

Meeting to Finalize the agenda for Group of Ministers Chaired by Sh. Sanjay Mitra, IAS, Secretary, Ministry of Road Transport and Highways, Government of India on 22 April'16.

Subject :

Carriage by Road - Seamless, safe and cost effective movement of goods traffic across the States to reduce logistic cost in India.

Presentation by

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Bullet Points of the IFTRT Presentation :

- **Back ground** - Evolution of Commercial Goods Transport since 1947.
- **Harmonizing & Digitization** of State Transport Taxes and Permit Fees by State Governments.
- E-based Annual inspection and maintenance system (issuance of **Fitness Certificate**).
- Electronic TOLL Collection (**ETC**) on National and State Highways in a time bound manner.
- Setting up of **weigh in motion bridges** on National and State Highways to curb overloading by goods carriages.
- Creating virtual **electronic check posts** at State Entry Points to reduce delay and harassment of vehicle owners.
- Strict implementation of **Carriage by Road Act / Rules** to have head count and bring in accountability and transparency in the working of common carriers / transport intermediaries/logistic firms :-
 - a) **Online registration** /Licensing of Common carriers to remove human interface at STA counters to avoid delays and fear of harassment,
 - b) **Nationwide publicity** of Carriage by Road Act / Rules in Print and Electronic Media to create awareness among road transporters

and consignors / consignees about the benefits and duties of common carrier towards consignors / customers.

- The Goods and Service Tax (**GST**) reform's success interwoven with enforcement and compliance of Carriage by Road Act as Common Carriers control almost 85% of goods moved by road across the country. **Thus, TIN Number with traders / manufacturers under GST and registration number with common carriers / transport intermediaries shall make transportation to ferry goods for consignors by transport intermediaries having head count respectively and same should be lodged on internet portal to track the legality and proper reporting of consignment value, weight and category to curb tax avoidance and help the policy makers to draw future plans for transportation of goods by road in the country.**
- The inter-modal transport mode like road, rail (including upcoming **dedicated freight corridors**), internal river waterways and coastal shipping can play complementary role in making transportation fast and cost effective.
- Framing rules and quality standards for '**Truck Body Code**' as per CMVR under Central Motor Vehicles Act, 1988 to encourage close body Trucks and containerization for inter model transportation.

Lot more can be added, but the above rush view is to make a head start by Group of Ministers.