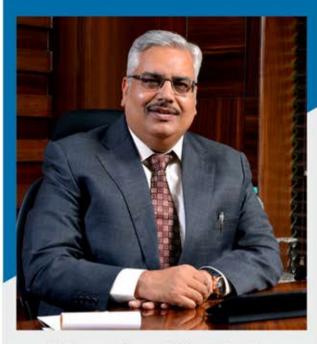
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PRIDE of INDIA Om Logistics



Mr. Ajay Singhal, MD, OM Group Of Companies

Mr. Ajay Singhal hails from solid merchant stock of Rohtak in Haryana. After completing Pre-engineering from the University there, at the tender age of 18 years, he came over to Delhi to make his fortune. His first venture was a Plastic moulding unit, OM Industries, started in 1978, which he sold after three years, as his heart was not in it.

The next effort in 1981, in Transportation, fared so well after the initial bad bumps that he is still at it, with a significant presence in the segment. Maruti gave them a good start when Mr. Singhal's innovative ideas on changing the loading pattern of the CKD units, which were imported upto Mumbai and then transported to Gurugram, were well accepted. This relationship strengthened further with another innovative development by Mr. Singhal, of the first Car carrier for finished cars in 1983 (earlier these were transported by driving them over road to dealers' premises).

There was no looking back after that, as Bajaj Scooters

came on the scene and gave them return journey loads, which helped to remove the last impediment to economic viability in the Transportation business.

Mr. Ajay Singhal's timely moves are seen by many as strokes of good fortune. What is not realised by these worthies is that such opportunities come into the lives of many, but you have to be ready to make use of this opportunity when it comes and to make it count. At this juncture, in 1990, Mr. Singhal's vision came to the fore and he foresaw the need for integrated logistics.



The result was the birth of OM Logistics Limited, probably the first integrated logistics company to emerge from the Road Transportation segment. It has been the Om Group's Flagship brand since then. The group companies today, consist of six more diversified entities which include OM TELECOM Logistics, (by acquisition and renaming of Crossword Logistics); OM TRANS Logistics for International Freight Forwarding by Air and Ocean: OM TRAX Packaging Solutions, (both vide JV with Tradia Corporation, Japan), for Specialized packaging, Relocations for House-hold goods, Industrial parts and even entire Factories / Plants; OM INFRA Construction for the Civil work, Land lease, Sale & purchase of land for Industrial plants and Warehouses & Logistics Park Development; OMX Info Management for Record & Data Management and OILSCM - OM Institute of Logistics & Supply Chain Management.

After OM Logistics came on the scene, they have been filling up all the niches the industry segment has to offer and thereby earning the sobriquet of "All-rounders of Transportation Logistics." This is owing to their operating services for FTL & LTL, ODC Cargo, Logistics, Reverse Logistics, Custom House Clearance, Bonded Trucking, Warehousing & Distribution, Packing & Forwarding, Multi-modal Supply Chain Management, 3 PL and all the allied services, under the same canopy.



Mr. Singhal then saw another opportunity in Air Cargo logistics. As an early entrant into this segment from the Road Transportation segment, he partnered with Indian Airlines, Modiluft and Sahara, (all three no longer exist as independent entities), in their effort to comply with 100% X-ray scanning of goods before transfer to the ramps for loading. The objective was to eliminate the need for

During Mr. Ajay Singhal's stewardship till now, OM Group has grown to over 1800 crores annual turnover company, covering 10 lakh (one million) kilometres per day, to around 2500 locations from 600 branches all over the country, effecting deliveries to 19000 pin codes, offering 20 million sq. ft. of warehouse space and has International presence in 85 countries. They are a



cooling time of 24 hours, which was compulsory in those days.

They offered Door to Door and Airport to Airport services, Same-day deliveries, Time sensitive express deliveries, etc.

Modern concepts in logistics like JIT (Just in Time) delivery also got acceptance eventually, by OEMs (Original Equipment Manufacturers). To comply, Mr. Singhal procured many plots of land for warehouses close to the relevant plants. These plots have appreciated considerably, helping Om Logistics to grow.



360-degree service provider in the logistics industry. They envisage emerging as torchbearers of the logistics industry, keeping their Quality standards high and ISO driven with ISO 9001:2015, 14001:2015 certifications.

Mr. Singhal humbly credits his success to good fortune and continuously striving for quality & excellence, to provide high quality services to customers under one roof. They take their assurance of a one-stop solution seriously and focus on how to deliver operational excellence to provide viable, cost-effective technology-enabled solutions for the most difficult logistics & supply chain management challenges, with a pro-active mindset. "TRUSTUS, WE CARE".

Talking to Mr. Singhal, a common refrain noticed is that he is keen on Sustainability, environmental protection and social responsibility, apart from basic management principles. Their sustainability factors are in five layers, consisting of Customers, Drivers and Staff, Environment, Community and Education.



PRIDE OF INDIA - Om Logistics

(1) How long have you been in operation?

We started the Transportation side of our business in 1981. In 1978, we had started a plastic moulding unit, which we ran for three years. The first Transportation business lead to consolidation into OM Logistics in 1990, after which the OM group went from strength to strength.



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

We are all-rounders of this industry. We have a stake in each and every segment - LTL, FTL, ODC Cargo, Warehousing & Distribution, Logistics SCM, Reverse Logistics, Packing & Forwarding, Custom House Clearance, Multi-modal Logistics, 3PL and all related activities like Cross-docking, Pick & Pack and many other aspects.

We operate through 600 branches with over 5000 employees, all over the country.

(3) Could you list a few VITAL STATISTICS details in the format below?

	VITA	LSTATISTIC	CS	
NAME OF COMPANY - OM GROUP				
NO, YEARS IN OPERATION		OWNED VEHICLES	NO. OF BRANCHES	MANPOWER
29	Rs. 1800 Cr.	3000+	600	5000+

(4) What are your strengths? What percentage of your investment went into building up these strengths?

We have a lot of land, which we procured for warehousing and building up the base for our all-round presence. This has evolved over time and appreciated significantly.

(5) How can technology help in the growth of the Indian logistics industry?

It has made processes more transparent and trading has become easier. WhatsApp has made communication quicker. Payments are now realized faster, owing to online transactions.

(6) Where is your organization positioned in the relevant technology?

We are, today, at par with the best of International standards, in comparison with comparable organizations.

(7) What certifications / accreditations do you hold?

We are an ISO 9001:2015, 14001:2015 certified company

(8) Who are your present clients?

Maruti Udyog, Tata Motors, Bajaj, Samsung, Cadila, Zydus Cadila, LG, Delphi, Honda, Hero, Ericsson, Vivo, Godrej, Jio, Myntra, and many more.

(9) What are the special services offered by you? What is the current experience with GST regulations?

We offer all our services under one umbrella. We have ready to use Warehouses of 20 million sq. ft. space at multiple locations all over India, which are near SEZ locations and have flexible options of utilization, i.e., Sq. mtrs./CBM/pallet positions, using state-of-the-art WMS and equipment.



The Gurugram Warehouse

GST issues have smoothened out and have become better. However, there is a remnant pain point, like some obvious clerical errors being viewed seriously and heavy penalties are levied on this account, which is patently unfair and



detrimental to ease of doing business.

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

It is quite normal with ten percent increase in the bottomline projected, which is our main focus area. Top-line growth, for its own sake, does not interest us as it is just profitless prosperity.

(11) Is Product / Business diversification being considered in your organization?

Yes. We do a lot of varied activities. In fact, becoming allrounder is a conscious decision, as we wanted to provide all the services possible in this space.

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

Yes. My son, (Mr. Raghav), has completed his education and now joined the organization and is learning the ropes. The formal induction into the Management will come, once he develops the relevant knowledge and confidence.

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

You must have a lot of patience to master the processes and regulations involved. There are no short cuts to success.



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

We get involved in any activity involving general health of Drivers, eye- sight check-up, etc. plus providing remedial spectacles, all free of cost. OILSCM - OM Institute of Logistics & Supply Chain Management was started recently in Jamalpur, Gurgaon, Delhi - NCR, as a Non-profit Education Institute, which is well equipped. They offer a two month course in the Logistics and SCM sector - one month of theory and one month of practical training. The best part is that this is all paid for under the CSR budget and costs the trainee nothing at all, but is then eligible for recruitment in OM Logistics.



(15) Could you elaborate on some awards / honours that have been received over the years?

Among the many awards received, two awards were received in 2017-18 from Asia One:

World's Greatest Leaders (Mr. Ajay Singhal) and

World's Greatest Brands (Om Logistics Limited)

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

AITWA is doing a fantastic job. It is like a family. The ambience is as in an atmosphere of unity and we all feel good about it.

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

X -

Compliance Of Good Samaritan Guidelines

inistry of Road Transport and Highways has issued guidelines in pursuance of order dated 29.10.2014 in W.P. No. 235 of 2012 of Hon'ble Supreme Court of India to protect the Good Samaritans in case of road accidents. As par Para 1 (7) and (8) of the guidelines dated 12th May, 2015, Standard Operating Procedures for the examination of Good Samaritans by the Police or during trial has been issued by the Ministry on 21st January 2016 envisaging the procedures to be followed for the examination of an eyewitness to a road accident, so that the witness does not get harassed.

The Hon'ble Supreme Court of

India vide its order dated 30th March 2016 have approved both the guidelines dated 12.05.2015 and 21.01.2016 with slight modification and directed that these guidelines, as modified, be complied with by the Union Territories and all the functionaries of the State Governments as law laid down by the Court under Article 32 read with Article 142 of the Constitution of India and the same be treated as binding as per the mandate of Article 141.

This information was given by the Union Minister for Road Transport and Highways Shri Nitin Gadkari in a written reply in Rajya Sabha, reported Press Information Bureau.

Draft Notification Issued Stipulating Six Monthly Fitness Testing For Vehicles Older Than 15 Years



he Ministry of Road Transport & Highways issued a draft notification for amendments to the Central Motor Vehicles Rules for providing an enabling mechanism for scrapping of vehicles older than 15 years, reported PIB.

The renewal of certificate of fitness in respect of transport vehicles older than 15 years has been proposed to be conducted every six months from the current requirement of testing once a year

In addition, the fees have been increased further for conducting fitness test and grant and renewal of certificate of fitness for motor vehicles older than 15 years.

The notification also provides that newly purchased motor vehicles will be exempted from the payment of fees for the purpose of issue of registration certificate and assignment of new registration mark subject to condition that the motor vehicle is presented for the registration along with the SCRAPPING CERTIFICATE of the previously owned vehicle of same category issued by the a uthorised scrapping centre/agency and the scrapping certificate has not been utilised for any other such cases in past.

Fees have been revised for renewal of certificates of registration and assignment of new registration mark.

The draft notification has been issued seeking comments and suggestions from stakeholders.





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Hon'ble Minister of Road Transport & Highways Shri Nitin Gadkari Ji launched the mobile app "APML Suvidha" which has now attained a distinguished position

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ALL EYES ON INDIA AUTO SHOW



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- Display Area for New Launches and Live Demonstrations
- Technology Transfer and Joint Ventures Opportunities with International Brands.
- Update on Latest Trends and Innovations on Components, Parts, Accessories and E-mobility
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Eicher Electric Buses

Completes One Year Of Successful Operations In Kolkata 100% Electric Buses of Eicher served over 1.6 lac kilometers



New Delhi, July 9, 2019: An industry leader driving modernization in commercial transportation in India and the developing world, VE Commercial Vehicles Limited, completed a year of a successful run of its 100% electric buses in Kolkata. The Eicher Skyline Pro E buses have been deployed with West Bengal Housing Infrastructure Development Corporation (WBHIDCO) and have served over 1.6 lac kilometers carrying 1.3 lac happy passengers till date.

The three Eicher Skyline Pro E buses operating with WBHIDCO, deployed in May 2018, have been operating seven days a week, covering 140 km per day and delivering 98% uptime. The E- buses ply within the New Town Area connecting various corners of the neighborhood till New Town Kolkata Development Authority (NKDA) bus terminus. KPIT, the service provider has installed charging stations and a workshop at NKDA bus depot and Shapoorji Bus Depot.

The Eicher Skyline Pro E buses are the most advanced in safety, comfort and efficiency. These buses are powered by **REVOLO technology**, which is an innovative platform that operates on a lower voltage and allows regeneration to have the maximum possible range with the smallest possible battery.

Eicher has bagged another order of 40 e-buses to be delivered to BEST, Mumbai in this year. The company is also actively participating in tenders floated by various State Transport Undertakings and other government agencies.

Commenting on this milestone, B Srinivas, Senior Vice President, Sales and Marketing, Buses, VE Commercial Vehicles, "The country is at the cusp of a new revolution in transportation and is moving swiftly towards electromobility. Our deployment for public transport at Kolkata and its successful journey is a testimony of our strong resolve towards environment-friendly mobility solutions. Together with the support infrastructure, we have been able to achieve great results with WBHIDCO."

He further added, "The shift to electric vehicle technology will open many avenues for the economy. The new developments with the second phase of the FAME Scheme are further incentivizing the move towards Electromobility, with a view towards achieving the country's 2030 EV Vision. We, too, are aligned with the government and working towards meeting India's mobility needs via the electric platform. VECV believes that such projects will accelerate the progress in India through adaptive mobility solutions and standard-led globally proven technology. The shift to alternative fuel technology will also bring positive implications across environment, social and economic parameters in the long run."

AITWA News Bureau

X



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Highway Heroes & Corporates

Mahendra Arya, National President -AITWA

While our ambitious project 'Highway Heroes' is taking shape steadily, I thought to pen down the name of players who can offer the much-needed support and instrumental in accomplishing the mission. Of course, the Government and Transport industry has to play a pivotal role and need to be an integral part. But, how can we underestimate the customers of the transport industry, especially the large corporates? Undoubtedly, they have a significant role to play to enable 'Highway Heroes' a success.

'Highway Heroes' is not just a project. It is about the sacrifices of a community for the nation's well being. The reason why we expect international and leading national corporate houses to come forward and be a part of a project which is just striving to give something back to the people who have done so much for the entire nation and business community. As the name suggests, the project is all about giving truck drivers their due and transform their lives however possible. Our primary objective is to highlight the hardship and unnecessary sufferings of truck drivers in their day to day life so that people across all industry realize what truck drivers have been doing for them.

A truck driver is an interface between a customer and a transporter at the site of the goods transaction or as usually called loading or unloading site into or from a truck. The place can be a manufacturing plant, warehouse or a project site in general. The people present at these locations are neither the owners of the transport company nor the directors of the corporates. Transport Company is represented by the truck driver and the place of operation by security guards and sometimes some junior staff of the logistics department.

When a truck driver, after several days hard journey, reaches his destination along with his customers' load, the first thing he wants to do is to get rid of the load, the truck's and his mind, so that he may attend to nature's call, take a bath, and serve himself some hot tea and snacks; followed by maybe a small nap, until he gets his next order from his truck's owner. But in reality, almost in 80% locations, it does not happen that way. In a large setup, his arrival is not a noticeable event. He is asked to remain outside main gates; maybe on-road itself. This wait can vary from a few hours to a few days, at times. No one takes the responsibility of the consignment which still remains in the custody of driver. Leave aside giving him some relief; no one bothers to offer him a cup of tea or a glass of water. During this wait, his life becomes more miserable than while driving. He had an objective while driving - to reach the destination safely with the consignment; but what happens on reaching makes his heart bitter and sulky.

Such treatment to a driver is not intentional but as he is not a

part of the customer's organization they show little or no concern about him. The routine of daily handling such arrivals and process of receiving consignments hardens people who are at the job. They are in no position to step into the shoes of the driver and try to feel his misery. This realization is the whole basis of our thought process in the third dimension of our project Highway Heroes!

We decided to have some communication with large corporates with a request to look into these issues within their organizations. Our appeal was to be purely on humanitarian grounds without any biased grievances. The second thought which occurred was how will the CXOs of large corporates react to our appeal, as they have no basis to understand the subject. To make their job easier we worked out a Check List for someone to check at ground level.

The next challenge was how to reach companies. First, the usual method was to ask our transporters to reach out directly to their customers with our appeal from AITWA. Some of the members came forward too. But in order to reach out to a larger audience, we decided to go through the industry associations like ASSOCHAM, CII, PHD Chamber of Commerce, SIAM etc. Not just that, we announced to institute awards for the corporates who are making changes in their methods of reception of a truck driver on arrival based on our appeal.

My friend Shri Ramesh Agarwal, Chairman- Agarwal Packers & Movers Ltd, who is also the Chairman of our Highway Heroes committee shared an interesting insight of one of the nation's steel plant. He said that he asked the Chairman of that company, who was his friend too, to take a round of the factory gate with him at after midnight. He agreed. They witnessed more than 50 trucks waiting outside the factory gates to unload. On checking with drivers he came to know that they were queued up for more than 2 days. The chairman came to know that there was no arrangement of any toilets, water or food etc. for them. He immediately summoned all his senior managers of Security and HR department at the factory gate at that hour along with security personnel. He first expressed his anger at his managers for such neglect for people who were serving their plant in an important way. He then ordered them to secure the trucks with the security guards and take all drivers to the factory guest house for toilet facility, food and rest. This gentleman was Mr. Navin Jindal of Jindal Steel Ltd. He, later on, made permanent proper waiting arrangements within his Angul plant for parking of trucks and comfort of drivers. People like Mr. Navin Jindal are the ideal businessmen. He needs to be followed by all.



All India Transporters Welfare Association

istered under Societies Registration Act XXI of 1880) Official Journal "Parivahan Pragati"

Dear CXO,

Date: July 20, 2019

Sub: An appeal for your concern towards truck drivers entering your plants and other premises

You are heading a big corporate of India. Your company enjoys tremendous trust on all accounts. Definitely your staff and workers must also be very happy with the strong HR department in your organization. We as an association of transport companies make a request to you. Please extend the scope of HR a little more wider to include the truck drivers who visit your plants either to deliver your raw material or to collect your finished goods.

We at AITWA are running a nationwide campaign named 'Highway Heroes'. Our subject of concern are the truck drivers. Truck drivers lead a very difficult life. They stay away from their families for weeks. They travel against all odds of weather and time to reach their loads to their destinations. They live on road side food and poor toilet facilities. They hardly sleep properly as they are custodian of goods of customers valued in lakhs and sometimes crores. They are often harassed by police and tax officers on highway. When he arrives at your plant or warehouse, a friendly reception will make him feel good.

We have certain examples of some companies, where a truck driver is not allowed entry for several days on logistical grounds. A person who reaches his destination after a long and hard journey of several days deserve better treatment. If his truck is allowed to park in a safe location and he is offered simple facilities like place to rest, tea coffee and food, a toilet he feels obliged. This is in fact a sign of humanity and not an obligation.

We request you to make a reality check at your facilities. If you are satisfied with the arrangements; then just arrange to send us a report of your procedure of treatment to a visiting truck driver. If some improvements are needed; kindly take up such steps to make your logistics workers comfortable. Your generosity will go a long way. Truck drivers are very reason of continuity of your production and trade. These drivers will be your brand ambassador all over the country. Kindly share your action and changes with us.

We have decided to confer some awards of **BEST HUMANATARIAN PRACTICES** among Indian corporates. The award will be highlighted in media. Details shared by you will add to our own study of companies in selecting the awardees.

Such mutual cooperation will take our country much higher in its rating among the best countries of the world. Your company will play an important role in this success.

Our slogan is - Jai Saarthi, Jai Bharti!

With profound respect,

Mahendra Arya



President- AITWA (2019-20)



CHECKLIST FOR REALITY CHECK FOR TOP MANAGEMENT

A. Security Of Vehicle

1. A truck on arrival reports the factory/warehouse gate. Is the time of arrival noted there? 2. A visiting truck is immediately asked to park outside the gate or allowed inside to a designated parking area. 3. If outside the gate- is there any secured parking area provided? 4. If not then will the loaded vehicle be secured on road? Is there any history of theft near gate? 5. Is it legally allowed to park on road? Will police not harass the vehicle? 6. Is it possible to create a parking lot within the premises or adjacent to premises with proper security?

B. Treatment to Visiting Driver

Is he attended by the security guards curtly?
 Does a driver get toilet facility on arrival?
 Is there a provision of drinking water for him?
 Can he buy tea/coffee etc from a stall there?
 Can he have food at your workers' canteen on

payment? 6. Is there any alternate facility for his food? 7. Can he lie down somewhere properly and relax in a provided area? 8. Do people abuse and talk with disrespect to the driver? 9. Is someone taking money from all drivers in order to be cooperative?

C. Handover/Receipt Of Goods

1. Is the consignment loaded/unloaded in presence of driver? 2. Is the driver being forced to unload, load or move the goods? 3. Is he allowed to attend the weighment or counting of consignment? 4. Is he shown any damage or shortage, if found, in the consignment? 5. Is he asked to confirm the finding with his signature? 6. Is he given time of his leaving the premises in writing?

D. Any goodwill gesture?

1. Does your company do any special gesture to make a driver feel welcome or special in your premises? Example- a welcome drink of a coconut or any other drink! A tea coffee self help vending machine!

E. Management Control

An instruction to HR department for adding a chapter for visiting drivers in HR manual.
 Training to security guards and others responsible for dealing with drivers.
 A CCTV camera on Entrance gate, parking lot. Loading/unloading locations.

Your Reality Check will reveal lot of important things for your management. Please share with AITWA, all positive things being practiced in

your premises. That will give us a reason to talk about your humanitarian practices at all platforms.

The first response which I have received is from Confederation Of Indian Industry (CII); which is very encouraging. Here are the contents-

Dear Mr Arya,

Reference your mail below addressed to Mr Vikram Kirloskar, President, CII about sharing the information about your Campaign Highway Heroes with our members. I would like to inform you that we have circulated the same to our members and Associations.

We have 107 national level associations with an outreach of 75,000 companies.

Regards

Kavita

Kavita Kohli Senior Director Confederation of Indian Industry India Habitat Centre (IHC) Core 4A, 4th Floor, Lodi Road New Delhi-110003

Thank you Mr. Vikram Kirloskar! Thank you CII for supporting our campaign Highway Heroes! We are sure all other associations will also support us in our endeavor!

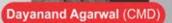


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Digitalisation To Drive Growth For Logistics Industry

n many occasions we have heard Road Transport and Highways Minister Nitin Gadkari spelling that we are creating a digital logistics platform for the industry to increase the speed of logistics and reduce costs. And, these words of power have given a new confidence to industry players.

Recently, the Vice President (IT) of DHL Express India resonated the same. He said, "We firmly believe that digital technologies play a key role in enabling efficiencies and driving growth for the logistics industry.

Digitalisation helps in reducing costs by improving productivity, transparency, accuracy, and speed in shipment movements, ultimately benefiting customers. It is also imperative to ensure that the intent of embracing technology is to ease operations."

The DHL executive highlighted the digital objectives to enhance the customer and employee experiences to Express

Computer. He shared, "For DHL Express, our digitalisation objectives are to improve our customer and employee experience through operational efficiency. MyDHL, an intuitive online shipping and tracking platform, which has been designed to suit the preferences of our customers. The platform is simplified and highly efficient and ensures that we receive accurate real-time data for shipment processing in our facilities for faster flight connections."

He added, "Another initiative to improve the customer experience includes On Demand Delivery (ODD), a service that enables shippers in India to give their receivers across the border the power to select from a range of delivery options." Further, he stated, "DHL Express proactively notifies customers via email or SMS about a shipment's progress and at the same time, allows receivers to select from a range of delivery options that best suits their requirements via the On Demand Delivery mobile-optimised website."

The executive told, "From an industry standpoint, the

Express Cargo Clearance System (ECCS) was jointly developed by Indian Customs and Express Industry Council of India (EICI). The deployment of the ECCS has been introduced at Mumbai, Delhi and Bengaluru airports and this enabled us to progress from the archaic system of paper-based customs clearances. This has ensured faster shipment clearances, greater transparency and accuracy. ECCS links shipment data and its physical movement at the clearance ports via handheld barcode scanners, thereby enabling transparent real time shipment tracking

> through the entire process of customs clearances. Additionally, it eliminates the usage of paper in the process." He added, "We continuously focused on improving our Electronic Shipping Solutions (ESS) capabilities for our customers' benefit and today, we are proud to report that 98 pw of our shipment data have been migrated to electronic platforms. Our ESS tool provides customers with a very

submit GST, Courier Shipping Bill (CSB) data in time for regulatory-compliant shipment movement and export clearance. This data also helps customers in claiming discounts and benefits as per different export government schemes. This is how we leverage technology for customer benefit, while complying with local regulations," adding, "When it came to the introduction of the E-way Bill, we introduced a semi-automated process where data could be extracted from our ESS solutions and uploaded on to the E-way Bill portal easily."

While talking about leveraging advanced technologies, he said, "At this point in time, our priority in India is to stabilise the ongoing digital initiatives like GST, E-way Bill, ECCS etc., as they are very critical from the regulatory compliance perspective. We will soon turn our focus on more advanced technologies like Artificial Intelligence (AI), Machine Learning, which are currently being studied for feasibility in various functions. We also need to be mindful about the viability of these advanced technologies in India before implementing them."

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The Signing of MOU Between AASSC and ACFI

At DCSC Cargo Terminal-2, IGIA, New Delhi On 20th July 2019

A Memorandum of Understanding(MOU) has been signed on 20th day of July 2019 between AEROSPACE & AVIATION SECTOR SKILL COUNCIL(AASSC), having its office at Technical Training Institute, Hindustan Aeronautics Limited, Suranjan Das Road, Bangalore – 560017 (India) and

Air Cargo Forum India (ACFI) is registered as a nationwide forum under Societies Registration ACT of 1860 having its registered office at New Udaan Bhawan, Opposite T-3, IGI Airport, New Delhi 110037, India hereinafter referred to as 'ACFI'

AASSC and ACFI together herein after will be referred to

as "Partners" with the following Terms of Reference to provide guidance, strategies & act as an interface for

- Promotion of skill development initiatives within the industry/sector
- Providing inputs/guidance of Qualifications Packs in the area of demand & gap
- Providing inputs on demand & supply of skilled workforce to effectively contribute to the Labour Management Information System(LMIS)
- Ensuring industry involvement in curriculum & content development, training of trainers
- Enhance visibility of AASSC within the industry
- Appraisal of impact of change in technology & regulations in the industry
- Involvement of industry in absorption of certified skilled candidates

AASSC is the Sector Skill Council for the Aerospace & Aviation Industry, registered under section 8 of Companies Act 2013 and is promoted by Hindustan Aeronautics Limited (HAL), Bangalore Chamber of Industry and Commerce (BCIC) and Society of Indian Aerospace Technologies and Industries (SIATI) with support from the National Skill Development Corporation (NSDC).

ACFI is unique as it is the only nationwide forum having representation of the entire air cargo logistic supply chain i.e. Airport Operators, Freight Forwarders, Airlines, Airport Operators, Cargo Terminal Operators, Customs Brokers, Bonded Truck Operators, General Sales Agencies, Express Industry and the Associations of these individual stakeholders.

AASSC and ACFI understand the shortage of Skilled & Certified manpower required in the Aerospace & Air Cargo Logistics segment of Aviation Sector and recognize the importance of AASSC's role in competency building to match air cargo industry's requirement of skilled



SIGNING CEREMONY

manpower, and also wish to enhance qualitative & quantitative reputation of Aerospace and air cargo logistics supply chain of Aviation sector.

AASSC & ACFI will work towards fulfilling the needs of air cargo logistics sector by involving the industry in developing and reviewing the occupational standards, build a credible and stringent quality assurance system for identification and accreditation of training partners, training of trainers, stringent assessments and a credible certification, and bring in international best practices.

OBJECTIVE

The objective of this MoU is to enhance cooperation between AASSC and the ACFI to promote skills development for the betterment of the industry by creating a long term mutually rewarding partnership between ACFI and AASSC.

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Okhla		F-32/6, Okhla Industrial Estate, Phase-II, New Delhi - 110020	9312103405	26384881	
Okhia Indi Estate		Shop No.7, Okhla Industrial Estate, Opp. Luxor Pen Company, Near Modo Flour Mill, New Delhi - 110020	9313540025	9990085312	
Noida	1	F-62; Sector - 8, Near Dainik Jagran Press, Noida -201301	7838900483	0120-2422180	2422771
Faridabad		18/1, Mathura Road, Near Ajrounda Chowk, Faridabad - 121001	9350553301	9717773757	0129-2283542
Gurgaon	1	Shiv Ashram Palam Gurgaon Road, Dundahera Gurgaon - 122016 (Haryana)	8930198012	7995000449	
Gandhinagar	8	1123/55, Multani Mohalla, Gandhi Nagar, Delhi - 110031	8010082244		
Phoolbagh		WZ-40/7, Phool Bagh, Rohtak Road, New Delhi - 110035	7838900136	28312286,	28312063
Nangloi	:	580/2/2, Goga Marg, Firni Road, Mundka, Delhi - 110041	9312064194	7995000433	
Naraina		CB/382/11, Indira Market, Ring Road, Naraina, New Delhi - 110028	7995000434	9310657970	
Vishwash Nagar	:	10/127, 18, Quarter Road, Near Radha Krishan Mandir, Viswasnagar, Shahdara, Delhi - 110032	9312099713	7995000479	
U.P.Border	ŧ	Rawalpindi Garden, C/2/11, Opp. New Telephone Exchange, P.O.Chikamberpur, U.P.Border - 201 006 (UP)	7995000457		9313544020
Karolbagh	:	949/3, Naiwala, Karol Bagh, New Delhi - 110005	9313834836	7995000429	
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Sadar Bazar		Shop No. 58, New Kutab Road, Sadar Bazar, Delhi - 110006	9350186138	7995000436	
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Kundli	:	Shop No.11, Lakhmi Pyau, Kundli Border (Kamla Market) Sonepat (HR) 131028	7995000438	7428388316	9541905794
Rama Road	:	61, Rama Road, Near Bisleri, New Delhi - 110015	9310658047	7995000427	25410794
Manesar	144	Shop No.4, Pepsi Dhaba, Near Apna Ghar, Delhi Jaipur Highway, Village Shikhapur, More, Manesar - 122001	7838900139	7995000453	7995000448
G.T.Karnal	:	B-96, G.T.Karnal Road, Behind Telephone Exchange, G.T.Karnal Road, Delhi - 110033	9310657964	7995000433	
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Women in Logistics



Ms. Manmeet Chadha M.D. – Chirag Carriers

Ms. Manmeet Chadha, Managing Director at Chirag Carriers is a lady with True Grit. She was a housewife in 2008, when a poignant tragedy struck the family. Her husband passed away. All of a sudden she had to take a quick decision about the source of livelihood for the future with her two children and two brothers looking up to her for direction. They finally decided to switch over from the finance business that her husband had been running and start afresh in

transportation business. From humble beginnings, with two trucks they were able to sustain themselves and brought their company to an asset level of 100 trucks and built a solid name as transporters who maintain their commitment integrity and as reliable operators. In this effort, she received good support from DHL who gave her the first major opportunity with FTL loads from Mumbai imports side. She grabbed this opportunity with both hands and built up a flourishing transportation business. She still has a long way to go before she decides to call it a day, for the next generation to take the business forward. Here is her inspiring story in her own words, in the questionnaire below.

Ouestionnaire

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

I have been in the cargo industry for 11 years (since 2008) and I feel very happy to have come into this industry, so far.

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

This happened more or less as an emergency, since my

husband passed away leaving a wide vacuum in our lives. At that time, our options were limited, as I was a housewife, with very little experience in running a business. My husband used to run a finance company. This company was closed as we were not able to run it ourselves and in its place we opened a transportation company with two trucks. We faced a lot of challenges to keep this business running. We ran it intermittently, in fits and starts, closing it and restarting it again. However, we did not give up on our hope of making it a success.

The turning point came in 2011, when DHL gave us support by contracting us for FTL deliveries of import side goods from the airport to the importers' warehouses. We did well with this opportunity and DHL was pleased to offer us business from the export side as well. By this time, our company had stabilized and grown substantially.

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

There has been no difficulty being a lady in this business. Not with banks, not in getting business contracts for transportation services and not with my employees of any gender. My opinion is that there is no problem faced if you keep your commitments made.

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

We do import / export deliveries from / to Mumbai airport. Some multinationals have been supportive, i.e., DHL, D.B. Schenker, Panalpina, DSV, Bosch etc.. We, today, have increased our asset base to 100 vehicles in our company, Chirag Carriers.

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

I like this industry as it rewards well for good work done. Every day is a new challenge and interesting too. It has become like an old, reliable and trusted friend.

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

I am confident about myself and our company. My experience has been that if we do an honest job the results will be favorable and we all prosper.

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

Joining this industry is a worthwhile effort. In fact, any respectable job is worth doing and one should not feel that this or another job is below dignity or too small. Give your hundred percent, once you commit to a job. Do not rest on your laurels. You have to maintain your good standards to keep pace with your competition. There are no limits to what you can achieve.

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राज्यसभा ने मोटर वाहन (संशोधन) विधेयक 2019 पारित किया

राज्यसभा ने मोटर वाहन (संशोधन) विधेयक, 2019 पारित कर दिया है। इस अवसर पर अपने संबोधन में केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने संसद सदस्यों का धन्यवाद देते हुए कहा कि विधेयक का पारित होना उनके लिए अपार हर्ष का विषय है। इस संशोधन से सड़क सुरक्षा में सुधार होगा, आम नागरिकों को परिवहन विभाग से काम करने में सुविधा होगी, ग्रामीण परिवहन और सार्वजनिक परिवहन मजबूत होगा और देश हर कोने तक आटोमेशन, कंप्यूटरीकरण और आनलाइन सेवाओं के द्वारा संपर्क बढेगा। उन्होंने दोहराया कि इस विधेयक से देश में प्रभावी, सुरक्षित और भष्ट्राचार मुक्त परिवहन प्रणाली मिलेगी।

विधेयक को तीन सरकारी संशोधनों के साथ पारित किया गया और इसे अब लोकसभा को वापिस भेजा जाएगा। लोकसभा ने 23 जुलाई, 2019 को इस विधेयक को पारित किया था

विधेयक में प्रमुख संशोधन निम्नलिखित हैं

- सड़क सुरक्षा के क्षेत्र में नियमों का उल्लंघन करने वाले लोगों का निवारण करने के लिए दंडशुल्क में बढोत्तरी का प्रस्ताव किया गया है। नाबालिक लोगों के वाहन चलाने, बिना लाइसेंस के नशे में वाहन चलाने, बिना लाइसेंस के वाहन चलाने, गित-सीमा से अधिक चलाने, सीमा से अधिक माल ले लाने के संबंध में कठोर प्रावधान किए गए हैं। इससे साथ ही हेलमेट के प्रयोग करने के लिए कठोर प्रावधान करने के साथ-साथ नियमों का उल्लंघन करने वाले के विरूद्ध इलेक्टोनिक पहचान करने का प्रावधान भी इस विधेयक में किया गया है। मोटर वाहनों से संबंधित दंडशुल्क में प्रतिवर्ष 10 प्रतिशत की वृद्धि की जाएगी।
- विधेयक में वाहनों के लिए स्वचालित दुरूस्ती का प्रावधान किया गया
 है। इससे परिवहन विभाग में भष्ट्राचार कम करने के साथ-साथ वाहनों की
 सड़क में पात्रता में बढोत्तरी होगी। विधेयक में दोषयुक्त वाहनों को
 आवश्यक रूप से वापिस बुलाने और वाहन कंपनियों की अनियमितता की
 जांच करने संबंधी शक्तियों का प्रावधान भी किया गया है।
- विधेयक में वाहनो में दोष के कारण पर्यावरण,चालक या अन्य सड़क इस्तेमाल करने वाले लोगो को होने वाले नुकसान के चलते केंद्र सरकार को ऐसे वाहन वापिस बुलाने का आदेश देने की अनुमति दी गई है।
- विधेयक में केंद्र सरकार द्वारा एक अधिसूचना के तहत बनाए जाने वाले राष्ट्रीय रोड सुरक्षा बोर्ड का प्रावधान भी किया गया है। बोर्ड केंद्र और राज्य सरकारों को सड़क सुरक्षा के सभी प्रावधानों और मोटर वाहनों के मानको, वाहनों के पंजीकरण और लाइसेंस देने, सड़क सुरक्षा के मानक और नई वाहन प्रौद्योगिकी को प्रोत्साहन सहित यातायात प्रबंधन संबंधी विषयो

पर सुझाव देगा।

- सड़क दुर्घटना में घायल लोगो की मदद करने के लिए विधेयक में मदद करने वाले लोगो के संबंध में दिशा-निर्देश सिम्मिलित किए गए हैं।
- विधेयक में दुर्घटना के बाद नाजुक समय में नकदी रहित उपचार की योजना का प्रावधान किया गया है।
- विधेयक में चालक के परिवार को तृतीय पक्ष बीमा में शामिल किया गया है। बीमा राहत राशि में दस गुना बढ़ोत्तरी कर इसे 50 हजार रूपए से बढ़ाकर 5 लाख रूपए किया गया है। दावा प्रकिया को सरल बनाया गया है। यदि पीडित का परिवार 5 लाख रूपए की राहत राशि स्वीकार करने को राजी हो जाता है तो बीमा फर्म को 1 माह के भीतर दावे का भुगतान करना होगा। विधेयक में दुर्घटना कर भाग जाने के स्थिति में मृत्यु होने पर न्यूनतम राहत राशि 25 हजार रूपए से बढ़ाकर दो लाख रूपए करने और गंभीर चोट लगने पर 12 हजार पांच सौ रुपए से बढ़ाकर पचास हजार रूपए करने का प्रावधान है।
- विधेयक में भारत में सड़क का प्रयोग करने वाले सभी लोगो को अनिवार्य बीमा कवर देने के लिए केंद्र सरकार को मोटर वाहन दुर्घटना निधि गठित करनी होगी।
- ई-सुशासन के द्वारा सेवाओं में सुधार करना इस विधेयक का प्रमुख उद्देश्य है। इस विधेयक में फर्जी वाहन लाइसेंस से बचने के लिए आनलाइन लर्नर लाइसेंस केस के साथ आवश्यक आनलाइन पहचान चालक परीक्षण का प्रावधान किया गया है।
- नए वाहनो के पंजीकरण में सुधार करने के लिए डीलर द्वारा पंजीकरण को बढावा दिया जाएगा और अस्थायी पंजीकरण पर रोक लगाई जाएगी।
- चालक प्रशिक्षण प्रक्रिया को मजबूत कर परिवहन लाइसेंस की प्रक्रिया
 में तेजी लाई जाएगी। इससे देश में व्यवसायिक वाहन चालको की कमी को
 दूर करने में मदद मिलेगी। अधिक से अधिक वाहन चालक स्कूल और
 दुरूस्ती केंद्र खोले जाएंगे।
- राष्ट्रीय परिवहन नीति से एकीकृत परिवहन प्रणाली का विकास संभव हो सकेगा।
- विधेयक में आनलाइन सीखने वाले लाइसेंस की व्यवस्था की गई है।
 विधेयक से क्षेत्रीय परिवहन कार्यालय में पारदर्शिता आएगी। व्यवसायिक लाइसेंस अब तीन वर्ष के स्थान पर पांच वर्ष के लिए प्रभावी होंगे।
- वाहन के मालिक देश भर में कहीं भी अपने वाहन का पंजीकरण करा सकते हैं और पंजीकरण की प्रक्रिया डीलर द्वारा की जाएगी।

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यातायात नियम तोड़ने पर अब इतना देना होगा जुर्माना

- नए मोटर व्हीकल एक्ट के मुताबिक ड्राइविंग लाइसेंस (DL) और व्हीकल रिजस्ट्रेशन के लिए आधार अनिवार्य होगा।
- 2. बगैर हेलमेट या ओवरलोड दोपहिया वाहन पर 3 महीने के लिए ड्राइवर लाइसेंस अयोग्य। बगैर हेलमेट पर 1 हजार रुपए और ओवर लोडिंग पर दो हजार रुपए जुर्माना।
- 3. नाबालिंग के वाहन चलाते समय हादसा होने पर अभिभावक को 25 हजार रुपए का जुर्माना भरने के साथ–साथ 3 साल की सजा हो सकती है साथ ही जुवेनाइल एक्ट के तहत मामला चलेगा।
- 4. अब हिट-एंड-रन के केस में सरकार पीड़ित के परिजनों को 2 लाख या इससे ज्यादा का मुआवजा देगी। ये रकम फिलहाल 25,000 है।
- 5. रोड रेगुलेशन्स के उल्लंघन पर अब 100 नहीं, 500 रुपए का जुर्माना। टिकट के बिना ट्रैवल करने का जुर्माना 200 से बढ़कर 500 रुपए।
- 6. अथॉरिटी के आदेशों के उल्लंघन पर जुर्माना 500 से बढ़ाकर 2,000 रुपए। लाइसेंस के बिना अनाधिकृत वाहन इस्तेमाल करने पर जुर्माना 1,000 से बढ़ाकर 2,000 रुपए।
- 7. लाइसेंस के बिना गाड़ी चलाने पर जुर्माना 500 से बढ़ाकर 5,000 रुपए। ड्राइविंग क्वालिफिकेशन के बिना ड्राइव करने पर जुर्माना 500 से बढ़ाकर 10,000 रुपए।
- 8. ओवरसाइज्ड व्हीकल पर 5,000 का जुर्माना । ओवर स्पीडिंग पर जुर्माना 400 से बढ़ाकर स्डट के लिए 1000 का जुर्माना और मीडियम पैसेंजर व्हीकल के लिए 2,000 का जुर्माना ।
- 9. खतरनाक ड्राइविंग करने पर जुर्माना 1,000 से बढ़ाकर 5,000 रुपए।

- शराब पीकर गाड़ी चलाने पर 2 हजार की बजाय 10 हजार रुपए जुर्माना लंगेगा।
- 10. स्पीडिंग या रेसिंग करने पर 2,000 नहीं 10,000 हजार भरने होंगे। बिना परमिट के गाडी चलाने पर 5000 से बढ़ाकर 10,000 रुपए।
- 11. कैब एग्रीगेटर्स जैसे ओला, उबर के वाहन लाइसेंसिंग शर्तों के उल्लंघन पर कंपनियों पर 25,000 से 1 लाख रुपए तक का जुर्माना। सीट बेल्ट न लगाने पर जुर्माना 100 रुपए से बढ़ाकर 1,000 रुपए।
- 12. एंबुलेंस जैसी आपातकालीन गाड़ियों को रास्ता न देने पर 10,000 रुपए का जुर्माना या फिर 6 माह की जेल। विना इंश्योरेंस के 1,000 से जुर्माना बढ़ाकर 2,000 रुपए।
- 13. थर्ड पार्टी बीमा भी जरूरी है। ड्राइवर और क्लीनर का थर्ड पार्टी इंश्योरेंस होगा। हादसे में मृत्यु पर 50 हजार से 5 लाख रुपए तक मुआवजे का प्रावधान है। अज्ञात वाहन की टक्कर से मौत पर 25 हजार से 2 लाख और घायल होने पर साढ़े 12 से 50 हजार रुपए का मुआवजा दिया जाएगा।
- 14. मोटर व्हीकल एक्सीडेंट फंड बनाया जाएगा, जिसमें सड़क पर चलने वाले सभी चालकों का इंश्योरेंस होगा। इसका इस्तेमाल घायल के इलाज और मृत्यु होने पर परिजनों को मुआवजा देने के लिए किया जाएगा। हादसे में घायल का फ्री में इलाज करना होगा।
- 15. लर्निंग लाइसेंस के लिए पहचान पत्र का ऑनलाइन वेरीफिकेशन अनिवार्य। कमर्शियल लाइसेंस 3 के बजाय 5 साल के लिए मान्य होंगे।
- 16. लाइसेंस रिन्यूवल अब खत्म होने के एक साल के अंदर कराया जा सकेगा। ड्राइवरों की कमी पूरी करने के लिए ड्राइवर ट्रेनिंग स्कूल खोले जाएंगे। नए वाहनों का रजिस्ट्रेशन डीलर करेगा।

rop	rehides (Amer 10 SEA AI I 11 Arious Pa	nendme	ents 🔨	193	Aggregators (violations of licencing conditions)	New	Rs 25,000 to Rs 1,00,000
		Old Provision / Penalty	New Proposed Provision / Minimum Penalties	194	Overloading	Rs 2000 and Rs 1000 per extra tonne	Rs 20,000 and Rs 2000 per extra tonne
177	General	Rs 100	Rs 500	194 A	Overloading of passengers		Rs 1000 per extra passenger
New 177A	Rules of road regulation	Rs 100	Rs 500	1948	Seat belt	Rs 100	Rs 1000
178	violation Travel without ticket	RS 200	Rs 500	194 C	Overloading of two wheelers	Rs 100	Rs 2000, Disqualification for 3 months for licence
179	Disobedience of orders of authorities	Rs 500	Rs 2000	194 D	Helmets	Rs 100	Rs 1000 Disqualification for 3 months for licence
180	Unautorized use of vehicles without licence	Rs 1000	Rs 5000	194 E	Not providing way for emergency	New	Rs 10,000
181	Driving without licence	Rs 500	Rs 5000	196	vehicles Driving Without	RS 1000	Rs 2000
182	Driving despite disqualification	Rs 500	Rs 10,000		Insurance		COLUMN TO SERVICE STATE OF THE
182 B	Oversize vehicles	New	Rs 5000	199	Offences by Juveniles	New	Guardian / owner shall be deemed to
183	Over speeding	R: 400	Rs 1000 for LMV Rs 2000 for Medium passenger vehicle		(be guilty. Rs 25,000 with 3 yrs imprisonment. For Juvenile to be tried
184	Dangerous driving penalty	Rs 1000	Upto Rs 5000	6		1 0	under JJ Act. Registration of Moto
185	Drunken driving	Rs 2000	Rs 10,000	1	1		Vehicle to be cancelled
189	Speeding / Racing	Rs 500	Rs 5,000	206	Power of Officers to		Suspension of driving licenses u/s
192 A	Vehicle without permit	upto Rs 5000	Upto Rs 10,000		impound documents		183, 184, 185, 189, 190, 194C, 194D,

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क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

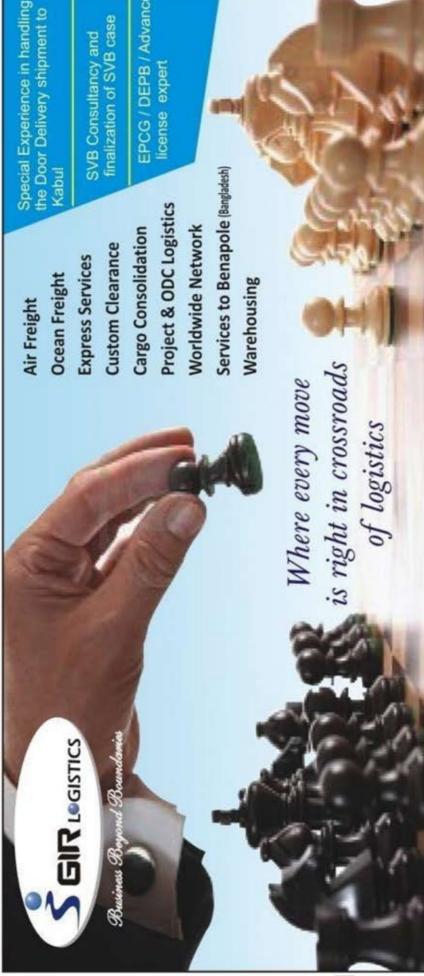
- (क) क्या सरकार ने नशे की हालत में अधिक तेज गति से गाड़ी चलाने और अन्य यातायात कानूनों के उल्लंघन को प्रभावी रूप से रोकने के लिए ई-चालान प्रणाली का क्रियान्वयन किया है;
- (ख) क्या भारत के सभी राज्यों में ई-चालान प्रणाली लागू है; और
- (ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

उत्तर

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी)

- (क): जी, हां। सरकार ने नशे की हालत में गाड़ी चलाने, अधिक तेज गति से वाहन चलाने और अन्य यातायात कानूनों के उल्लंघन को प्रभावी रूप से रोकने के लिए ई-चालान प्रणाली का क्रियान्वयन किया है। यह प्रवर्तन सामाधान आधारित एकीकृत सूचना प्रौद्योगिकी है जो परिवहन प्रवर्तन स्किंध और यातायात पुलिस द्वारा प्रयोग के लिए एंड्रोइड आधारित मोबाइल ऐप एवं बैक-ऐंड वेब ऐप्लिसकेशन के माध्ययम से यातायात कानूनों के उल्लंघन का प्रबंधन करती है।
- (ख) एवं (ग): ई-चालान प्रणाली भारत के सभी राज्यों में लागू नहीं है। वर्तमान में, यह प्रणाली बिहार, चंड़ीगढ़, दिल्ली, गुजरात, हरियाणा, हिमाचल प्रदेश, महाराष्ट्रा, ओडिशा, राजस्था न, तिमलनाडु, उत्तर प्रदेश, उत्तराखंड, जम्मू और काश्मीर, पंजाब एवं पुदुच्चेरी में कार्यान्विरत की गई है।

X



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भारत का कच्चा तेल आयात दो साल के न्यूनतम स्तर पर पहुंचा

नई दिल्ली, 3 अगस्त ।

भारत का कच्चा तेल आयात फरवरी 2017 से एक इस साल जून तक 13.4 फीसदी कम हो गया। दुनिया के तीसरे सबसे बड़े तेल आयात करने वाले देश भारत का क्रूड आयात 16.87 मिलियन टन तक गिरा है। ईरान की तेल आपूर्ति में कभी के कारण जून में गिरावट आई क्योंकि वाशिंगटन ने तेहरान पर प्रतिबंधों को बढ़ा दिया है।

अप्रैल में ट्रंप प्रशासन ने कहा था कि वह ईरानी तेल के खरीदारों को पिछले साल दी गई छूट को समाप्त कर देगा। गौरतलब है कि भारत चीन के बाद ईरान का दूसरा सबसे बड़ा तेल ग्राहक है। इस बीच तेल उत्पादों के आयात में एक साल पहले से लगभग 20.4स की वृद्धि हुई, जबिक साल-दर-साल निर्यात पिछले महीने 11.4स कम हो गया। जून-महीने के दौरान डीजल निर्यात लगभग 6स बढ़कर 2.22 मिलियन टन हो गया, हालांकि मानसून के मौसम में घरेलू क्षेत्र में कमजोर मांग के कारण वे एक साल पहले 9.4स नीचे था। मानसून की बारिश आम तौर पर सिंचाई पंपों में उपयोग किए जाने वाले डीजल की आवश्यकता को कम करती है, जो आमतौर पर ईंधन के निर्यात को बढ़ाती है। भारत की मजबूत डीजल मांग में वृद्धि कार बाजार से कम होने की संभावना है क्योंकि मोटर चालक तेजी से गैसोलीन वाहनों की ओर मुड मुड रहे हैं।

कॉमर्शियल इलेक्ट्रिक वाहनों पर मिलेगी सब्सिडी

नई दिल्ली, 3 अगस्त

इलेक्ट्रिक वाहनों पर मिलने वाली सब्सिडी का फायदा अब प्राइवेट वाहन खरीदारों को नहीं होगा, बल्कि कॉमिशियल इलेक्ट्रिक वाहन खरीदने वालों को मिलेगा। सरकार ने साफ कहा कि इसका लाभ निजी या प्राइवेट तौर पर इस्तेमाल किए जाने वाले वाहनों को मिलेगा।

दिक्षी में भारत-यूके इलेक्ट्रिक मोबिलिटी फोरम-2019 में वार केंद्रीय हेवी इंडस्ट्रीज एंज पब्लिक एंटरप्राइजेज राज्य मंत्री अर्जुन सिंह 10 मेघवाल ने साफ कहा कि सरकार का इरादा फिलहाल कॉमिशियल औ इलेक्ट्रिक वाहनों को बढ़ावा देना है और केवल इन वाहनों के मालिकों इले को ही इंसेंटिव का फायदा दिया जाएगा। मंत्री ने कहा कि चाहे बाइक हो, कार हो, ट्रक हो, बस हो या ई-रिक्शा, सरकार का अनुमान है कि

इन सभी सेगमेंट में देश इलेक्ट्रिक वाहन अपनाएगा। पेरिस सींध के तहत कार्बन उत्सर्जन कम करने के लिए यह बदलाव जरूरी है।

केंद्र सरकार देश में इलेक्ट्रिक और हाइब्रिड वाहनों को बढ़ावा देने के लिए फास्टर एखेप्शन एंड मैन्युफैक्सरिंग ऑफ हाइब्रिड एंड इलेक्ट्रिक व्हींकल्स (फेम-2) योजना शुरू को है। इसी के तहत आने वाले दिनों में सरकार इलेक्ट्रिक और हाइब्रिड वाहनों की खरीदारी पर 10 हजार करोड़ रुपये की सब्सिडी देगी। यह सब्सिडी इलेक्ट्रिक थ्री और फोर व्हीलर्स को दी जाएगी। हालांकि, विभिन्न वाहन कंपनियां इलेक्ट्रिक वाहनों को लोकप्रिय बनाने और उन्हें किफायती बनाने के लिए निजी इस्तेमाल वाले वाहनों पर भी सब्सिडी देने की मांग कर रही हैं।

मंदी के प्रभाव में ट्रांसपोर्ट व्यवसाय एक-तिहाई ट्रकों को काम नहीं

- ▶ कर्ज की किस्तें अदा करना हुआ मुश्किल, बैंकों से मांग रह मोहलत
- ट्रांसपोर्ट संगठनों ने सरकार से हस्तक्षेप की मांग की है

अर्थिक मुन्ती का असर ट्रांसपोर्ट अवशाय पर भी दिखाई देने जागा है। साल बुर्विस में आरी विरावट आने से ट्रांसपोर्टरों के लिए बुर्विस में आरी वराबटना मुश्कित हो पत्ता है। स्थिति की संभीरता को देखते हुए ट्रांसपोर्ट गंगठनी ने सरकार से हताक्षेप की मांग की है।

देश के परिचहन क्षेत्र पर पैनी नजर रखने वाली विशेषक्ष संस्था इंदिबन फाउंडेशन आफ ट्रांमचोट रिक्षर्च एंट ट्रेनिम (आइएकटीआरटी) के मुताबिक आर्थिक सृतवी विशेषक इंडायपेंटरों की बुक्सिम में भागी विरायद देखने को ख रही हैं। बात्म दुलाई के पर्याप ऑईट न सिजने से ट्रांमपोर्टरों के 30-40 फीसद ट्रक खाली खड़े हैं। आमदनी में विरायद के कारण द्वांमपोर्टरों के लिए ट्रक खरीबी की खातिर लिए गए कई की किल्ते चुकाने में मुश्किलें आ रही हैं। ट्रांमपोर्टर कैंकों से मुहार नवा रहे हैं कि किल्त अदा करने के लिए उन्हें कुछ मोहार नवा रहे हैं कि किल्त अदा करने के लिए उन्हें कुछ मोहान दी जगा।

पिछले दिनों इंडीर के ट्रक ऑपरेटरों के संवठन इंडीर ट्रक ऑपरेटरों एमोसिएनल ने बैंकों और विनीय संस्थानों को पत्र शिक्षा है, दिसमें उन्होंने मोहलत मांगी है। एक्बीएफर्सी, एन्सिम, आदमीआदमीआद, कोटक महिंद्रा और रस बैंक के अलावा टारा पाइनेंस, सहिंद्रा पाइनेंस, सुंदरब पाइनेंस, थीरास पाइनेंस, बोनामोहलस फडर्जन को भेजे पत्र में किस्ता अदावती में दो-तील माह की घुट की मांग की गई है। एसोसिएनट के अध्यक्ष सीएस मुकाणी ने निया है कि टुक ऑपरेटट एवं ट्रांसवाटि आपारी पिक्स कह-सात माह से आपरार में सर्च कर रहे हैं, मगर किसी तरह का मुधार नहीं हो रहा है। अगले दो-तील माह में भी इसकी कोई उम्बीद नहीं दिखाई देती। दीजल के रेट काने के माज टुकों की मानिक एनिय बहुत कम हो नई है। ऐसे में निविधन किस्त देने वाले ऑपरेटट भी आने किस्त नहीं देवाएंटे!

आउएफटीआरटी के संयोजक एमणी लिंह ने कहा यह पत्र हालता की गंभीरता को अर्थाता है। क्योंकि किन्त अदा न कर माने के कररण या जी ट्रक अंपेश्टर स्वयं अपने दो-तीत वर्ष पुराने ट्रक कारनेवारों को बाधम लौटा रहे हैं, करवा परवनेतर जकरन ट्रकों को जब्द कर रहे हैं। ट्रक कटों पर बावणी साल लाइने के लिए ट्रकों को 7-10 दिश का दरवार करना पड़ रहा है। दनमें तेल अंपनियों के एलपीजी ट्रकर भी शामिश है।

बैसे, इस निवति के लिए सिंह पिछले वर्ष (बोहारी सीजन में टुकों की भारी विकी को भी एक वजह सानते हैं। उस नमम अंटीसोवाइल कंपनियों ने टुलवोडिंग को भारी डिस्साउंट के साथ रियावती कई के औकर दिए ये। तब अरीदे गए बही टुक अब मंदी में मुशीबत बन गए हैं।



Vehicles to be weighed at Agra expressway toll plaza

n a bid to curb rising number of accidents, the Uttar Pradesh Expressways Industrial Development Authority (UPEIDA) is installing electronic weighing machines at toll plaza on Agra -Lucknow Expressway to calculate the weight of the vehicle when it passes over it.

"If the vehicle is found to be overweight, we will ask the driver to pay fine because they tend to damage the roads and are also unsafe as they topple at times and become a safety hazard," said Ramesh Chandra Dubey, chief security officer of UPEIDA, who added that excess loading has been damaging highways, expressways, bridges and culverts, thus reducing their lifespan.

In case a vehicle speeds away, UPIEDA will send challan through postal service to the offender's address, said a UPIEDA official.

"Or, if the violator does not have money to pay spot fine, we will also send the challan through postal service on his/her address," he said and added, "If one does not pay fine, details of those booked will be forwarded to the RTO for suspension of licences."

The 302-km-long expressway connects Agra and Lucknow via Shikohabad, Firozabad, Mainpuri, Etawah, Auraiya, Kanpur, Kannauj and Unnao. It starts at Etmadpur Madra village near Agra and ends at Sarosa Bharosa village near Mohan Road, Lucknow.



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TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.) Freight (in MT.)

S.	Airport	For	r The Mo	Freight (Period Ap	ril To Inn
no.	Auport	June	June	%	2019-20	2018-19	%
по.		2019	2018	Change	2019-20	2010-19	Change
(A)	20 International		2010	Change			Change
-				75.37			
1	Chennai	30085	35816	-16.0	93316	106606	-12.5
2	Kolkata	10403	13261	-21.6	33164	40641	-18.4
3	Ahmedabad	9728	8266	17.7	27675	24412	13.4
4	Goa	467	734	-36.4	1267	1284	
5	Guwahati	1734	1609	7.8	5389	5377	0.2
6	Lucknow	1118	396	182.3	3730	1972	89.1
7	Jaipur	1289	1421	-9.3	3885	4157	-6.5
8	Trivandrum	2138	911	134.7	6718	5448	23.3
9	Bhubaneswar	761	701	8.6	2266	2121	6.8
10	Calicut	2504	351		7291	3521	107.1
11	Coimbatore	1083	1038	4.3	3105	3008	3.2
12	Varanasi	237	158	50.0	769	333	130.9
13	Srinagar	1440	1357	6.1	3068	2685	14.3
14	Amritsar	300	191	57.1	917	441	107.9
15	Mangalore	188	671	-72.0	679	1134	-40.1
16	Portblair	488	396	23.2	1568	1194	31.3
17	Trichy	576	645	-10.7	1919	1680	14.2
18	Imphal	569	399	42.6	1811	1184	53.0
19	Vijayawada	220	0		657	0	
20	Tirupati	0	0	-	0	0	
Tota	ıl	65328	68321	-4.4	199194	207198	-3.9
(B)	7 JV Internation	al Airpor	ts		0		1
21	D. H. LADIATA	77020	02022		242446	240076	2.0
21	Delhi (DIAL)	77830	82833	-6.0	242446		
22	Mumbai (MIAL)	69282	82578	-16.1	217764		
23	Bangalore	31103	34380	-9.5	94260	97570	-3.4
~ .	(BIAL)	12010	10000		37070	32033	2.0
24	Hyderabad	12019	12575	-4.4	36850	35833	2.8
26	(GHIAL)	7007	1172	27.0	10700	17170	15.0
25	Cochin(CIAL)	6997	4457	57.0	19788	17169	
26	Nagpur (MIPL)	692	834	-17.0	1952	2204	
27	Kannur (KIAL)	0	0		0	0	
Tota		197923	217657	-9.1	613060	648010	-5.4
(C)	10 Custom Airpo	orts		14	V V		
28	Pune	3316	4797	-30.9	8719	14527	-40.0
29	Patna	1077	964	11.7	3020	2453	23.1
30	Bagdogra	729	691	5.5	1998	1569	27.3
31	Visakhapatnam	554	414	33.8	1652	1481	11.5
32	Chandigarh	952	413	130.5	2794	1019	174.2
33	Madurai	193	364	-47.0	670	939	-28.6
34	Surat	171	0	-	450	16	-
35	Aurangabad	47	185	-74.6	211	569	-62.9
36	Gaya	0	0	-	0	0	-
37	Indore	958	1025	-6.5	2828	2816	0.4
Tota	al	7997	8853	-9.7	22342	25389	-12.0
	57 Domestic Air	ports					
38	Ranchi	346	441	-21.5	1621	1389	16.7
39	Raipur	478	374	27.8	1440	1002	43.7
40	Agartala	421	444	-5.2	1223	1241	-1.5
41	Udaipur	1	0	-	1	0	
42	Jammu	129	151	-14.6	379	445	
43	Dehradun	11	8	37.5	33	32	
44	Vadodara	249	198	25.8	921	613	50.2
45	Leh	147	95	54.7	621	314	97.8
46	Bhopal	139	119	16.8	330	340	
47	Jodhpur	0	112	10.0	T	2	4 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7
48	Hubli	10	0	- 1	30	0	
49	Rajahmundry	0	5	- 1	0	15	
50	Silchar	77	55	40.0	223	147	
		72	64	12.5	238	209	
	II hipriioarn						
51	Dibrugarh Rajkot	3	27	-88.9	7	75	

S.	Airport	For	The Mo	nth F	or The Po	eriod Apr	il To Jui
no.	prostrak Palatine (c)	June 2019	June 2018	% Change	2019-20	2018-19	% Change
(D)	57 Domestic Air		2010	Change			Change
53	Gorkhpur	0	0		0	0	
54	Jabalpur	0	0		0	1	
55	Dimapur	17	30	-43.3	81	146	-44.5
56	Bhuj	0	3	-	0	6	
57	Tuticorin	6	3	100.0	18	6	200.0
58	Prayagraj	0	0	-	0	0	
59	Jorhat	0	5		0	12	
60	Juhu	31	25	24.0	89	84	6.0
61	Kanpur(chakeri)	14	0		31	0	
62	Jaisalmer	0	- 0	. 8	0	0	
63	Guggal(kangra)	0	0	2	0	0	
54	Cuddapah	0	0		0	0	- 1
55	Pondicherry	0	0		0	0	
66	Jamnagar	0	0		0	0	
67	Belgaum	0	0	- 2	0	0	
58	Bikaner	-0	0		0	0	
59	Porbandar	0	0		0	0	
70	Khajuraho	0	0	2	0	0	
71	Bhavnagar	0	0	- 8	0	0	
72	Kandla	0	0	- 5	0	0	
73	Adampur (Jalandhar)	0	0	8	0	0	
74	Mysore	0	0		0	0	
75	Salem	0	0		0	- 0	
76	Agatti	3	2	50.0	9	5	80.0
77	Bhatinda	0	0	2	0	0	
78	Bhuntar	0	0		0	0	
79	Gwalior	0	0	-	0	0	
80	Diu	0	0	- 2	0	0	-
31	Agra	0	0		0	0	-
82	Kishangarh	0	0	- 8	0	0	
83	Pakyong	0	0	- 5	0	0	
34	Ludhiana	0	0		0	0	-
35	Kolhapur	0	0		0	0	
86	Patnagar	0	0	- 5	0	0	
37	Barapani (shillong)	0	0	8	0	0	
88	Pathankot	0	0	- 8	0	0	
89	Lakhimpur (lilabari)	0	0		0	0	
90	Shimla	0	0		0	0	
1(Tezpur	0	0		0	0	
92	Jalgaon	0	0	-	0	0	
93	Pasighat	0	0		0	0	
)4 m s	Jharsuguda 7 Domestic Airports	2155	2050	5.1	7299	6084	20.
-	9 St.Govt. / Pvt	and the second second	2000	2.1	1277	0004	20.
95	Shirdi	0	0	-	0	0	
96	Lengpui(aizwal)	29	40	-27.5	96	114	-15.
)7	Nanded	0	0	-	0	0	
8	Vijayanagar	0	0	-	0	0	
99	Durgapur	0	0	-	0	0	
00	Nasik(Hal ozar)	0	22	-	7	34	-79.
	Mundra	0	0	-	0	0	
	Jagdalpur	0	0	-	0	0	
	Pithoragarh	0	0	- 1	0	0	
	St.Govt. / Pvt Airports	29	62	-53.2	103	148	-30.
			02	-33.2	-	-	-30.
	Other Airports nd Total	0	0	-	0	0	
	net 1/2/91						

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

non	Oldar da.	100	1.0		1					200000	3	T. C. C.	WATE AN 174 ED
PORT	IKAFFIC	FO.L.	Other	Iron Ore	Fert	Fertilizers	Coal		Containers	ners	Other	IOIAL	% VAK.
	PERIOD	(Crude, Prod., LPG/ LNG)	Liquids	Incl. Pellets	FIN.	RAW	Thermal & Steam	Coking & Others	Tonnage TEUs	TEUS	Misc. Cargo		AGAINST 2018-19
KOLKATA	ON WASHINGTON TO SHARE SHOW THE STORY		0.00	100	100000				1	100000		1	
Vallete Dool Custom	TRF APRIL-JULY, 2019	220	219	6	235	30		668	3372	225	1180	6134	
Notkata Dock System	TRF APRIL-JULY, 2018	281	183		58	13	6	684	3472	227	1323	6023	1.84
Haldia Dock Complex	TRF APRIL-JULY, 2019	292200	1706	1047	49	96	802	8169	1079	09	2335	15753	2000000
varduna man manne	TRF APRIL-JULY, 2018	2829	1633	209	57	103	913	4950	266	59	2485	14176	11.12
TOTAL: KOLKATA	TRF APRIL-JULY, 2019	2926	1925	1056	299	96	802	6817	4451	285	3515	21887	11
	TRF APRIL-JULY, 2018	3110	1816	209	115	116	922	5634	4469	286	3808	20199	8.36
PARADIP	TRF APRIL-JULY, 2019	12989	292	6633	164	1152	10246	4203	63	3	2074	38091	1 1/2
	TRF APRIL-JULY, 2018	11433	571	3748	.4	1402	11327	4516	63	4	2616	35676	6.77
VISAKHAPATNAM	TRF APRIL-JULY, 2019	5930	722	4897	721	146	2628	3095	2969	173	2596	23704	
	TRF APRIL-JULY, 2018	5149	655	3175	914	249	3560	2010	2642	150	3170	21524	10.13
KAMARAJAR(ENNORE) TRF APRIL-JULY, 2019	TRF APRIL-JULY, 2019	1622	52		52		8989	352	1002	52	928	10876	
	TRF APRIL-JULY, 2018	1546	42	3.0	1	25	8396	623		9	920	11527	-5.65
CHENNAI	TRF APRIL-JULY, 2019	4456	474		1	32			6926	909	1701	16432	
	TRF APRIL-JULY, 2018	4384	509		1	50	9		10674	553	2272	17889	-8.14
V.O.CHIDAMBARANAR	TRF APRIL-JULY, 2019	194	459		26	238	2308	1643	5535	273	1263	11716	
	TRF APRIL-JULY, 2018	210	280	45	113	114	3261	1048	5112	249	1314	11497	1.90
COCHIN	TRF APRIL-JULY, 2019	9108	190	7.7	22	1	9		2853	203	468	11549	
	TRF APRIL-JULY, 2018	7378	134		15	81	43		2575	187	310	10536	9.61
NEW MANGALORE	TRF APRIL-JULY, 2019	6341	521	1743	124	42	1975	378	730	50	264	12118	
	TRF APRIL-JULY, 2018	7826	999	1544	174	75	2343	721	169	45	276	14316	-15.35
MORMUGAO	TRF APRIL-JULY, 2019	208	16	699	15		549	2742	143	Π	1192	\$609	
	TRF APRIL-JULY, 2018	182	160	2780	19	-	426	1723	143	10	1275	6750	-16.90
MUMBAI	TRF APRIL-JULY, 2019	11831	638	2212	112	17	1593	999	Ξ	10	2593	19773	
	TRF APRIL-JULY, 2018	12084	636	2301	77	37	1189	841	Ξ	6	2347	19623	0.76
J.N.P.T.	TRF APRIL-JULY, 2019	1324	156	- 0.0	*0	000	**	10	20815	1738	345	23435	
	TRF APRIL-JULY, 2018	1498	988			í	-	•	20551	1671	316	23251	0.79
DEENDAYAL	TRF APRIL-JULY, 2019	21514	3299	238	1513	26	8209	306	2438	157	5578	40990	
	TRF APRIL-JULY, 2018	20571	3115	482	1684		5294	272	1260	77	6082	38760	5.75
ALL PORTS	TRF APRIL-JULY, 2019	77351	6886	17448	3098	1749	33047	20202	50879	3461	22517	236180	2000
	TRF APRIL-JULY, 2018	75371	9470	14284	3153	2124	36761	17388	48291	3241	24706	231548	2.00
% Variation from previous year	/ear	2.63	4.42	22.15	-1.74	-17.66	-10.10	16.18	5.36	6.79	-8.86	2.00	

Source: LP.A.

THE MASTER TRAINER



Capt. T. S. Ramanujam Chief Executive Officer Logistics Skill Council

Capt. Ramanujam has a rich experience of 30 years in Maritime Logistics and Transportation and has been engaged with the skill eco system since its inception in 2010. As CEO - Logistics Skill Council, his endeavor is to ensure that in Logistics

Companies at least 25% of their work force below Managerial Cadre are skilled and LSC certified, while reducing the cost of hiring by 20% in 3 years. He is an ardent advocate of Apprenticeship and feels that this should be the preferred route for Companies and candidates as it is a win-win situation for both. He also feels Education and Vocational Skills are intimately connected and has the support of the Academic Institutions, Industry and Government of India to embed Logistics Training in the Educational Sector.

Ouestionnaire

(1) How long have you been in operation?

Logistics Skill Council of India (LSC) was formed in 2015 under The Societies Act in Tamil Nadu, but operations started in 2016. Prior to this, the Government of India notified their keenness to launch Skill India Mission with an outlay of Rs 10,000 crore.

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

The objective of the organization, initially, was to provide short term training to school dropouts However, there is no business model, as the entire activity is a not for profit society set up by Ministry of Skill Development & Entrepreneurship, National Skill Development Corporation and Institute of Logistics of the Confederation of Indian Industry (CII). This aim was upgraded to ensure upskill in the logistics work force in India and to ensure skilled manpower at entry and middle level. This is a part of PMKVY initiative and the eco system includes private skill training partners.

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

Technology helps in improving the communication and operational aspects of any job and hence the trainees learn the updated standards which help them to start working using the latest technological developments relevant in our country. Our trainers are well versed in current technologies available in all the 12 Logistics sub-sectors, in which the trainees are being skilled. LSC is taking initiative in creating industry led training centres, near major facilities like ports, airports, etc. For example, near JNPT---All Cargo has a centre and at Bhiwani---- EICI has another. Such centres will be created all over the country, by LSC.

Financial transactions have to be strong and reliable, hence Blockchain technology is being used in many cash flow critical cases.

Logistics sector has not had the benefit of structured trainers, hitherto. We have 1600 trainers now, but we need many more, especially retired personnel from industry, to come forward.

Logistics sector has been responsive in adopting technological advances, esp., in warehousing and ecommerce.

(4) Who are your present clients?

Over 300 companies across the 12 logistics sub-sectors and 39 trades have been supportive to us.

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

LSC has developed skills creating a learning management system to facilitate online operating system.

From the current year onwards, National Apprenticeship Promotion Scheme (NAPS) will be operational. The related Under-Graduate course program is also expected to do well with 21 Universities joining as collaborators.

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

We have a total number of over one lakh certified candidates, with a 70% placement conversion, which is a good achievement. LSC has taken a big lead using the "catch them young concept", where curriculum of school students from 9th class onwards have been suitably blended, to include the LSC developed skill content. The thrust on infrastructure projects, like Dedicated Freight & Industrial Corridors like DMIC, expansion of Port Terminals and construction of Greenfield Port infra under Sagarmala and Bharatmala projects will increase the requirement of skilling trained manpower. With all these initiatives mentioned earlier being taken, we expect multifold increase in the results next year, of our primary objective of producing employable certified skilled manpower.

All this would not be possible without the active support of the Government of India and the Line Ministries, Captains of Industry and Training partners, Mr. R Dinesh, Chairman LSC & TVS Logistics, all of whom who have been extremely supportive to this cause.

Vinod Kaul

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