



President's Message:

'**E**ase of Doing Business' is the mantra being pursued with seriousness by the Finance Ministry and its various branches, which include Customs, Excise and Service Tax. This mantra is the precursor to 'Make In India' dream of our Hon'ble Prime Minister Shri Narendra Modiji.

The success of 'Ease of Doing Business' will propel 'Make in India' concept to different level and result in eventual success of realization of a revolutionary and vibrant initiative of the erstwhile government.

The launching of 'Ease of doing Business' mandatorily requires one of the most potent ingredients to be firmly in place and i.e. radical '**CHANGE IN ATTITUDE**' of the departments, becoming more trade friendly and doing away with all red tapism, bureaucratic controls and adopting proactive approach. Following drastic changes will have to be made with **IMMEDIATE EFFECT** to ensure high per cent age of success of 'Ease of doing Business'

The success of 'Ease of Doing Business' will propel 'Make in India' concept to different level and result in eventual success of realization of a revolutionary and vibrant initiative of the erstwhile government.

1. Antiquated laws, procedures, policies etc. should be dispensed with immediately [which has been very long overdue] and replaced with more practical, viable and least invasive procedures and rules. For instance, if there is any issue at the time of assessment of a particular consignment, be it valuation or classification, the appraiser writes a note sheet and sends it to the Astt. Commissioner thru' the dispatch (1), then Astt. Commissioner will add his comments and send it to Jt./Addl. Commissioner again thru' dispatch (2), the Jt./Additional Commissioner will add his comments and send the file to Commissioner yet again thru' dispatch (3), finally Commissioner will go through all the notings and give his decision sending the file back thru' the same process and via same 3 dispatches. This antiquated process which was established by British regime is still be followed by Custom and Excise Departments with élan. This process takes minimum of three to four days and can go on for long time, if there is no follow up from the importer/exporter or the Custom Broker.
2. Response from Board [CBEC] to genuine clarifications and redressal of issues should be time bound, and there should be quarterly review meetings between Board and Trade Associations to sort out various issues.
3. Uniformity in procedures and rules across all ports is essential, at the moment there is a variance in procedures and practices at ports, and, importers and exporters are put to lot of undue hardships. Inconsistent and different application of procedures and rules do not augur well for the department as well as the trade.

4. There is a dire need for reversal of mindset i.e. Mahatma Gandhiji had said 'Customer is the King' and he had urged all Government officers and offices to follow this in true spirit and to the hilt, unfortunately, it seems to have been misunderstood! There has been a reversal in implementation of these profound words of our revered Mahatma Gandhiji.
5. Procedures and rules should be framed after discussions with Trade, taking their vital inputs and ironing out deficiencies before the issuance. This will save enormous time and hardships the trade has to face. Procedures and policies should be aimed towards trade facilitation and more transparency. Legitimate errors [viz. typographical errors which include spelling mistakes, numbering changes, etc.] should be accepted and there should be no need to undergo cumbersome procedures and face fine and penalty. Worst, these errors should not be deemed as intentional and no action should be initiated viz. show cause notices, fines and penalty. This not only results in avoidable delays but also results in undue harassment to the trade.
6. Officers, too, must be made accountable for all their actions and time taken in completion of procedures, raising objections, etc. Only qualified and meritorious officers should be allowed to do assessment/examination, this itself will reduce instances of harassment and delays.
7. There should be an HELP DESK which should be like a 'fire fighting' module, where, in case of system break down [which happen quite often] in EDI, non-availability of officers at a given time, etc. should be able to ensure that remedial actions are initiated so that the consignments are not held up and delayed. Personnel manning the HELP DESK should be empowered to take and initiate remedial steps to ease the pressure off the Trade in times of genuine blocks and bottlenecks.
8. Utmost facilitation, within the parameters of the law and keeping in mind the present scenario of being in the year 2015 and also keeping in tandem with the practices being followed in many of the progressive countries, should be provided to the Trade so as to ensure that many unfounded objections, delays and non-accountability issues are done away with.
9. Time bound assessment of consignments, timely examinations and time bound clearances should be monitored on daily basis by senior officials to ensure total transparency and accountability on officers. This will ensure that frivolous objections, avoidable delays etc. are done away with and facilitation takes place with true intent, in true spirit, and in a expeditious manner.
10. Procedures enlisted in the manual based on the Customs Act 1962 [provisions and sections of which are being carried forward from the days of British regime] need to be revisited and there is a drastic need for replacing many provisions in various sections with more vibrant and realistic clauses, keeping in mind the present Government's proactive attitude and the fact that the old provisions and clauses have virtually become obsolete in the 21st Century, but, unfortunately being still followed like a gospel !
11. Minimum intervention at the time of assessment and examination of regular and reputed importers/exporters should be introduced to facilitate ease of doing business. Moreover, Self assessment should be followed in true spirit and encouraged to ensure that trade benefits from this scheme the utmost.

Above are some of the significant points which need to be addressed on war footing to facilitate 'Ease of doing Business' for Exim Trade viz-a-viz CBEC [i.e. Customs, Excise and Service Tax]. The government having initiated this 'Ease of doing Business' facilitation in right earnest, we should see much more happier days and a very vibrant atmosphere to carry our exim trade to next level.

Jayyant Lapsiaa
President

AILBIEA Celebrated its Anniversary



Mr. Jayyant Lapsiaa, President of AILBIEA delivering the welcome address at AILBIEA's anniversary event, from left in picture are Mr. Nandlal Chawla, Chairman Kamanil Oil Industries Pvt. Ltd., Dr. B.R. Gaikwad, Chairman, Chemixel and Director VVF Ltd., Mr. Ramesh Krishnamurthy, Director Procurement-South Asia, M/s. Hindustan Unilever Ltd., of Mr. Nadir Godrej, Managing Director of M/s. Godrej Industries Ltd., Mr. Raj Chandaria, Vice Chairman & Managing Director Aegis Logistics Ltd, Mr. Anish Chandaria, Managing Director & CEO, M/s. Aegis Logistics Ltd. Mr. Neeraj Bansal, Chairman, JNPT and Mr. G. Chandrasekhar, Advisor to AILBIEA.

The All-India Liquid Bulk Importers & Exporters Association (AILBIEA) celebrated its grand anniversary at Hotel Trident in Mumbai.

Ailbiea's anniversary event at the Regal Room, Hotel Trident, was a grand success, with host of top dignitaries gracing the professionally conducted event. Mr. G. Chandrasekhar, Advisor to the Association set the ball rolling with lucid presentation on liquid bulk scenario and in particular "Make-In-India" campaign. He kept the dignitaries and the audience spell bound with his analytical forecasts. Mr. Jayyant Lapsiaa, President of AILBIEA, welcomed the gathering and stressed home a point of creating a separate ministry for EXIM TRADE, which would be a combination of Commerce, Finance, Shipping, Agriculture, Health and other agencies to provide a level playing field to all the exim players and to root out red tapism, corruption, mind boggling delays and drastically reducing the Transaction costs.

Mr. Nadir Godrej regaled the dignitaries and the audience with his impacting poem written by him especially for the occasion, on the taxation issues and Make in India theme. Mr. Ramesh Krishnamurthy,

Director procurement operations-South Asia Hindustan Unilever Ltd. said that it was time that the Industry/Corporates got actively involved in pursuing and assisting AILBIEA in their quest to bring about radical reforms in the procedural and systems of the governmental departments. Dr. B.R. Gaikwad, Director VVF Ltd. and Chairman CHEMIXCEL spoke about the positive role of CHEMIXCEL and assured the gathering of his full support and willingness to help on any issues related to his export promotion council. and Mr. Raj Chandaria, Vice Chairman

& Managing Director, Aegis Logistics Ltd. hailed AILBIEA's significant role in taking up issues of the trade and also playing a good catalytic role between the trade and the governmental departments. Mr. Neeraj Bansal, Chairman JNPT was upbeat about the growth of traffic at JNPT and stated that efforts were on to ensure that the trade was provided with best of services in times to come.

A packed hall of the Regal Room, Hotel Trident, was all ears and intently listening to the speakers with awe and attention. In the end, the audience gave a standing ovation to the dignitaries on the dais and to the awardees.

The All-India Liquid Bulk Importers & Exporters Association (AILBIEA) celebrated its grand anniversary at Hotel Trident in Mumbai

AILBIEA Stellar Awards 2015



Mr. Nitin Nabar-President and Executive Director of Godrej Industries Ltd. receiving the AILBIEA STELLAR Award for excellence in promoting Exim Trade at the Hands of Mr. Neeraj Bansal-Chairman, JNPT at AILBIEA's anniversary event at the Regal Room of Hotel Trident, Nariman Point, Mumbai 400 021.



Mr. Ramesh Krishnamurthy, Director Procurement-South Asia, M/s. Hindustan Unilever Ltd. presenting the AILBIEA STELLAR AWARD to Mr. Anish Chandaria, Managing Director & CEO of M/s. Aegis Logistics Ltd.



Mr. Mayank Kapoor and Mr. Ashutosh Bhute of M/s. Hindustan Unilever Ltd. receiving the AILBIEA STELLAR Award for excellence in promoting Exim Trade at the Hands of Mr. Nadir Godrej-Managing Director of M/s. Godrej Industries Ltd. at AILBIEA's anniversary event at the Regal Room of Hotel Trident, Nariman Point, Mumbai 400 021.



Mr. Prasad Joglekar, Vice President and Mr. Mukesh Kanwal of M/s. Jubilant Life Sciences Ltd. receiving the AILBIEA STELLAR Award for excellence in promoting Exim Trade at the Hands Dr. B.R. Gaikwad, Director VVF Ltd and Chairman of CHEMIXEL.

AILBIEA Stellar Awards 2015



Mrs. Bharati Bhadarkar receiving the AILBIEA STELLAR AWARD for promoting EXIM TRADE at the hands of Mr. Nadir Godrej, Managing Director of M/s. Godrej Industries Ltd.



Brihan Mumbai Custom House Agents Association being felicitated by AILBIEA on the occasion of their PLATINUM JUBILEE YEAR thru' Dr. B.R. Gaikwad , Chairman Chemixel & Mr. Neeraj Bansal, Chariman, JNPT



Mr. Ramesh Krishnamurthy, Director Procurement - South Asia, M/s. Hindustan Unilever Ltd. presenting the AILBIEA STELLAR AWARD to Mr. Ravi Parmar [IAS] Chairman Mumbai and Kandla Port Trust for Excellent performance of KANDLA PORT TRUST in the year 2014-15.



AILBIEA President Mr. Jayyant Lapsiaa being felicitated by the Committee Members are Mr. Ramesh Krishnamurthy, Director Procurement - South Asia-M/s. Hindustan Unilever Ltd. and Dr. B. R. Gaikwad, Chairman Chemixel and Director, M/s. VVF Ltd.

“MAKE-IN-INDIA” Seminar organized by AILBIEA



Mr. Jayyant Lapsiaa, President of AILBIEA at the opening of the “MAKE-IN-INDIA” Seminar. Seen in the photograph Mr. G. Chandrasekhar, Editor, Hindu Businessline, Mr. Nandlal Chawl, Mr. Ashutosh Baranwal, Commissioner of Customs [Imports], Mr. Suvir Misra, Commissioner of Customs [Exports], Dr. Shree Kumar Menon [Ex-Director General-NACEN], Mr. Mohan Nihalini, President, AIIEA, Mr. Mark Fernandes, Council Member IMC and Mr Vikash Sharma, Godrej Industries Ltd.

Participants intently listening to the speaker at the MAKE IN INDIA SEMINAR organized by AILBIEA.

All India Liquid Bulk Import Export Association (AILBIEA) is India’s pioneer trade body for orderly promotion of EXIM trade in liquid bulk cargoes (crude and related mineral oils, vegetable oil, industrial oils, chemicals, petro-chemicals, ethanol etc). AILBIEA has conducted a seminar on “MAKE-IN-INDIA”.

Eminent speakers viz. Dr. Shree Kumar Menon [ex-Director General-NACEN] Mr. G. Chandrashekar, Mr. Ashutosh Baranwal, Commissioner of Customs [Imports], Mr. Suvir Misra, Commissioner of Customs [Exports], Mr. Mark Fernandes, Council Member-IMC, Mr. Mohan Nihalini, President AIIEA] spoke on the topic of Make In India. The Seminar was chaired by the President of AILBIEA-Mr. Jayyant Lapsiaa.

The speakers highlighted the following: in a very lucid manner

India is one the world’s fastest growing significant economies. With GDP value of about \$ Two Trillion, it is among the world’s top five countries in terms of purchasing power parity. The country’s

macroeconomic fundamentals are robust; and the vast potential is waiting to be tapped. Governance is of course key.

A new euphoria pervades the Indian economy with a new government in place at the Centre demonstrating a renewed vigour to boost the economy. If the stock market is any indication of enhanced economic activity, India is certainly doing well. A slew of reforms have been set in motion, some with medium to long term implication. Several initiatives to enhance the ease of doing business have been announced.

An important initiative of the new government is the ‘Make in India’ campaign that seeks to boost manufacturing

activity in the country. If implemented well, it will set off a virtuous cycle. The concomitant benefits of investment, employment and income are of course well recognized.

There are many ways in which the Make in India campaign can be looked at:

- Make in India for India with indigenous raw material
- Make in India for export with indigenous raw material

**The country’s
macroeconomic
fundamentals are robust;
and the vast potential is
waiting to be tapped.
Governance is of course key.**

- Make in India with imported raw material either for India or for export

Because India faces a shortage of critical commodities, imports are inevitable. Crude oil is a classic example. Our import dependence is currently estimated at over 75 percent and is projected to worsen to 90 percent by 2020. Crude and petroleum products import is an estimated 200 million tons.

Similarly, edible oil is an essential food commodity of mass consumption, the import of which currently accounts for 60 percent of our aggregate consumption. Annual imports have been rising at close to a million tons and currently stand at 11 million tons, given the mismatch between domestic demand and production. Other liquid bulk imports include chemicals including agro-chemicals, molasses and so on. Fertilizer crude is imported on a large scale.

India's exports include organic and inorganic chemicals, castor oil, molasses and agro-chemicals. Importantly, over 62 million tons of petroleum products are exported.

In the world, India ranks rather low in the 'Ease of doing business'. Because of tough and often unfriendly conditions of compliance, investors have been shying away from the country. Many of the Indian corporate have begun to explore opportunities outside. It is in recognition of this position and in order to attract investment the government has unveiled a 'eBiz Vision' statement with the objective: 'To transform the business environment by providing efficient, convenient, transparent and integrated electronic services to business throughout the business life cycle'. Under this, 14 Government of India services have been integrated.

In the area of foreign trade, a critical initiative is 'reduction of documents from 7 to 3 for exports

and imports. There are also measures underway, one of them being 'Single-window clearance for import and export'.

The slew of new initiatives by the government is expected to benefit investors and businesses. Obviously, the success of Make in India campaign will depend on how well the field formations – in case of liquid bulk cargoes, the border control agencies covering especially Customs and Ports – perform.

It is important that the spirit of Make in India percolates down to all stakeholders including business houses and border control agencies. Businesses have to learn to be fully compliant with rules, regulations and procedure. At the same time, field officials have to become proactive in

facilitating timely clearances of documents and cargo. Grievances should be redressed in a time bound manner.

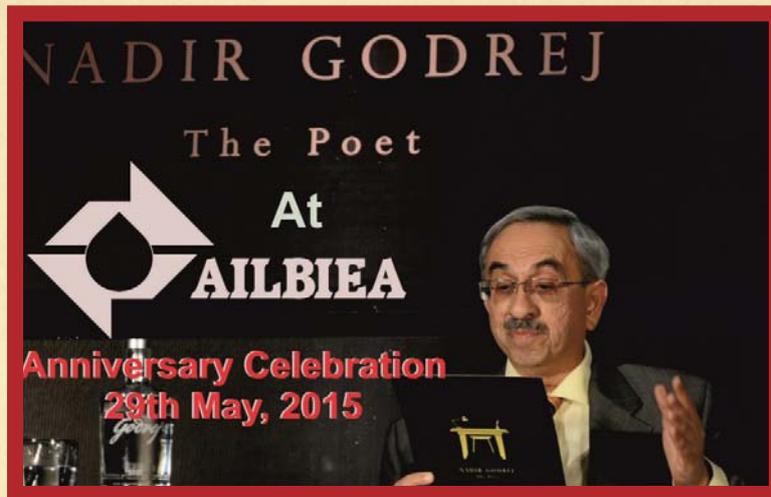
Given that the macroeconomic fundamentals are strong and

the country is poised to register higher rates of economic growth, import and export activity will continue to expand, in terms of quantity and value both. The country has all takes to become an economic powerhouse. The success of the Make in India campaign will depend entirely on the harmonious working relationship between business houses and officials at customs and ports.

It is in this context that All India Liquid Bulk Import Export Association (AILBIEA) has a crucial role to play. Already the association has established itself as the country's premier body for liquid bulk cargoes. Going forward, AILBIEA should become an effective interface between the official machinery and the business houses. The association has the requisite commitment and passion to contribute to the success of Make in India.



An evening filled with convergence of brilliant minds and stimulating conversations - Nadir Godrej highlight of the evening.



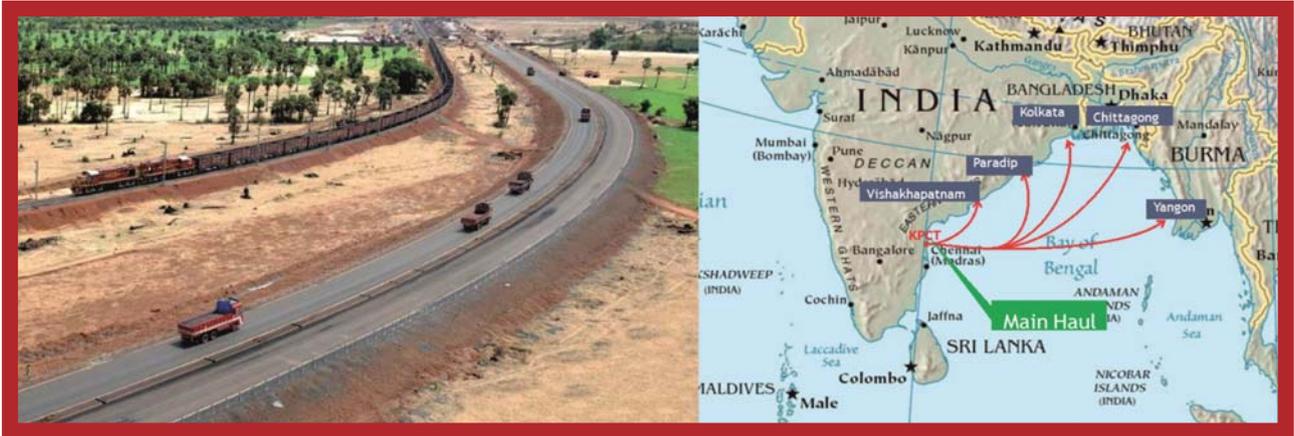
*For a year this Government's in place
In growth India leads the race.
Though Macroeconomics is sound
We hardly sense it on the ground.
And trade is falling very fast.
I hope this trend doesn't last.
It's mostly just a value fall
On volumes it's hard to take a call.
The volume fall is probably small
And may not be a fall at all
For prices fell across the board
And hence perception could be flawed.
A weaker Rupee's often mooted
But I don't think this policy's suited
To give exports a lasting boost.
The chickens soon come home to roost.
We know Rupee devaluation
Often leads to high inflation.
The advantage is quite quickly lost.
High interest rates are the cost.
Incentives are a better bet.
Impediments should be offset.
Trade should be facilitated
A monthly meeting initiated
Of Member Customs, ST and excise*

*And wouldn't it be rather nice
If it's resolved on the spot.
Trade would rise quite a lot.
Roads to ports are badly needed.
False claims should be superseded.
In March these claims seem to rise
This move is certainly unwise.
Revenue targets are a bane.
For traders an unneeded pain.
They provide no revenue gain
And cause the economy to wane.
Let's ban taxes that annoy
Like Stamp Duty and Octroi.
We need laws for the preservation
Of the good health of our nation.
FSSAI, FDA, quarantine
In theory are surely fine.
Such laws could save us from harm
But undoubtedly they lose their charm
When technicalities prevent
Goods that are fine from being sent
Onward to their destination.
We must end this situation.
This is a barrier to our trade.
So often food, that is delayed,*

*Is found to rot in the port.
Reform of laws should be sought.
Our growth needs to accelerate.
We need a cut in the interest rate
And very soon we should instate
The GST and stimulate
The economy with a cut
In corporate tax. Do I hear a but?
What if revenue should fall?
Won't our development then stall?
It doesn't mean that we are lax
If we have a moderate tax.
Revenue of course would fall
If the economy doesn't change at all.
The lower tax can stimulate
And if the stimulus is great
The revenue could well rise
And thus the cut would be wise.
One needn't have a Nobel Prize
To see lower rates could maximise
Revenues for government.
The extra money can be spent
To ensure that we get both
Inclusion and much faster growth.
Infrastructure and education
Can help us all to build the nation.
This would be clear to a supply-sider
But in India we have an extra rider,
The government owns many shares
And so if it bravely dares
To cut all restraining taxes
And simultaneously relaxes
Impediments to rapid growth
It will manage to get both
More revenue and appreciation
Of the Market Cap of the nation.
Their stocks are mostly public sector.
I do not really want to hector
But other stocks could give more booty
All they have right now is SUUTI!*

*You may find my idea strange
But isn't it time for a portfolio change?
And how should we choose the weights?
I feel there should be just two gates
Determining the way one churns-
Development and good returns.
The Government has in sight
Two funding ideas that are bright:
For infrastructure that we need
As well as to plant a seed
With startups that do innovation,
So much needed in our nation.
For good returns what could be tried?
Portfolio theory could be applied.
A virtuous cycle would set in
You see those policies would win
That help businesses to grow
And money would begin to flow
Into the government's own coffers
For as we know investment offers
Both dividends and capital gains,
Some it spends and some retains
And if the government takes pains
To cut the taxes and maintains
Policies that help to grow
Our growth would never ever slow.
This system would only work
If the government wouldn't shirk
In working always for inclusion.
I'd like to state in conclusion
That all would express gratitude
For a business friendly attitude
If we attempt to carry all
And ensure the economy won't stall.
Now wouldn't it be such a hoot
If all of us could be suit-boot
And not just the corrupt cronies
Who of course are really phonies.
Then we surely could have both
Inclusiveness as well as growth!*

Krishnapatnam Port making rapid strides



The seven year old Krishnapatnam is on its way to catch up with well-established Ports in the coast by handling 41 million tonnes of cargo which was the highest and fastest growth recorded by any Port in India, Mr Anil Yendluri Director and CEO of the Port said. He said in a short span the Port has been seeing double digit progress on year on year.

At a time when new entrants are struggling to sustain in the highly competitive Indian maritime sector, especially in the East coast, the Krishnapatnam Port, despite being in nascent phase is making rapid strides.

The Port's enormous activities translate into huge revenues to the Government. The Port's contribution towards Custom revenue has doubled this year. The contribution has been Rs. 1942 crores during 2014-15 as against Rs. 970 crores during the previous year. This is a huge leap since the time the port started off in 2008 when the Customs contribution was Rs 230 crores.

At present 835 acres inside the port including berths or jetty areas for cargo loading, unloading, transshipment and storage are notified by Customs. A 24 X 7 Customs facility has been extended to the Port seeing the remarkable feat of the Port.

The Port contributed a sum of Rs 2058 crores to the Southern Railway and Rs. 45.75 crore as its share to Andhra Pradesh Government and Rs. 257 crores to service tax.

The year 2014-15 has been successful for the Krishnapatnam Port Container Terminal as well.

It not only registered highest parcel size in single vessel when Tiger handled 1620 TEUS of cargo.

Its reefer cargo exports reached an all time high to 485 TEUs in July 2014. The port is ready to walk an extra mile to make the terminal into a hub reefer exports in near future.

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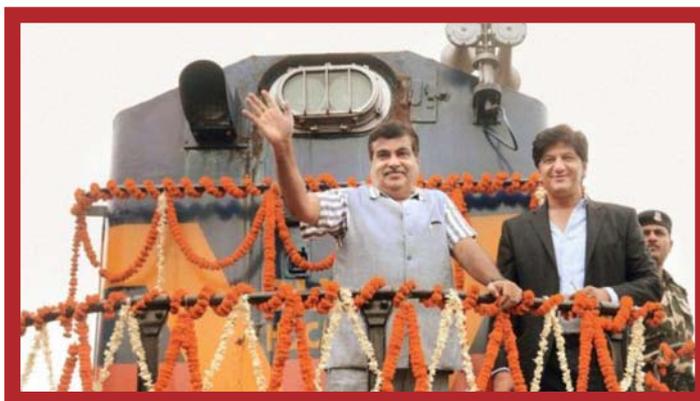
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Govt to use 20% diesel requirements through bio-diesel for Major Ports

The Union Shipping Ministry has decided to utilise 20 per cent of its diesel requirement through bio-diesel at 12 major ports. Union Minister for Road Transport and Highways and Shipping after inaugurating country's first bio-diesel dispensing machine at Haldia Port said that the Bureau of Indian Standards has been asked to set standards for higher usage of bio-diesels in automobiles, locomotives, heavy engineering machines and generators.



Union Shipping and Transport Minister Nitin Gadkari with S Chaturvedi, President of Bio-Diesel Association, unveiling locomotives that can run on bio-diesel at Haldia

Union Shipping and Transport Minister Nitin Gadkari with S Chaturvedi, President of Bio-Diesel Association, unveiling locomotives that can run on bio-diesel at Haldia

Emami Agrotech Ltd, which has its bio-diesel refinery located at Haldia will supply the alternative green fuel to Haldia Port.

The Minister said that the bio-diesel produced by palm oil residue by Emami was cost effective. "We are looking at the possibility of buying bio-diesel for all major ports at a price much lower than the petroleum diesel price", he said.

The Minister indicated that the price could be as lower as Rs. 10 a litre.

Road Infrastructure

Meanwhile, the Minister said the Centre was considering allocation of Rs. 25,000-30,000 crore for road infrastructure in West Bengal.

"We want to give another Rs. 25,000-30,000 crore to West Bengal for new highways," Gadkari said at the Haldia Dock Complex.

"We want to add another 2000 kms in national highway in the State. The State currently has 2000 km of highways," Gadkari said.

The Minister said he was planning to meet the Chief Minister Mamata Banerjee on the proposals.

This investment plan is in addition to existing Rs. 6000

crore road development proposals announced last December.

Union Minister for Road Transport and Highways and Shipping after inaugurating country's first bio-diesel dispensing machine at Haldia Port said that the Bureau of Indian Standards has been asked to set standards for higher usage of bio-diesels in automobiles, locomotives, heavy engineering machines and generators.

The proposal comes in wake of SAARC road connectivity plan of India. Gadkari had mooted seamless road connectivity between India, Nepal, Bhutan and Bangladesh. A Motor Vehicles

Agreement will allow seamless movement of people and goods across the borders.

Gadkari also launched land management system, VTMS and handing over land for the proposed Haldia inland waterways multi-modal hub called Haldia Water Port. He also inaugurated a flyover at Ranichak near dock for easy flow of vehicles.

Gadkari said a proposed deep sea floating storage unit off Sandsheads will be operational at Haldia by 2017. The unit will be linked to land through undersea pipeline.

Talks on India-EU free trade pact to start from August: Commerce Secretary Rajeev Kher

Talks between India and the European Union for a free-trade agreement, which had snagged two years ago on tariff and visa-related issues, could resume in August, according to Commerce Secretary Rajeev Kher.

“Both the sides have agreed that negotiators must meet. We have conveyed that. Sometime in August, the EU chief negotiator will be available for negotiations,” Kher told reporters.

“They have also conveyed that in August they are available for talks.”

Negotiations with the 28-nation bloc for the free-trade agreement (FTA), called the broad-based investment and trade agreement (BITA), had started in 2007 but became deadlocked in April 2013 on issues such elimination of duties on car imports in a phased manner.

India is reluctant to ease tariff as it sees the move hurting the domestic industry.

Kher said this is the right time to move on the proposed agreement as trade with the EU is shrinking. “Textiles and leather sectors are facing the beating (in the EU markets).

So, by reducing tariffs, you can get greater market access. The benefits under the Generalised System of Preferences (GSP) has also gone,” he said. India exports about \$2.5-3 billion worth of textiles to the EU annually.

Last month, the country’s overall exports declined

20.19% from a year ago to \$22.3 billion.

It was the sixth straight month of fall. In 2014-15, exports were down 1.23% from the previous fiscal to \$310 billion, missing the \$340 billion target by a huge margin. Kher said India needs to be smarter in negotiations.



“We need to bring in craftsmanship and strategy in our negotiations, rather than generic talks,” Kher said. This time round, India appears to be in a stronger position for negotiations as it has already raised the foreign investment cap in

insurance - a key demand of the EU - to 49% from 26%.

India will reiterate its demand for data secure nation status from the EU, which will open the grouping to the Indian IT industry. India will also seek liberalisation in terms of movement of professionals and market access for agricultural products, pharmaceuticals and textiles.

It will also press for ‘Mode 4’ of the proposed pact, which will allow Indian professionals to work in EU member-states, a segment where India sets to gain the most. The EU, apart from demanding lower duty on its cars, wants customs duty on wines and spirits to be removed over a five-year period.

It is no at 150%. The bloc had also asked to include labour and environment related aspects besides liberalisation in multibrand retail and legal services.

India is reluctant to ease tariff as it sees the move hurting the domestic industry. Textiles and leather sectors are facing the beating (in the EU markets)

States told to form joint ventures with Centre to develop inland waterways

Union Minister for Roads, Transport, Highways and Shipping, Nitin Gadkari, has urged State Governments to set up joint venture companies with the Centre for development of inland waterways.

According to him, the States will provide 26 per cent equity; while the remaining 74 per cent will be the Centre's stake in these ventures.

"I have asked the State Governments to come ahead and form inland waterways corporations for development of the system. These joint ventures will be with the Centre," Gadkari said during a seminar organised by the MCC Chamber of Commerce and Industry.

He also called for private investments to develop inland waterways.



World Bank loan

The Centre, according to Gadkari, has also taken a "serious view" on the development of inland waterways. Declaration of 101 National Waterways (NW) is awaiting the final nod. While the Cabinet has given its approval, the same is expected to come up in the monsoon session of Parliament.

Currently, the Centre is developing the National Waterways 1 between Haldia and Allahabad. The World Bank has given India a loan of Rs. 4,200 crore to improve the waterways infrastructure.

The Centre, he said, was also in the process of preparing its ship-building and ship-breaking policies.

Thailand Delegation visits Mumbai Port



A delegation from the Ministry of Industry and the University of Thai Chamber of Commerce (UTCC) visited Mumbai Port on June 24, 2015.

The delegation was headed by Mr. Veerasak Supprasert, Director, International Industrial Economics, Ministry of Industry.

The discussions were held to understand the structure of Indian Industry in three sectors in Mumbai automobile, rubber products, and electric appliances / electronics and components.

Shri Yashodhan Wanage, IRS, Dy. Chairman, Mumbai Port Trust emphasized the mode of goods transportation in Mumbai, multi-modal transportation and logistics system and shares experiences of each other.

The Dy. Chairman, Mumbai Port Trust also dwelt upon various initiatives being taken by the Port of Mumbai.



Finance Ministry sets up two panels for roll out of GST from April 2016

Gearing up to roll out GST from April 1, 2016, the Finance Ministry set up two committees to suggest tax rates and look into IT preparedness for the new indirect tax regime.

Committee formed under the Finance Ministry's Chief Economic Advisor would "recommend possible tax rates under GST that would be consistent with the present level of revenue collection of Centre and states," a statement said.

While making recommendations, it would take into account expected levels of growth of economy, different levels of compliance and broadening of tax base under Goods and Services Tax (GST), Finance Ministry in a statement said.

"The Committee would also analyse the sector-wise and state-wise impact of GST on the economy. The Committee is expected to give its report within two months," it said.

The statement added, Steering Committee has been formed under the Co-Chairmanship of Additional Secretary of Revenue Department and Member Secretary of Empowered Committee (EC) of State Finance Ministers.

The panel has members from Revenue Department, Central Board of Excise and Customs, Goods and Services Tax Network (GSTN) and representatives of state governments.

It would monitor the progress of IT preparedness of GSTN/CBEC/Tax authorities, finalisation of reports of all the sub-committees on different

aspects relating to the mechanics of GST and drafting of CGST, IGST and SGST laws/rules.

Also, the Committee would monitor the progress on consultations with various stakeholders like trade and industry and training of officers.

The committee were announced a day after Chairman of EC K M Mani submitted states' views on the GST to the Rajya Sabha Select Committee scrutinising the GST bill.

While making recommendations, it would take into account expected levels of growth of economy, different levels of compliance and broadening of tax base under Goods and Services Tax (GST), Finance Ministry in a statement said.

It would monitor the progress of IT preparedness of GSTN/CBEC/Tax authorities, finalisation of reports of all the sub-committees on different aspects relating to the mechanics of GST and drafting of CGST, IGST and SGST laws/rules.

The Finance Ministry further said progress is underway to finalise various aspects of GST design like business processes and payment systems and also making of model GST, SGST and IGST laws and rules.

"This task is being undertaken through various Sub-Committees formed by the Empowered Committee which has

officers from Government of India as well as State Governments as Members," it added.

Goods and Services Tax Network (GSTN) is taking steps for preparing the IT infrastructure for roll out of GST, it said and added the IT infrastructure would enable online registration, filing of returns and getting refunds.

Various State Governments are also preparing the necessary backend IT infrastructure for implementation of GST which would relate to aspects like assessments and audit.

The Constitutional Amendment Bill for rolling out of GST has been referred to a Rajya Sabha Select Committee. The Lok Sabha has already cleared the Bill.

Mumbai Port seeks RFQ for FSRU



The Mumbai Port Trust (MbPT) has sought Request for Qualification (RFQ) from private parties for the setting up and operation/maintenance of a Floating Gas Storage and Regasification Unit (FSRU) of 5 million tonnes per annum (mtpa) capacity along with supporting infrastructure in Mumbai harbour. This major project has been planned on design, build, finance, operate and transfer (DBFOT) basis, said a notice issued by the Chief Engineer, MbPT.

The RFQ document, outlining the project details, required qualification and RFQ application format, can be accessed from the Mumbai Port's website from June 18, the notice informed.

Interested parties have been requested to submit their RFQs as per the RFQ document.

The pre-application conference is scheduled on June 30, 2015 and the last date for submission of application is August 4, 2015, as per the notice.

DGFT enables online submission of merchandise exports application

Moving towards paperless submission and processing of various applications under Foreign Trade Policy (FTP), Government has launched the beta version of online ANF 3A Application form for Merchandise Exports from India Scheme (MEIS), with facility to upload the supporting documents.

"Trade is informed that a Beta version of online ANF 3A has now been released and it is now possible to not only apply online for claiming rewards under MEIS but also to upload the required supporting documents using digital signatures of the applicant," Directorate General of Foreign Trade (DGFT) said in a notification.

As a result, henceforth, in case the applicant submits the supporting documents online, along with the application, submission of physical copies of documents (other than 'Proof of Landing' and shipping Bills in case of exports made from Non EDI ports) would no longer be required.

Trade is informed that a Beta version of online ANF 3A has now been released and it is now possible to not only apply online for claiming rewards under MEIS but also to upload the required supporting documents using digital signatures of the applicant

All IEC holders/applicants are encouraged to submit/upload the documents (including 'Proof of Landing' & rsquo online using digital signatures. In case of documents submitted online, the concerned RA shall not insist on

physical copies of such uploaded documents, DGFT said.

Gujarat Maritime Board scouts new locations to set up Greenfield Ports, Shipyards

Gujarat, which already accounts for 74 per cent of the traffic by all non-major Ports in the country and the longest coastline amongst maritime states in India (1,600 km), is now scouting for newer locations for setting up green-field Ports and Shipyards.

The Gujarat Maritime Board (GMB), an autonomous State Board, which administers and regulates the 41 state-owned non-major ports of Gujarat, has already identified stretches along the coastline where new ports and shipyards can come up, and is now in talks with consultants who would work on analysing the feasibility and also prepare detailed project reports for the same.

According to a GMB spokesperson, the stretches identified for developing greenfield ports include Bhavnagar to Ghoga, Jamnagar and Bharuch areas, while those identified for developing shipyards include Jakhau-Mandvi, Dwarka-Porbandar, Porbandar-Mangrol, Mangrol-Veraval and Mahuva.

Senior officials at the GMB also informed that two consultants have been identified, and discussions are on with them. However, the work is yet to be awarded. "We have identified two consultants, I-Maritime and AECOM, and discussions are on with them; nothing has been awarded yet. One of the consultants to be appointed would work on the Gulf of Khambat side and South Gujarat, while the other would work in the Saurashtra region and Kutch,"

said the senior official.

Gujarat has the highest number of commercial cargo ports and the hinterland for the ports of Gujarat accounts for 40 per cent of the total Indian trade. The state's non-major ports handled 309.9 million tonnes (mt) of traffic in 2013-14, a compounded annual growth rate (CAGR) of 14.82 per cent in the last decade. The capacity across the ports increased from 146 mt per annum (mtpa) in 2003-04 to 387 mtpa in 2013-14, at a 11.4 per cent CAGR with utilisation rate increasing from 61 per cent in 2003-04 to 80 per cent in 2013-14.

As a senior GMB official pointed out, "There is sufficient port capacity at the moment. We are comfortable for the next two to three years." However, GMB, has already started looking out for new opportunities to expand capacity.

Already, GMB has planned green-field ports at Chhara (to be developed by Shapoorji

Pallonji), Nagrol (Cargo Motors), Dahej (Sterling Biotech), and VansiBorsi (yet to be awarded).

As for ship-building yards, 10 shipyards are already operational and nine shipyards with proposed investment of around Rs 2,100 crore have been approved by the state government and are at various stages of implementation. At present Gujarat contributes 89 per cent of the total shipbuilding orders in India (in DWT terms).

There is sufficient port capacity at the moment. We are comfortable for the next two to three years." However, GMB, has already started looking out for new opportunities to expand capacity.



Government planning significant increase in draught at all Major Ports

The Union Minister of Shipping, Road Transport and Highways, Nitin Gadkari, said, the Government proposes to increase the draught at all Major Ports up to 18-20 meters.

He said that this would help in maximising the revenue at a Port, he added, pointing out that there would be a sizeable uptick in revenue if the draught is improved.

An increase in draught by just 2 meters could result in a per tonne revenue difference of up to US\$ 30.

For one, larger vessels can be berthed at a Port having better draught, thereby enabling it to handle more volumes.

It also facilitates improved economies of scale for the lines. Draught has been a major bane at the Major Ports, generally averaging 11-12 meters.

He said that Ports earmark a sizeable capital expenditure every year for maintenance dredging. This could all change if the Minister's plans come to fruition, with capital dredging projects being taken up, through PPP as an important option, to enhance the draught. The Ministry, too, would be funding the projects.

Ports earmark a sizeable capital expenditure every year for maintenance dredging. This could all change if the Minister's plans come to fruition, with capital dredging projects being taken up, through PPP as an important option, to enhance the draught.

A Public Private Partnership (PPP) project to increase draught has been initiated at Mormugao Port, Mr Gadkari pointed out.

JN Port, the country's leading container handling facility, has completed its first phase of capital dredging to

increase the draught to above 14 metres.

The second phase envisages taking it to over 17 meters.

Maharashtra Port policy aims for a big port every 100 km

The coming port policy of the state focuses on upgradation of the existing policy to make it comprehensive and fix gaps, if any

MUMBAI: The Maharashtra Government is keen to ensure that upgradation of its port policy results in increase in coastal shipping of goods and opens gates for Export-Import trade.

At present, 94 per cent of the cargo moves through roads and air, while only six per cent via water, Principal Secretary (Transport and Ports) Gautam Chaterjee told.

"Our endeavour is to ensure that of the 720 kms state coastline, there should be a port at every 100 km where big ships can dock," he added.

Chaterjee further said: "The coming port policy of Maharashtra focuses on upgradation of the existing policy to make it comprehensive and fix gaps, if any." Maharashtra Maritime Board and JNPT will soon sign an MoU for developing a port at Wadhwan in Dahanu with 74 per cent equity of JNPT and 26 per cent of Maritime Board, he added. A place for establishing port has also been unidentified at Nandgaon in neighbouring Palghar district. The Government wants to build ports through private partnership.

"We will identify the place and put up the facilities for private players who will develop the port," he said, adding that the new policy would come out in two months.



QUOTE SECTION:

“You only live once, but if you do it right, once is enough.”

- Mae West

“In three words I can sum up everything I've learned about life: it goes on.”

- Robert Frost

“To live is the rarest thing in the world. Most people exist, that is all.”

- Oscar Wilde

“Insanity is doing the same thing, over and over again, but expecting different results.”

- Narcotics Anonymous, Narcotics Anonymous

My formula for living is quite simple. I get up in the morning and I go to bed at night. In between, I occupy myself as best I can.

- Cary Grant

Life in abundance comes only through great love.

Elbert Hubbard

What if you gave someone a gift, and they neglected to thank you for it - would you be likely to give them another? Life is the same way. In order to attract more of the blessings that life has to offer, you must truly appreciate what you already have.

Ralph Marston

We need to give each other the space to grow, to be ourselves, to exercise our diversity. We need to give each other space so that we may both give and receive such beautiful things as ideas, openness, dignity, joy, healing, and inclusion.

Max de Pree

You're only here for a short visit. Don't hurry, don't worry. And be sure to smell the flowers along the way.

Walter Hagen

Life is what happens while you are busy making other plans.

John Lennon

A life spent making mistakes is not only more honorable, but more useful than a life spent doing nothing.

George Bernard Shaw

In the end, it's not going to matter how many breaths you took, but how many moments took your breath away

- shing xiong

Forgive your enemies, but never forget their names.

- John F. Kennedy

Never tell your problems to anyone...20% don't care and the other 80% are glad you have them.

- Lou Holtz

Be who you are and say what you feel because those who mind don't matter and those who matter don't mind.

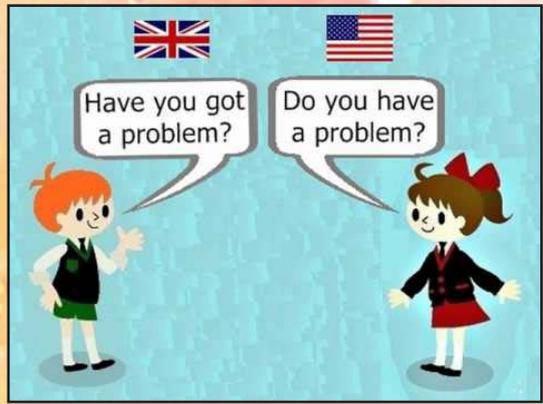
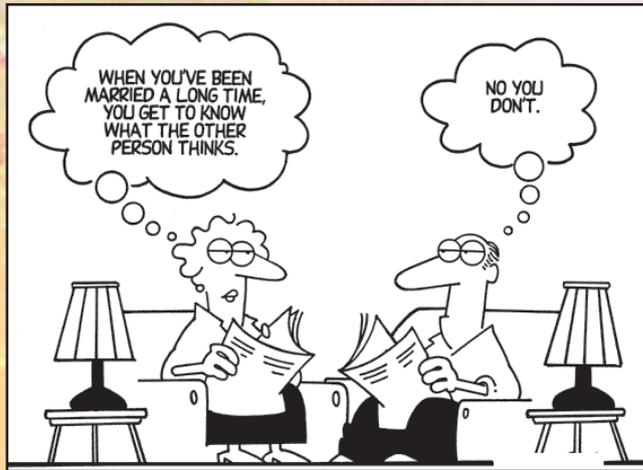
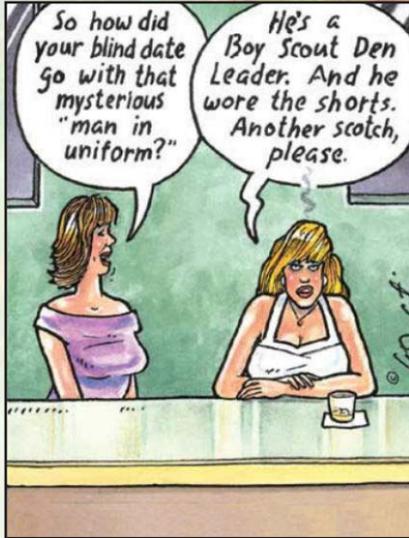
- Dr. Seuss

Work like you don't need the money, love like you've never been hurt and dance like no one is watching.

- Randall G Leighton



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