TYRE SECTOR CAN BE THE POSTER BOY OF INDIAN MANUFACTURING

SATISH SHARMA
Chairman, Automotive Tyre Manufacturers' Association (ATMA)
& President, APMEA, Apollo Tyres Ltd.
Congratulations to all the Award Recipients!

RECIPIENTS OF THE SUSTAINABILITY 4.0 AWARDS 2017

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DEAR READERS

As envisaged, the Middle East Logistics 2017 event in the Kingdom of Bahrain, was a grandeur one and the outcome has made us to move in for yet another show in the Middle East - this time - on Green Energy! We expect more organizations and the corporate to join hands with us for this event - besides the Ministry of Electricity and Water Authorities, Kingdom of Bahrain. And this event – we are contemplating to be done – sometime during the month of November 2017, which will be followed by one in Chennai too, adding the award function for the 1st time - Recognizing Excellence in Sustainable Development.

The Supply Chain Management Event, SCM – ISC2017, in association with the Indian Institute of Materials Management (IIMM), being rescheduled in the last week of July 2017, and the full picture on our GST - GST, a comprehensive indirect tax system would be discussed at length - besides a special deliberation Session on “Skilling People in the Supply Chain” has been arranged for the benefit of CPO/ CEO/COOs, with a limited invitation basis – by Indian Institute of Materials Management, Chennai.

Working capital is the fuel for any kind of business, especially for SMEs and the impact of GST on working capital will be a great challenge while adopting the new indirect tax system, though. With keen interest on the growth of this sector, we take pride in bringing the SMEs to a broader circle – ably to take on the MNCs, who with a brand value and locations in many countries do well and outclass, compete with the giants to meet up the challenges through our well-knit circle, Investor meet, in the months to come.

Considering the amazing growth in the logistics sector and booming business in the industry, there will be a good coverage in our forthcoming issues, focusing mainly on: Shipping & Port Management, Road Transport, Truck, Trailers and Project Cargo, Warehousing & Material Handling - followed by Automotive, since the month November / December going to be our next event on Green Energy and there will be a good coverage on Alternative and renewable energy too. More information to follow through on Air Cargo, Airlines & Infrastructure to complete the year 2017.

Let’s meet next time with a taste of the GST fruit!

-V. Ravi
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Jet Airways, India’s full service, premier international airline, and Aeromexico, the flag carrier airline of Mexico have signed a Memorandum of Understanding (MOU) that outlines cooperation in the areas of enabling codeshare flights and frequent flyer programs.

The MoU was signed by Jet Airways’ Chairman Mr. Naresh Goyal and Aeromexico’s CEO Mr. Andrés Conesa, on the sidelines of the IATA Annual General Meeting (AGM) in Cancun, Mexico.

As part of the arrangement, both carriers will code on each other’s services between India and Mexico via common gates in Europe (London Heathrow, Paris Charles De Gaulle and Amsterdam). To begin with, Jet Airways will place its marketing code “9W” on Aeromexico flights from London Heathrow to Mexico City. In turn, Aeromexico will place its marketing code on Jet Airways’ direct services from London Heathrow to Mumbai and Delhi.

The codeshare partnership will offer guests enhanced connectivity and seamless access to the combined networks of both airlines, with convenient connections via Jet Airways’ European gateways.

Speaking at the MoU signing ceremony, Mr. Naresh Goyal, Chairman, Jet Airways, said, “We are delighted to announce our partnership with Aeromexico which will significantly enhance the international reach of both airlines bringing increased benefits to all our guests. We are confident that this new codeshare partnership will stimulate the demand for business and tourist travel between India and Mexico. The new relationship between Jet Airways and Aeromexico illustrates our commitment as well as strategic efforts to continuously strengthen our network, connecting India with the rest of the world as well as providing opportunity and convenience to our guests who can now connect to Mexico from India via our European gateways and vice versa.”

Mr. Andrés Conesa, CEO of Aeromexico added, “It is a great pleasure for us to settle this code share partnership with Jet Airways that will build new bridges and connect Mexico to India more easily. This achievement is a manifest of our will to continuously offer new flight destinations to our passengers. Also, by connecting with an important country as India, Aeromexico creates new cultural bonds and tourism exchange between both nations”.

This comprehensive MoU signed between the two carriers, also includes cooperation in the area of reciprocal Frequent Flyer benefits for members.

The initial codeshare flights via London Heathrow will open for sale as well as travel later this year, subject to government approvals. Flight tickets under the codeshare agreement can be purchased via preferred travel agents or through the two airlines’ sales offices, websites and call centers.
With the inaugural speech delivered by Mr. Yousif Isa Bubshait, Assistant Under Secretary, Ministry of Transportation and Telecommunications, the session started on the topic, ‘Improvement on Infrastructure Capability and Investment’ with an elaborate presentation by Arno Storm, COO of APM Terminals, introduction to the World of Shipping, Global Maritime Trade and the Economic Development. In his presentation, he further added that The APM Terminals Global Terminal Network is the world’s most geographically balanced port and terminal network, with facilities operating on every major trade lane and in every major market. Global container fleet overcapacity as new vessels continue to be added into service as scrapping levels slow, consolidation of smaller lines to compete with the industry giants in economies of scale, port congestion caused by higher trade volumes as well as larger vessel size, freight rate instability and downward pressure on rates in an effort to fill larger vessels, rapidly increasing top vessel sizes from EEE-Class 18,270, to China Shipping’s 19,100 to MSC’s 19,224 TEU capacities in 2014. OOCL has six 21,100 TEU capacity vessels scheduled for delivery in 2017, and vessels as large as 24,000 TEU capacities reportedly under design consideration. Liner service vessel speeds are now increasing from the current 22 knots, effected in response to higher fuel prices, as oil prices continue to fall, were the key constrained, he show cased.

The Maersk Madrid, the first of 11 second-generation Triple E Class vessels, with a capacity of 20,568 TEUs was delivered in April 2017.

The other speakers – representing the BCCI, BSAA, GAC, Bahrain Air Transport et al actively took part in the session.

Statistical presentation by the Gulf Air Director – Sales & Marketing, Yahya Ali BuAli, about the Gulf Air fast facts, Network,
Cargo Partners, Air fleet which would commence delivery from Q2 2018, providing Gulf Air with expansion capabilities for its future network and capacity requirements, ensuring it maintains one of the youngest fleets in the region while building upon its award-winning reliability and on time performance, was really commendable.

Whilst revealing that the two aviation infrastructure assets are growing in support of the Kingdom’s future development and long term needs, Falcon Cargo Products and its growth projections – would double its capacity and performance by 2019 to 2020!

The cynosure of the event was by the presentation given by Philippe Norre, Bahrain Tax and Corporate Services Partner of KPMG, who revealed that the new Value Added Tax (VAT) unlikely to be introduced until June 2018, to the entire Gulf countries – including Bahrain. He explained that how the percentage of tax varies from country to country UAE being the lowest of 5%. Total cost of implementing the tax, for the Govt. and the private sector would be in the reach of 80 to 100m BD, he estimated.

The Director of Bahrain Logistics Zone, Hamad Fakhro, started his presentation – moving the start way – smart location – how Bahrain is ideally located to capture the Northern Gulf market, a region with US$ 1.2 Trillion GDP and growing logistics opportunities. He added up the facts and figures on the Sea connectivity – Khalifa Bin Salman Port a Gateway to the Northern Gulf – Total Investment over US$ 600 million Capacity of 1.1 Million TEU with an Upgrade Opportunity of 2.5 Million TEU Port Overall Area 900,000m² with a 15 Meter Quay Depth Privately Managed & Operated by APM Terminals; Air connectivity – by Bahrain International Airport Infrastructure Development. Modernisation of the airports infrastructure and cargo handling capacity allowing for advanced logistics services. Estimated Completion Date 2020. The new terminal will increase the airports capacity from 8 to 14 million passengers, and from 0.5 to 3 million tonnes of cargo handling capacity; and, Land connectivity – Connection with Neighbouring Countries King Fahd Causeway (25 km) linking Bahrain and Saudi Arabia, More than 1,000 trucks of cargo cross daily. King Hamad Causeway, a second causeway linking Bahrain to Saudi Arabia, Estimated Completion Date 2023. GCC Railway, a 2100km railways connecting the Gulf Countries, Estimated Completion Date 2023. Explaining how the Salman Industrial Area is protected with the Eco-system, Intermodal Logistics he invited the industrialists to take part in the BLZ, offering the facilities and the advantage of having one in this zone.

This was followed by Khalid Albakry, President of Arasco Group, Saudi Arabia, who touched upon the multi-modal hub and their activities with a host of facilities extended by their associates. The importance of the logistics sector and its role in supporting and developing the economy, important challenges for the logistics sector in KSA and the development and upgrading of the logistics services sector in KSA – improving its efficiency in order to support the national economy and keep pace with the 2030 vision. And their mission to provide comprehensive logistics solutions to companies operating in the Kingdom of Saudi Arabia, including all services all stages of the supply chain and all means of transport.

The event really made the logistics fraternity to look back seriously and take a note and stock of the situation for the development side, on the whole.
Glitter Galore

ME-LOGISTICS'17-BAHRAIN
TICS’17
RAIN
On Cargo & Logistics
ATMA: A Key Player

ATMA is amongst the most active national industry bodies in the country representing Rs 55000 crore (US$8.5 bn) automotive tyre industry. Eleven large tyre companies comprising mix of Indian and International tyre majors and representing over 90% of production of tyres in India are members of the Association. ATMA members include Apollo Tyres, Birla Tyres, Bridgestone India, Ceat, Continental India, Goodyear India, JK Tyre & Industries, Michelin, MRF, TVS Tyres and Yokohama. ATMA is a key link between the tyre manufacturers and the government and assists in relevant policy formulation on the tyre industry. It regularly publishes industry data and brings out status notes on various industry issues. ATMA is governed by a Managing Committee which is assisted by expert groups in areas like Marketing, Exports, Purchase of Raw Materials, Taxation and Technical.
Rubber quality increasingly important in tyre manufacturing: ATMA

On 16 June -- While welcoming the formation of a working group on natural rubber (NR) quality by Rubber Board, Automotive Tyre Manufacturers Association (ATMA) has stated that the emphasis on rubber quality has not come a day too soon.

"Indian tyre manufacturing is converging to the world in research & development, automation and technology. Quality of natural rubber as a key determinant of end product quality needs to go up the curve to keep pace with the changing scenario in manufacturing", said Mr Satish Sharma, Chairman ATMA. He was presenting keynote address at Asian Tyre & Rubber Conference (ATRC) held on 16-17 June 2017 at Chennai.

The spend on R&D by major tyre companies in India has gone up three fold from 0.5-0.6% of revenue five years ago to about 2% currently. However quality of tyres is largely determined by the quality of raw materials used and that is where the quality and consistency of natural rubber, the principal raw material assumes significance, he said. ATMA has welcomed the formation of a Working Group on NR Quality by Rubber Board recently comprising all stakeholders. "Being largest consumer of natural rubber in the country, tyre industry has a lot at stake when it comes to NR quality and consistency delivered sustainably", added Mr Sharma.

Interactive Session of ATMA top management with Mr Ramesh Abhishek, Secretary Government of India, Department of Industrial Policy & Promotion (DIPP), 22 June 2017

ATMA Managing Committee comprising top management of the industry had a free-wheeling interactive session with Mr Ramesh Abhishek, Secretary Government of India, Department of Industrial Policy & Promotion (DIPP). Allaying the fears of the industry after implementation of GST, Mr Abhishek said, GST will lead to expansion of the formal economy and will be a growth driver in the days to come.

Terming new Public Procurement Policy as a landmark decision by the Government of India to encourage 'Make in India' and promote manufacturing and production of goods and services in India, Mr Abhishek said the new policy will put an end to the discrimination being faced by Indian manufacturers. According to the policy, purchase preference shall be given to local suppliers in all procurement undertaken by procuring entities in the manner specified. As per the order the minimum local content shall ordinarily be 50%. The margin of purchase preference shall be 20%. A five-member committee chaired by the Secretary, DIPP has been set up to oversee the implementation of the policy.

On the occasion, Secretary DIPP also released the findings of tyre care & safety campaigns organized by ATMA in the financial year gone by.

From L Mr Anant Goenka, Vice Chairman ATMA, Mr Ramesh Abhishek, Secy DIPP and Mr Satish Sharma, Chairman ATMA
Satish Sharma, the new Chairman of Automotive Tyre Manufacturers Association (ATMA) and President APMEA, Apollo Tyres Ltd. wants to bring a change in the way industry is perceived. According to him, tyre industry needs to be reckoned as poster boy of Indian manufacturing. Indian manufactured tyres are being exported to more than 100 countries in the world. Technological prowess of the tyre industry is accepted worldwide, he has stated. Excerpts from an interaction with eCargolog

Why do you think Indian tyre sector can be the poster boy of Indian manufacturing

Tyre sector, with more than Rs 50,000 crore in revenue, is one of the mature industrial sectors in India. Much before Auto revolution took place, tyre industry had already set up a robust base in India with the value chain, comprising large number of stakeholders, firmly in place. India holds a pride of place amongst the few countries which have capabilities to manufacture all kinds of tyres. From a moped tyre weighing just about 1.5 kg to Off-the-road giant tyres weighing 1.5 tonnes, all are being manufactured in India.

Another is advancement in technology in tyre manufacturing. After Passenger car tyres, radial technology is fast catching up in commercial vehicles tyres too. Newly set up truck & bus radial tyre manufacturing facilities in India by domestic manufacturers vie with the best in the world. Quality of Indian radials is world class.

Third is the job-generating potential of the industry which is huge. We have one million growers and another more than a million engaged in tyre industry and its rich and diverse value chain. The Industry has a wide dealer and distribution network extending to remote rural areas across the country thus creating jobs for millions.

We have verdant natural rubber plantations and seasoned manufacturing. Synthetic rubber and crude based raw materials are now being manufactured domestically by companies such as Reliance and ISRL. Tyre machinery manufacturers have also made a presence in India. All these make tyre industry a perfect poster boy.

How has the complexion of tyre industry changed over the years

Tyre industry currently is amongst the most competitive sectors. From domestic four big tyre companies which continue to hold their own against competition, we have top four global tyre majors not only present in India but also manufacturing in India. The axis of tyre manufacturing is shifting to Asia. India is emerging as a favourite destination in view of large growing economy and rising demand.

What makes tyre industry uniquely placed to lead Make in India.

In view of relatively tough economic environment both in India and abroad, private
Investment in India has slowed down in recent times. There has been continuous decline witnessed in Gross Fixed Capital Formation (GFCF). However, tyre is one sector which has been steadily investing in capacity expansion. In the past four to five years, tyre manufacturers have invested about Rs 40,000 crore. That makes the sector stand out.

Earlier, vehicle manufacturers (OEMs) used to import tyres for fitment on vehicles manufactured in India. However, currently, OEMs have nearly stopped importing tyres. All the vehicles in India, even marquee international names are being rolled out on Indian-manufactured tyres and that speaks volumes about the quality of Indian tyres. Not only that, vehicles which are being exported from India are fitted with Indian-made tyres which has enabled Indian tyre companies to establish their brand equity overseas.

Why is the industry against import of tyres?

We are not against legal imports but unethical imports by private operators who have been indulging in malpractices such as under invoicing, evading taxes & duties, and sell in cash, thus hurting domestic industry gravely. In FY 2016-17, Chinese tyres accounted for 40% of the replacement market in TBR.

After demonetisation, there was a sudden drop in import of tyres as the excessive cash was sucked out of the system. Following remonetisation, the imports are seeing a rising trend again.

What are the industry's expectations from the Government?

We are not looking for any protection. We only need policy support to enhance manufacturing competitiveness and take on dumping of tyres. Tyre industry is asking for level playing field through policy intervention. For instance, energy cost is 55% of the conversion cost in India which is very high. Industry suffers with inverted duty. Import of rubber is at 25% duty while import of tyres is at 7% and even at nil rates of duty from certain countries. Moreover, rubber can be imported only at two ports in India which increases the logistics cost.

Policy support will not only boost manufacturing competitiveness but export competitiveness too. As much as 15% of the revenue of the tyre industry comes from exports. Tyre exports from India could be propelled to another level altogether. In fact, exports could be doubled in three years with policy support from the Government. We have commissioned a study by a third party to explain to the policy makers the competitiveness of Indian in tyre manufacturing in comparison to other countries.

Lately ATMA has been emphasizing a lot on natural rubber quality

Yes, Indian tyre manufacturing is converging to the world in research & development, automation and technology. Quality of natural rubber is a key determinant of end product quality and therefore needs to go up the curve to keep pace with the changing scenario in manufacturing.

The spend on R&D by major tyre companies in India has gone up three fold from 0.6% of revenue five years ago to more than 2% currently. However, quality of tyres is largely determined by the quality of raw materials used and that is where the quality and consistency of natural rubber, the principal raw material assumes significance.

Moreover, the demands and expectations of the auto sector and motorists from tyres has gone up manifold. Tyres are expected to meet the mutually diverse demands of grip, low rolling resistance, light weighting and fuel efficiency. Manufacturing technologically superior tyres, especially new generation truck & bus radials require very high quality of rubber as a critical raw material. Quality of NR and other raw materials is therefore paramount.

What is the GST’s impact on the industry?

GST is good for the tyre industry. Most of the tyre imports is taking place by private operators who evade VAT. Through GST they will come in the formal economy. GST will also curb trade in cash. Moreover one sector that is likely to be the biggest beneficiary of GST is the logistics sector. Tyres as an integral part of the logistics ecosystem are poised to get a boost.

What has been the outcome of tyre industry’s petition for anti dumping duty on Chinese TBR?

ATMA had requested the Ministry of Commerce and Industry for quickening the process of imposition of "anti dumping duty" on import of TBR tyre imports from China.

What is your outlook on the growth of the sector during the current fiscal?

Macroeconomic conditions - increase in demand and falling inflation, forecast of normal monsoon and government investment in road building – all augur well for the tyre industry in India.
Making the benefits of digitalization tangible – that was the declared objective of HANNOVER MESSE 2017. After five action-packed days at the world’s leading trade fair for industrial technology, the organizers spoke of a thriving event. A large number of solution-seekers gathered in Hannover to immerse themselves in the potential of intelligent robots, adaptive machines and integrated energy systems, taking attendance to new heights.

Hannover, Germany. “More attendees, more solutions, more international – that aptly sums up HANNOVER MESSE 2017,” commented Dr. Jochen Köckler, Member of the Managing Board at Deutsche Messe. “Over the past five days, Hannover has served as a global hub for all things related to Industrie 4.0. Every sector involved in the digitalization of industry was on hand to showcase its answers to the key question faced by industrial enterprises everywhere: How can I best get my company into shape for the digital future? HANNOVER MESSE has resoundingly underscored its value as a prime source of orientation for decision-makers from around the globe,” he added. The show’s chosen lead theme of “Integrated Industry – Creating Value” put a major spotlight on the benefits of Industrie 4.0 and the role of humans in tomorrow’s integrated factories. As this year’s featured Partner Country, Poland called added attention to the need for close cooperation throughout Europe, while impressing attending professionals with its credentials as an innovative partner to global industry.

In his summation of the event, Thilo Brodtmann, Managing Director of the German Engineering Federation (VDMA), said: “HANNOVER MESSE 2017 has served as an unsurpassed showcase for the mechanical engineering sector. Industry 4.0 is now well past the trial stage, and is already generating...
real benefits in application. The show clearly reflected the industry’s buoyant mood – a mood powered by having exactly what it takes to get the job done for the benefit of people everywhere. And when it comes to international competition, we are definitely among the frontrunners. In short, HANNOVER MESSE 2017 has been nothing short of outstanding.

Dr. Klaus Mittelbach, CEO of the German Electrical and Electronic Manufacturers’ Association (ZVEI), remarked: “Industry 4.0 is booming, and Hannover Messe has been promoting the topic from the very start. Moreover, the fair has made it amply clear that digitalization calls for a European identity. The pressing task at hand is to build the digital union at top speed.”

Of the show’s 225,000 attendees (up from 217,000 in 2015 as the most recent comparable event), more than 75,000 came from abroad. “This is an unprecedented figure in the 70-year history of HANNOVER MESSE,” commented Köckler, adding: “This impressively proves that decision-makers from around the world rely on HANNOVER MESSE as their definitive source of Industrie 4.0 orientation and solutions.”

The largest number of foreign visitors came from China (9,000), followed by the Netherlands (6,200), India (5,300) and Poland, whose 5,000 visitors set a new Partner Country record. The long-term impact of Partner Country participation was underscored by an impressive 3,000 visitors from the U.S. as last year’s Partner Country.

“In close collaboration with our exhibitors, we succeeded in making this year’s lead theme tangible in the truest sense of the word,” remarked Köckler. “With an array of more than 500 application scenarios, the show gave real shape to the promise that digitalization holds for industry and the energy sector.”

HANNOVER MESSE 2018 features CeMAT and IAMD

Beginning in 2018, the annual Industrial Automation (IA) show will merge with the biennial Motion, Drive & Automation (MDA) – both representing leading fairs staged under the HANNOVER MESSE umbrella. IA and MDA will then take place jointly under the new name of “Integrated Automation, Motion & Drives” (IAMD) – reflecting the entire spectrum of industrial automation, power transmission and fluid power at HANNOVER MESSE.

Beginning in 2018, CeMAT, the world’s leading intralogistics trade fair, will be staged every two years in parallel with HANNOVER MESSE. “Production and logistics processes are in the process of becoming intelligently integrated, enabling even more efficient, flexible production processes. At CeMAT we will be making this integration tangible and will demonstrate the resulting potential,” said Köckler. Additional display sectors at CeMAT include logistics solutions for retailing and logistics services. “Efficient logistics processes are of critical importance to the business success of online retailers or bricks-and-mortar retailers. At CeMAT they’ll find the right logistics systems for omni or cross-channel solutions,” reported Köckler.

CeMAT and HANNOVER MESSE will be a strong duo next year, providing a unique platform for international decision-makers from industry and logistics.

The next HANNOVER MESSE will run from 23 to 27 April 2018, with Mexico as its official Partner Country.
Samsung's Safety India Initiative

Samsung India pledged its support to the Ministry of Road Transport and Highways’ drive to reduce road accidents, especially those that happen due to irresponsible usage of mobile phones, including taking selfies on the road. A nationwide campaign ‘Safe India’ to sensitize people about responsible use of mobile phones while on the road was unveiled. The new campaign film, #SafeIndia, seeks to make people aware about the dangers of taking a selfie while driving. This is the first of several initiatives that Samsung India will launch to educate people as part of the ‘Safe India’ campaign.

“As a market leader, it is our duty to step forward and support the government’s vision of reducing road accidents caused by irresponsible usage of mobile phones. Apart from this campaign video that will sensitize consumers, Samsung will take up this cause through a series of high-impact initiatives going forward under the ‘Safe India’ campaign. Samsung also offers safe mobility apps on its smartphones which encourage people to use them responsibly, while on the road,” said Mr. Deepak Bhardwaj, Vice President, CSR, Samsung India.

Shri Nitin Gadkari, Union Minister of Road Transport & Highways and Shipping, said in his video speech: “India has the highest number of road accidents, globally and accounts for more than 50% of total selfie deaths in the world. Irresponsible usage of mobile phone, including the new trend of taking selfies on the road, is one of the major causes of road accidents. Please use your mobile phone responsibly, do not risk your life on the road.”

Piaggio Launches The Next Generation porter 700 For Last Mile Transportation

Piaggio Vehicles Pvt Ltd (PVPL), a 100% subsidiary of the Italian Piaggio Group, European leader of the two-wheeler sector, and India’s leading manufacturer of small commercial vehicles launched new Porter 700 providing path breaking solutions in the last mile transportation segment. Porter 700 is a revolutionary product adapted for Indian conditions on the basis of Piaggio’s on-going customer feedback program and will further consolidate and strengthen Piaggio’s presence in last mile commercial vehicle industry. The Porter 700 incorporates the exacting high standards of Style, Design, Performance and Technology that Piaggio is known for internationally. It offers the best Mileage in its class. The new Porter 700 comes with a 2 years or 75000 kms extended warranty.
Indian Institute of Logistics

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The Rs 85000 crore Rubber & Tyre sector in India is highly employment intensive. A workforce of around two million is employed, directly or indirectly, in rubber manufacturing with another one million in rubber plantation making this sector unique in itself. Vinod Simon, chairman of Rubber Skill Development Council (RSDC) has been on an overdrive to ensure availability of skilled workforce to the industry which has been starved off people with formal skilling. RSDC is sector skill council for rubber in the country formed by apex tyre and rubber bodies namely AIRIA and ATMA in collaboration with NSDC. “No discourse on skilling in rubber sector could be complete without understanding the peculiarities of this giant sector. Rubber is not like any other manufacturing segment. The value chain is perhaps the most diverse. There are 6000 rubber units, largely MSMEs, and scattered across the length and breadth of the country”, says Simon. RSDC has affiliated 40 training providers who have started NOS based training programs for various job roles in the rubber sector across the country. So far close to 45000 trainees have been trained for different job roles who are far better equipped with technology and enhance the quality of production.

Shell Lubricants Unveils its New Global Positioning ‘Together Anything is Possible’

The Shell Lubricants, the global market leader in finished lubricants, with CII-IL organised “Empower” – an introduction to its new global direction for its B2B sectors, as a partner to its allied industries. The event also served as a platform to discuss how the different stakeholders from the industry can come together and help reduce the total cost of ownership and enhance profitability.

Highlighting the message of “Together anything is possible”, Shell introduced the concept of total cost of ownership with an aim to inspire customers by addressing the efficiency challenges and help them towards achieving their day-to-day ambitions. In addition to Mumbai, the launch will take place across clusters in India including Delhi, Pune, Bengaluru, and Chennai. Mumbai served as the venue for the first leg of the launch series with a special focus on construction, mining and the fleet industries. The event witnessed participation from eminent industry leaders including L&T, Afcon, Cargo carriers India Ltd., Ambey Mining, Allcargo Logistics, Baska Bombay Carriers etc. and Industry associations such as CII Institute of logistics. As part of its renewed focus on creating greater customer interaction, the event highlighted the importance of lubricants to counter the challenges faced by relevant sectors and assist them to achieve significant reduction in operational cost.
Widest Range of Corporate Gifts
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Auto Industry Continues to Grow Commercial Vehicles Sale Slowdown

The second outing of Global Logistics Show from 17-19 April, 2017 was a very successful convergence of 106 exhibitors, 2760 visitors, 292 conference delegates and 91 eminent speakers. It was three days of networking, learning and conversations which are expected to translate into big business transactions. Co-located with the exhibition were four focussed conference sessions on Supply Chain Management, Supply Chain Technology, Perishable & Temperature Controlled Logistics and Agri Logistics which saw industry experts discuss and debate on issues of interest to the sector, identify new growth opportunities, understand the associated challenges and identify strategies to overcome them.

The supporting partners who provided strategic direction to the event included Economic Times, CNBC TV18, Tata Strategic Management and CILT. The International expertise and support was provided by global sector leaders ISCEA –USA, SCLG-UAE, Demand Driven Institute, USA.

Tata Strategic organized a master class on Growing Sales through better Supply Chain Management and Demand Driven Institute of USA organized a workshop on Demand Driven Material Resource Planning. Both were very well attended as these are two areas that supply chain professionals in India are keen to learn and follow.

The Global Logistics Excellence Awards held in association with CNBC saw supply chain professionals showcase the very best of individual and enterprise success stories, significant contributions to the Indian logistics and Supply chain industry. A meticulous process handpicked 56 winners from 182 nominations based on case studies submitted by them highlighting the tangible achievements over the past 12 months. 275 Industry peers cheered for the winners at The LEELA, Mumbai on 18 April 2017.

The award winners included some of the leading names in Indian industry like Apollo Logi solutions, Bajaj Electricals, Sony India, Nestle India, Gati Kausar, TCI Supply Chain, Kirloskar Engines, Indus Towers, Raymond.
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Kuehne + Nagel Singapore and Cleantech Solar enter into 20-year solar energy partnership

Kuehne + Nagel Singapore. A newly installed rooftop solar system by Cleantech Solar is expected to deliver 20 per cent of the electricity requirements for the Kuehne + Nagel Singapore Logistics Hub at Pioneer Crescent.

Laurent Simon, Managing Director of Kuehne + Nagel Singapore and Malaysia: “Kuehne + Nagel has a clear goal to minimise environmental impact and the use of renewable energy is an integral part of our sustainability targets. Solar-as-a-service is the ideal extension to this logistics hub which was built according to highest environmental standards. As a service provider, Kuehne + Nagel is a solid partner in energy efficiency and sustainable logistics and is committed to aligning with the environmental goals of our customers.”

The 844.8 kWp solar system will generate over 1,000 MWh per annum, representing 11,700 tons of CO2 to be saved across the 20 years partnership. Raju Shukla, Chairman of Cleantech Solar: “We are delighted with the commissioning of this outstanding project in Singapore. Not only is it a privilege to count Kuehne + Nagel as one of our new partners but the way the Kuehne + Nagel team made sure the building was “solar-ready” from the onset is exemplary and this has helped us deliver what we think is one of the fastest implementations for a solar project of this size in Singapore”.

The Kuehne + Nagel Singapore Logistics Hub is BCA Green Mark Platinum and LEED GOLD certified. The 50,000 sqm built-to-suit facility has been in operation since January 2016, offering both standard warehousing services and a centre of excellence for high-tech, industrial, pharmaceutical and healthcare customers providing supply chain optimisation and value-chain transformation solutions.
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FOR MORE DETAILS CONTACT: Janish Jafri | +91 9999686007 | janish.jafri@reedmanch.com
Oil tankers experienced a tough start to 2017 as freight rates for all crude oil and oil product tankers continued their decline following the brief lift at year-end, according to international shipping association BIMCO.

Although average earnings stood at USD 18,853 per day by April 7, 2017, down from USD 63,284 per day reported on December 16, 2016, the very large crude carriers (VLCCs) may not yet have bottomed out.

Looking at the supply side, the 2016 low demolition trend seems to be changing. Namely, last year 2.6 million dwt was sold for demolition, while a total of 0.9 million had left the fleet for recycling at shipbreaking facilities by the end of March 2017.

Although slightly busier than 2016, this has been a slow start to what BIMCO expects will be “a busy year for tanker demolition.”

As cargo volumes are not expected to grow that much in 2017, the increase in demand must come from longer sailing distances, and changes to the volumes from one country to the next, BIMCO informs. China rules the crude oil tanker market, as in many other shipping markets, having been solely responsible for the incremental crude oil ton mile demand growth since 2010. The country is set to do it again in 2017.

However, BIMCO said that “the US could spoil the party.” As supply cuts from OPEC dropped from their highest supply level ever at 33.9 mb/d in October 2016, the US witnessed an increase of supply. This lifted US crude oil stocks to their highest level ever, while global stocks sidestepped.

“A continuance of that could prove difficult to uphold. 2016 was an abrupt break of trend that has seen US seaborne crude oil imports drop consistently since their peak in 2005,” BIMCO said.

The shipping association added that 2017 “is proving to be a year of change for oil tankers, as was indicated during 2016 with freight rates coming down. After two years of solid demand growth, 2017 is a year of tepid demand growth around 0–2%. As fleet expansion is also slowing down, though still at a higher growth rate than demand, the ship owners have their work cut out.”
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Tata Motors has commenced trials of its 9 meters electric bus in Chandigarh. With a capacity to seat 31 passengers, the Tata Ultra ELECTRIC 9m bus will run for over 15-day, with the trial jointly carried out with Chandigarh Transport Undertaking (CTU) and the State Transport Department, with the Chandigarh administration having started the process of introducing electric buses in the city under its Smart City plan.

This is in continuation to the successful trial of the 9 meters electric bus trial from Parwanoo to Shimla a few weeks ago, where the bus performed exceedingly well covering a distance of 160 kms in one full charge. The initial trials in Chandigarh also show very encouraging results in a running of 143 kms, covering approximately 70% of the charge. The trials are part of the Ministry of Road Transport’s agenda for the electrification of public transport, for which Tata Motors is getting ready with its range of electric vehicles from 9 meters and 12 meters with various seating configurations, as well as its last mile passenger transport vehicle, the Tata Magic Iris.

Dr. AK Jindal, Head, Engineering Research Centre, Tata Motors said, “Tata Motors is participating in similar trials currently under way in Nagpur, where these buses were flagged off very recently by Union Ministry of Road Transport and Highways and the Government of Maharashtra. These trials are part of Tata Motors larger strategy to be present with its electric vehicle offerings, with best-in-class value proposition, helping the company better understand its customer requirements under different operating conditions, to suitably optimize its offerings. Tata Motors is also working with various study groups formed by the central government to work out various business models for operating electric vehicles and to optimize the overall economics of these buses, for a truly MAKE IN INDIA solution.”

Tata Motors has been at the forefront of Hybridization and electrification of passenger transportation and has developed technologies of Hybrid and Electrification. The first set of Ultra-modern, full low floor Hybrid buses are soon going to be delivered to MMRDA (Mumbai Metropolitan Region Development Authority), for which the approval for commencement of supplies was recently received from them for 25 such buses. This was the single largest order awarded for Hybrid Electric vehicle technology in India.

Tata Motors, among the top 10 truck and bus manufacturers globally recently launched and showcased a range of mass public transportation vehicles in India, reiterating the company’s commitment towards smart and green technologies and mobility solutions. Among these the company launched the 9 meter and 12 meter STARBUS ELECTRIC bus, 12 meters STARBUS HYBRID bus and showcased a futuristic 12m HYDROGEN FUEL-CELL, along with a range of Electric small commercial vehicle, including the articulated bus, all designed, developed and powered by alternate fuels, to meet the current and future passenger transportation needs of Smart Cities.
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The Union Minister of Shipping, Road Transport & Highways Shri Nitin Gadkari has said that an investment of Rs 2.5 lakh crore is being made in Tamil Nadu under Sagarmala. Of this Rs.39,000 crore will be for port modernization, Rs.55,000 crore for port connectivity and Rs.1,50,000 crore for port led industrialization. The minister said this at Kamarajar Port in Chennai today, where he inaugurated several new projects.

The projects include a New Container Terminal worth Rs.1270 crore, a new multi cargo terminal worth Rs.151 crores, Railway line to Container and Multi cargo terminal worth Rs. 60 crore, and RFID system worth Rs.11.82 crore. Shri Gadkari said the work being done under Sagarmala is estimated to create about 2 lakh direct jobs in the state in the next two years.

The Development of New Container Terminal project will provide more container handling facility for traders, it will also facilitate the new industries and ancillaries in the vicinity of the port, provide new job opportunities and will give boost to local economy.

The Rail Connectivity to Container and Multi Cargo Terminal project will improve cargo movement through rail route. The terminal will also reduce the logistic cost and reduce the load on roads and decongest the nearby roads for the benefit of general public.

The implementation of RFID System project will enhance the Ease of doing Business for traders. The RFID system will lead to reduction of time and congestion in cargo traffic and enhance the port operations.

New Projects Inaugurated at Kamarajar Port in Tamil Nadu
Gadkari inaugurates Adani's Rs 1,270-cr container terminal near Chennai

The terminal is expected to change the nature of the port, along with other new facilities Union Minister for Road Transport, Highways and Shipping Nitin Gadkari Thursday inaugurated projects worth Rs 1,492 crore, including a Rs 1,270-crore container terminal developed by Adani Group, in Kamarajar Port in Ennore, near Chennai.

The other projects include a multi-cargo terminal by Chettinad Group for Rs 151 crore, a railway line to the container and multi-cargo terminal for Rs 60 crore and a radio-frequency identification (RFID) system of Rs 11.82 crore.

The container terminal is expected to change the nature of the port, along with other new facilities, which will make it an all cargo port, said Company officials. The capacity of the container terminal is 1.4 million twenty-foot equivalent units (MTEUs).

The multi-cargo terminal will handle the break bulk and other general cargoes with deep draft 14.5 meters and has a capacity of 2 MTPA.

With the commissioning of these terminals, the capacity of Kamarajar Port has increased from 32 MTPA to 50 MTPA immediately, and 90 MTPA when on-going projects are completed in one to two years. 

Courtesy: FE
Tamil Nadu government today conducted trial runs of electric buses, supplied by heavy commercial vehicle manufacturer Ashok Leyland, as part of modernisation of transportation services.

“We undertook the trial run of electric vehicle in the presence of Transport Department Principal Secretary PWC Davidar, officials of Ashok Leyland and Metropolitan Transport Corporation today. It was done successfully,” Transport Minister M R Vijayabaskar told reporters here.

The introduction of electric buses was aimed at “modernising the services” provided by Transport department and to enhance the services provided to the people of Chennai, he said.

“The vehicle performed well during the trial run. The government will take up initiatives to introduce electric bus service permanently” he added.

Last year, the Hinduja Group flagship Ashok Leyland unveiled the electric bus “CIRCUIT” designed and engineered in India “with zero emission vehicle suitable for Indian road and load condition. “The Circuit series of buses is another testament to Ashok Leyland’s commitment to leverage India’s technological innovation to deliver relevant and best-in-class solutions for India and the world”, Ashok Leyland Managing Director, Vinod K Dasari had said then.

The buses equipped with fire detection and suppression system can travel up to 120 kilometres on a single charge. 🚃
Ashok Leyland to strengthen its Northern market through iEGR technology

With an ambition to be the market leader in North India, Ashok Leyland’s iEGR technology will further help the company to gain significant ground. This expo is the largest by any OEM in this part of the country and highlights the company’s focus for this transport and logistics hub.

Ashok Leyland, flagship company of the Hinduja Group, and the second largest commercial vehicle (CV) manufacturer in India, today showed its range of future ready products, based on indigenously developed, Intelligent Exhaust Gas Recirculation (iEGR) technology, and innovative services at its Zonal Conference 2017 in Delhi, according to a company statement.

With an ambition to be the market leader in North India, Ashok Leyland’s iEGR technology will further help the company to gain significant ground. This expo is the largest by any OEM in this part of the country and highlights the company’s focus for this transport and logistics hub.

Ashok Leyland is the only domestic OEM to implement this technology successfully for its products above 130 Horse Power (HP) claims the statement.

Intelligent Exhaust Gas Recirculation (iEGR) technology is a simple yet innovative solution to achieve the desired results in order to meet the BS-4 norms. This technology is not only better suited to Indian conditions compared to Selective Catalytic Reduction (SCR) technology (based on European technology) but will also prove to be hugely cost effective, easy to operate and hassle-free to maintain.

All of which will benefit the Ashok Leyland customer, resulting in better margins compared to products by OEMs which are based on SCR technology. With iEGR technology as the highlight, the company displayed a mix of over thirty innovative products and services, featuring trucks, buses, light commercial vehicles (LCVs), simulators and gensets.

Speaking at the conference, Anuj Kathuria, President - Global Trucks, Ashok Leyland, said, “Ashok Leyland has been leading from the front in the commercial vehicle industry and our iEGR technology is yet another example of Indian innovation which will benefit our customers immensely. We have been receiving very good response from almost all regions in India and North being the most important, we hope for a similar response. Displaying our range of products and services in Delhi is a significant step towards amplifying our position further in the region. Delivering on our brand promise of ‘Aapki Jeet, Hamari Jeet’, introducing technologies like iEGR and other industry-first innovations has helped us gain our customers’ trust. Our persistence and aggression in delighting our customers has helped us reach a market share of 25% in FY17 from 19% in FY15 in the North region”.

The Company has, in recent years, expanded its network rapidly to cater to its wide set of customers. At the end of FY17, its network had expanded to 2678 touch points and it is further expanding rapidly in FY18. With an additional 5000 outlets for Leyparts, the genuine spare parts brand, it has a service centre every 75kms on all major highways which helps the brand deliver its “Tatkaal” promise of reaching customers within 4 hours and getting their vehicle back on-road within 48 hours.

Courtesy: ET auto
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The magazine also highlights interviews with CEOs/MDs & industry experts, Press releases, cargo traffic statistics, directories, authored articles, events coverage, exclusive guest column for an expert’s view and special features like Pharma logistics, perishable supply chain, FMCG and e-Commerce.

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- Logistics: 3PL / 4PL, Reverse Logistics
- Airlines / Airports
- Seaports / Infrastructure / Port Management
- Cargo Terminals
- Information Technology connecting all kinds of applications
- Government Rules and Regulations

Editorial Calendar
April 2017
Transport & Truck

May 2017
ME Logistics’17 – Shipping & Freight Forwarders

June 2017
SCM EVENT - 3PL, 4 PL & Reverse Logistics

July 2017
Shipping & Port Management

August 2017
Road Transport, Truck & Trailers, Project Cargo

September 2017
Warehousing & Material Handling, SEZ

October 2017
Automotive, Cargo & Logistics Industries

November 2017
Green Energy: Green Power, Alternative & Renewable

December 2017
Air Cargo, Airlines & Infrastructure

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Advertising Rates

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