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- **Mumbai Office:** Room No. 106, Ridhi Arcade KWC Steel Market, Kalamboli Navi Mumbai- 410218 Phone: 022-31921372 M. : 9324042122
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Head Office

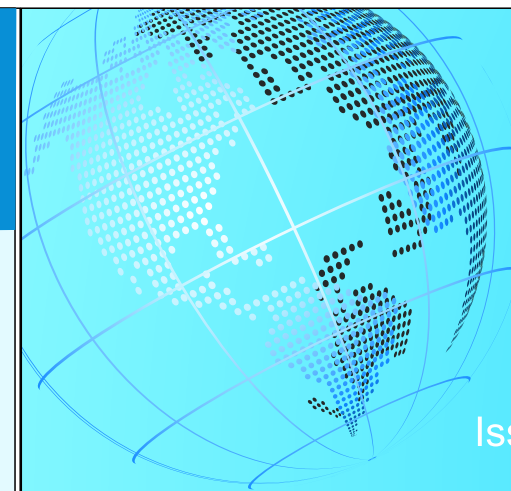
18A, Satyendra Nath Mazumdar Sarani, KOLKATA - 700026
Ph: 8443871095, 8443871319 & 033-24750084

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Review
HGTA
Quarterly Magazine



Issue: 2

Volume:1

www.hgta.co.in



“Be the change that you wish to see in the world.”
- Mahatma Gandhi

President Speaks

I must congratulate our team for their commendable effort in organizing Mega Eye & Health Check up camp & Family Get-together & Sports meet 2014 and its successful result.

It is pertinent to note that our Association is for the betterment of the working condition for ourselves and for all of those associated with us. We make efforts to fulfill our Corporate Social Responsibility and also to inculcate ethical business standards. We need to bear this in mind at all times.

The transport industry is going through very turbulent times. Due to inordinate increase in operating Costs at all times high. New toll gates are added again at various highways. Diesel price is rising at a steady pace which we are unable to pass on to our clients. Corruption levels have also risen many folds at various levels. It is indeed a tough time for all of us to have our workings right before quoting our rates to the clients. We should not buckle down under any kind of pressure tactics that the client may adopt to extract the best rate. If the rate is not workable, we must individually have the courage to say so.

The Carriage by Road Act 2007 and 2011 are under high powered committee considerations and we shall be getting soon some good news in the industries favour. The points under consideration are the issues of De-registration, Limited Liability under section 10, the payment of higher charges to the carrier towards risk coverage under section 11 and re-definition of 'Common Carrier' so that the truck owner who is not booking the goods shall be exempted. Our senior counter parts are constantly pursuing the matter in this regard.

Elections are round the corner and may the best party win and may the country progress to highest levels. Let us all pledge to cast our VOTES.

JAI HIND

Vinod Arya, President
Transwell Express Logistics



Chairman Magazine Committee

This is our 2nd issue of newly shaped HGTA Review Quarterly Journal; I hope our previous journal has earned your appreciation content wise and enthuse you to support us in our efforts.

As you are well aware that publication of a Magazine relating to our Road Transport is a major task and it requires lots of efforts, patience and devotion.

I thank you all for the free eye & health check up medical camp and for the family get-together & sports meet events with your participation and making it a grand success. With your solid support we are planning such events in forth coming Quarter, Like training programme for Senior Management on developing leadership qualities and training for office staff on skill development. We are also planning to conduct Eye & health check up camp soon at Secunderabad and many more to come.

It is good news as AITWA signed a memorandum with the BJP president Mr. Rajnath Singh on 1. Barrier free and seamless movement of goods 2. Scrapping of Tolls 3. Social Security for driver & crew of Commercial vehicles 4. Providing of Primary Health Centres on National Highways 5. Amendments to Carriage by Road Act, 2007, 6. Tax exemption for all driver seva kendra/transport hubs/driver training centre etc. 7. Publishing of Monthly freight index by Central Government. 8. Tax reliefs and exemptions for transport industry since it is not recognized till date as an industry.

At the end I request all the members please cast your vote for good political party that can support every individual and helps in the development of our country.

A.K. Agarwal, Hon. Secretary
DRS Logistics Pvt Ltd



Managing Committee

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Vice President

Rajesh Agarwal

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REQUEST FOR ARTICLES ON:

1. State Re-organisation Impact on Road Transport Industry and possible remedy.
2. Issues related to Transport Department
3. Issues related to Police Department
4. Issues related to Commercial Tax Department
5. Issues related to Autonagar.

Pl send by e-mail to : info@hgta.co.in. to reach at the earliest possible.

Events / Meeting Highlights

HGTA FREE EYE CHECK UP AND HEALTH CAMP CONDUCTED ON 18.01.2014 AT AUTO NAGAR INSTITUTE

As part of Social Responsibility HGTA successfully conducted Free Eye Check up Camp & Health check up Camp on 18.01.2014 @ Autonagar Institute. Camp was inaugurated by Shri Vinod Arya, President and by Total 372 Registrations taken place from 10am to 12 noon. 115 persons were prescribed Spectacles and same were given at free of cost on 25.01.2014. 15 Cataract cases were detected and advised them to visit Balanagar Eye Hospital for operation provided by Lions Club of Secunderabad at free of cost. Total 145 HIV tests were done and all diagnosed negative.

HGTA Managing Committee has appreciated Mr.S.N. Gupta, Co-ordinator, Eye Checkup & Health Check up Camp for doing complete justice to the responsibility bestowed upon him.




Events / Meeting Highlights

HGTA FAMILY GET TOGETHER & SPORTS MEET ORGANISED ON 26.01.2014 AT DRS INTERNATIONAL SCHOOL, MEDCHAL.

Team HGTA has organized Family Get-together & Sports Meet on 26.01.2014, from 11 AM to 5 PM @ DRS International School, Near Dhulapally, Medchal. Our HGTA units family members including their children has shown enthusiasm and participated in the sports & cultural events conducted, prizes were given to the winner teams as well as to the individuals by Shri Vinod Arya President and Shri L.D. Goyal. Immediate Past President, Shri P. Ramesh Kumar, Past President. Also all the participant families were given remembering memento. Event was gone well with food offered, the sports & cultural activities conducted and it was a huge success. HGTA Managing Committee has appreciated Mr.Sandip N. Gupta, Co-ordinator, for doing complete justice to the responsibility confers upon him.



Update On other Associations



ALL INDIA MOTOR TRANSPORT CONGRESS
THE APEX ORGANISATION OF MOTOR TRANSPORT OPERATORS AFFILIATING STATE/REGIONAL ASSOCIATIONS
Official Journal "motor transport"

By/CA/302/2013-14
January 20, 2014

Sh. Oscar Fernandes Ji
Hon'ble Union Minister for Road Transport & Highways,
Government of India
Transport Bhawan,
1, Samad Marg, New Delhi - 110001

Respected Sir,

We would like to apprise you of the great resentment sweeping among the road transport fraternity of India due to the circular issued to other Central Ministries and to Chief Secretaries of State governments by the Ministry of Road Transport & Highways requesting to issue instructions to all authorities, including public sector units to transport goods through registered common carriers only and to make it a condition in all Government contracts.


This is contrary to the basic premise on which the Empowered Committee was constituted. It is not that the AIMTC has put up the objections on behalf of the road transport fraternity for the first time. They have been raising them since the draft bill stage, way back in 2005 and the files in the ministry must all our objections till date. There have numerous meetings and in all the meetings the crux has been the same. Though the impractical provisions in the law are well documented and acknowledged, yet we fail to understand why the Ministry is bent upon imposing those provisions that on one hand do not serve any fruitful purpose and on the other hand verge on the stifling the trade. We submit that the laws are made for facilitating the working of a sector rather than subjugating it. Here we find plethora of laws, regulations, regressive policies, all one sided, aiming to generate revenue only

We would like to apprise you about the latest fourth meeting of the Empowered Committee which was held at Jaipur on 24-08-2013 under the Chairmanship of Sh. Unirao Sadolia, Add. Chief Secretary (Tpt.), Government of Rajasthan. The meeting was held in a very conducive environment and discussions were held elaborately to come to a common consensus on the contentious issues. It was submitted that the major issues must be resolved for the smooth implementation of the Act.

The Chairman has been of the view that the genuine operational difficulties of the truckers and transporters due to the impractical provisions under the ACT as well as the Rules must be looked into and resolved for smooth functioning of this all important sector. He had accordingly recommended to the Ministry of Road Transport & Highways in this regard. It was by and large agreed that the process to the amendment will be started soon by the Ministry, while in the short run the key bottlenecks will be removed by way of suitable amendments in the rules vide Central Notification. The matter is now pending with the Government.

In spite of all the assurances our members are still receiving several complaints for cases of harassment and freeing of money by RTOs in the state of Uttar Pradesh, Maharashtra and few other states. Even if the truck is moving in a State other than Home State, a fine of Rs 5000 is

1/16-A, ASAF ALI ROAD, NEW DELHI-110 002
Web : www.aimtc.org, E-mail : aimtc@rediffmail.com
Tele : 011-2323 2617, Tele Fax : 011-2323 0864



ALL INDIA MOTOR TRANSPORT CONGRESS
THE APEX ORGANISATION OF MOTOR TRANSPORT OPERATORS AFFILIATING STATE/REGIONAL ASSOCIATIONS
Official Journal "motor transport"

being charged by RTOs. Whereas the registration is to be done only in the Home State and even if penalty is to be levied it has to be done in the Home State only.

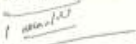
Its ill effects and misuse of the provisions under the ACT are already visible on the ground and that is the primary concern of the road transport fraternity. The RTOs now have yet another tool and many alibis to harass, manipulate and extort money from the vulnerable truckers and transporters.

The positive and constructive environment so nurtured is getting vitiated by such non-empowering circulars and advisories. We submit that the transporters and others must not be penalized or harassed by the field officers and notices be withdrawn. We request your goodness to kindly direct the officers & RTOs to take a lenient view on the same till the matter is resolved.

The process of amendments has to be affected from the Ministry's end but its inertia to this effect is incomprehensible. We only submit that the issues must be resolved to the satisfaction of road transport fraternity of India and the contentious issues that have been lingering on for last 7 years must be streamlined be it in ACT or the Rules.

All India Motor Transport Congress is the Voice of 12 crore strong Road Transport fraternity of India and it cannot be a silent spectator to the problems of its members. We herewith represent their concerns with your august office in the hope that the above issue may be resolved up in a very pragmatic and prudent fashion.

Thanking you
Yours faithfully


Bal Malik Singh
President - AIMTC
#9820022547
Copy to :-
Sh. Vijay Chibber, IAS
Secretary to Govt. of India
Ministry of Road Transport & Highways
1 Samad Marg, Transport Bhawan
New Delhi - 110001

1/16-A, ASAF ALI ROAD, NEW DELHI-110 002
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Official Journal "motor transport"

Established 1936

SUB: CHANGE IN THE OFFICE BEARERS AND MANAGING COMMITTEE:
AIMTC ELECTIONS WERE HELD ON 04.03.2014 & THE FOLLOWING PERSONS HAVE BEEN ELECTED FOR THE KEY POSITIONS OF THE ORGANISATION FOR THE TERM: 2013-15.

1.	SHRI BHIM WADHWA	PRESIDENT-ELECT	Mobile : 9811033288
2.	SHRI AMRITLAL MADAN	VICE PRESIDENT-WEST ZONE	Mobile : 9370050313, 9322656812
3.	SHRI S.P. VIJ	VICE PRESIDENT-SOUTHZONE	Mobile : 9986012914, 7952230242
4.	SHRI PULAK GOSWAMI	VICE PRESIDENT-EAST ZONE	Mobile : 9864028093

From KGTA



ಕರ್ನಾಟಕ ಸರಕು ಸಾಗಾಣಿಕೆದಾರರ ಸಂಘ (ರಿ.)
KARNATAKA GOODS TRANSPORTERS' ASSOCIATION (R)
12/A, B.G.S. Raja Mansion, 2nd Floor, 5th Cross, 2nd Main, Kalasipalyam New Extn., Bangalore-560002
22221383, 22210493 Fax : 41149521 E-mail : kgta61@gmail.com Visit our website : www.kgta.in
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SUB: CHANGE IN THE OFFICE BEARERS AND MANAGING COMMITTEE:
THE FOLLOWING PERSONS HAVE BEEN ELECTED UNANIMOUSLY IN DECEMBER 2013 FOR THE KEY POSITIONS OF THE ASSOCIATION FOR THE TERM: 2013-15.

1.	SHRI S.P. VIJ ,	PRESIDENT
2.	SHRI PRAKASH PANDEY	HON. SECRETARY
3.	SHRI SACHIN KUMAR PANDIA	TREASURER

7 main problems faced by Road transport in India

- Road transport of the country is facing a number of problems. Some of these problems are discussed below:
- Most of the Indian roads are unsurfaced (42.65%) and are not suitable for use of vehicular traffic. The poor maintenance of the roads aggravates the problem especially in the rainy season.
According to one estimate there is about per year loss of Rs. 200 crores on the wear and tear of the vehicles due to poor quality of roads. Even the National Highways suffer from the deficiencies of inadequate capacity, weak pavement, poor riding quality, distressed bridges, unabridged level crossings, congested cities (lack of by-pass roads), lack of wayside amenities and safety measures.
 - One major problem on the Indian roads is the mixing of traffic. Same road is used by high speed cars, trucks, two wheelers, tractors, animal driven carts, cyclists and even by animals. Even highways are not free from this malady. This increases traffic time, congestion and pollution and road accidents.
 - There are multiple check-posts, toll tax and octroon duties collection points on the roads which bring down the speed of the traffic, waste time and cause irritation to transporters. Rate of road taxes vary from state to state and inter-state permits are difficult to obtain.
 - Way side amenities like repair shops, first aid centers, telephones, clean toilets, restaurants, rest places are lacking along the Indian roads. There is very little attention on road safety and traffic laws are willfully violated.
 - There is very little participation of private sector in road development in India because of long gestation period and low-returns. The legislative framework for private investment in roads is also not satisfactory. The road engineering and construction are yet to gear themselves up to meet the challenges of the future.
 - There has been no stability in policy relating to highway development in the country. It has changed with the change of government. There are a number of agencies which look after the construction and maintenance of different types of roads. Since there is no co-ordination between these agencies their decisions are often conflicting and contradictory.
 - There is shortage of funds for the construction and maintenance of roads. Instead of giving high priority to this task the percentage allocation has decreased over the years While percentage share of plan allocation was 6.9 per cent in the First Five Year plan it has come down to less than three percent in the Eighth Plan.

पत्र संख्या-स0द0-25क-ट्राजिट पास/ 2013-14/

2145 / 1314104 / वाणिज्य कर,

कार्यालय कमिशनर , वाणिज्य कर
(सचलदल अनुभाग)
उत्तर प्रदेश

लखनऊ :: दिनांक :: दिसम्बर : 20, 2013

समस्त जौनल एडीशनल कमिशनर /
एडीशनल कमिशनर ग्रेड-2(वि0अनु0शा00)/
समस्त ज्वाइंट कमिशनर (वि0अनु0शा00)/(कार्यपालक)
वाणिज्य कर, उत्तर प्रदेश।

मुख्यालय के आदेश संख्या-स0द0-25क-ट्राजिट पास/ 2013-14/ 1341/ 1314041 वाणिज्य कर, दिनांक 03-09-2013 एवं आदेश संख्या-ट्राजिट पास -2013-14/ 1556 / 1314054 / वाणिज्य कर दिनांक 01-10-2013 द्वारा पूर्व में पारगमन प्रक्रिया को संशोधित करते हुये नई प्रक्रिया कार्यरूप में लायी गयी है। वर्तमान में प्रभावी इस प्रक्रिया के अन्तर्गत प्रान्त बाहर से प्रान्त अन्दर होकर प्रान्त बाहर जाने योग्य माल के लिए वाहन / माल के प्रान्त में प्रवेश करने से पूर्व टी0डी0एफ0-1 में प्रथम बार वाहन का रजिस्ट्रेशन कराने संबंधी प्रविष्टियों के साथ-साथ माल से सम्बन्धित विवरण, रुट, प्रदेश में प्रवेश तथा निकासी के स्थान की प्रविष्टियाँ किया जाना अपेक्षित है। माल से सम्बन्धित वजन की भी प्रविष्टि अंकित किया जाना है। टी0डी0एफ0-1 के प्रारूप को आन लाइन अपलोड किया जाना है। अपलोड कर प्राप्त किये गये टी0डी0एफ0-1 प्रारूप के साथ-साथ माल से सम्बन्धित अन्य प्रपत्रों का भी माल के परिवहन के समय उपलब्ध रहना आवश्यक है।

उपर्युक्त से स्पष्ट है कि वाहन के साथ वजन कराने विषयक प्रपत्र / पर्ची भी अन्य प्रपत्रों के साथ उपलब्ध रहनी चाहिये जिससे यह स्पष्ट हो सके कि वास्तव में माल प्रान्त बाहर से लाकर प्रान्त बाहर जाना है। अतः माल के प्रान्त में परिवहन के समय माल से सम्बन्धित अन्य प्रपत्रों यथा बिल / बिल्टी आदि के साथ-साथ वाहन / माल के वजन कराने विषयक प्रपत्र / पर्ची का रहना अनिवार्य है। जॉच पर वाहन के प्रान्त में प्रवेश करने से पूर्व टी0डी0एफ0 -1 में वजन की प्रविष्टि अंकित किये जाने के लिए कराये गये वजन के संबंध में प्राप्त अन्य प्रपत्रों के साथ वाहन / माल के वजन से संबंधित प्रपत्र / पर्ची न पाये जाने पर यह माने जाने का पर्याप्त आधार होगा कि माल का परिवहन करापवंचन के उद्देश्य से किया जा रहा है। ऐसे प्रकरणों में विधि अनुरूप कार्यवाही सुनिश्चित की जाय।

मृ. 20.12.2013
(मृत्युंजय कुमार नारायण)
कमिशनर, वाणिज्य कर,
उत्तर प्रदेश।

प्र0प0स0एवं दिनांक उक्त।

प्रतिलिपि-निम्नलिखित को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित -

(1) माननीय अध्यक्ष,उ0प्र0 राज्य वाणिज्य कर सलाहकार समिति, उ0प्र0 शासन, लखनऊ।

(2)प्रमुख सचिव, वाणिज्य कर एवं मनोरंजन कर विभाग,उत्तर प्रदेश शासन सचिवालय,लखनऊ।

(3) निदेशक, राजस्व व विशिष्ट अभिसूचना ,उत्तर प्रदेश शासन,सचिवालय,लखनऊ।

(4) संयुक्त सचिव, कर एवं निबन्धन अनुभाग-2, उत्तर प्रदेश शासन,सचिवालय,लखनऊ (दो प्रतियों में)

(5) अध्यक्ष/निबन्धक, उत्तर प्रदेश वाणिज्य कर, लखनऊ एवं समस्त सदस्य वाणिज्य कर अधिकरण, वाणिज्य कर,उ0प्र0।

ONLINE TRANSIT PASS / TRIP SHEET STARTED IN UTTRAKHAND.

The Government of Uttarakhand had issued guidelines for creating online trip sheet for transit pass.

The online registration of trip sheet is compulsory for vehicles registered outside the state of Uttarakhand. There is no need for any user id or password and only the vehicle details are to be feeded for vehicle registration.

Then before entering the state of Uttarakhand Bills / Challans and other details related to goods have to be given.

Instructions For Generating TripSheet and Transit Pass

1.Vehicle Registration :

- i) To register your vehicle click on the link "Vehicle Registration".
- ii) Enter the code received on your given mobile number in the space provided. The code is case sensitive.

2.Tripsheet

- i) To generate Trip Sheet click on the link "Generate online Tripsheet".
- ii) To modify the Trip Sheet click on the link "Modify Tripsheet"
- iii) To generate Trip Sheet offline click on the link."Download offline tripsheet"
- a) Generate XML file from downloaded excel file.
- b) To upload XML file click on the link "Upload offline Trip Sheet" and browse the XML file and generate Trip Sheet.
- iv) For Print Trip Sheet click on the link, "Print Tripsheet".

3.Transit Pass

- I) To generate Transit Pass, click on the link "Generate online Transit Pass
- ii) To modify the Transit Pass click on the link "Modify Transit Pass"
- iii) To generate offline Transit Pass click on the link "Download offline Transit Pass"
- a) Generate XML file from downloaded excel file.
- b) To upload XML file click on link "Upload offline Transit Pass" and browse the XML file and generate Transit Pass.
- iv) For Print of Transit Pass click on the link , "Print Transit Pass"

4.Transit Pass Utilization

- i) To utilize Transit Pass, Click on the link "Utilize Transit Pass"

Articles on Road Safety

Safety Makes a Safer World

There are many traffic safety rules that are to be adhered to when one drives a vehicle. Amongst these, I would like to add that every driver must be responsible enough to drive with utmost care and avoid causing injury to either other human beings or animals.

Recently the number of accidents has reached an alarming rate and it is a rare sight to see at least a couple of vehicles that do not have bumps or dents on them in traffic jams. This is due to the fact that people are in such a tearing hurry and mainly because a Driving License is so easy to obtain that you don't even need to pass a Driving Test!!

There seems to be no time for patience and for some reason, only they know: the hours in their days seem to have shortened; which is why there is such a mad rush that, unfortunately, causes the maximum accidents.

For those that drive there is a responsibility to themselves and others, please be more responsible, you are dealing with others' lives, be it human or animals; and for them, I would like to elaborate some of the main traffic safety rules which are:

1. The Driver must have his Driving License, Certificate of Registration with him/her.
2. The Driver must adhere to all the Traffic Signs he/she sees on the road and must educate himself about these. These are available at the RTO offices as well as the Driving Schools.
3. He/She must wear his Seat Belt along with his co-passengers.
4. He/She must stop at all Red Lights, slow down at the Turns and the Roundabouts to ensure safety.
5. In case of an accident: it is his duty to stop, handover his and the vehicle owner's name and address, administer any possible medical aid to the injured party and report the accident to the nearest Police Station within 24 hours.
6. Pillions must be safely seated with helmets on the two-wheelers.
7. Drunken drivers and those that are mentally and physically unfit will be fined and the drunken drivers even given imprisonment up to six months.
8. There should be no obstruction to the Driver's control of the vehicle by people sitting or standing next to him.
9. The parked vehicle must be parked so as not to be an obstruction or inconvenience to the public.
10. No person should be seated on the top or on the bonnet of a vehicle.
11. While stopping the vehicle, brakes must be applied or adequate measures should be taken so that the vehicle cannot be put in motion.

Lastly, the appeal to one and all is to adhere to these rules as they will help us all in making our world a safer place to live in.

Indian Roads - Zero In On Safety

Right to life and safety is the fundamental right of any citizen. This is guaranteed under the constitution of every country in the world including India. However, more people die every year from road accidents all over the world than the number killed during the whole of the Second World War. Studies by World Bank have estimated that about 5, 00,000 people lose their life each year as a result of road accidents and over 15 million suffer injuries. About 70 percent of these occur in developing countries, particularly in African and Asian countries.

Newspapers in every metro city in India give a daily report of people killed and injured in traffic accidents. As a response to this heightened awareness, NGOs have come up in many cities to deal with this increasing urban epidemic of death and destruction. Police departments also hold road safety weeks, painting competitions, zero tolerance drives and demand greater powers to fine and punish. This has gone on for the last two decades. However, the killing and the maiming continue unabated.

A look at some of the statistics on road safety presents a very grim picture worldwide and especially in developing countries like India. Road fatalities now leads the list of accidental deaths in India much more than any other such as by drowning, fire, rail or air mishaps. The magnitude of road accidents in India is increasing at an alarming rate. About 60,000 people are killed every year in India and top the world in the number of road fatalities. National level of fatalities per kilometer is 0.025.

Road fatalities are due to a number of reasons, primary among them are bad condition of roads and traffic violations, poor implementation of various laws governing road traffic and safety issues, and last but not the least, the faulty engineering of road mechanics, may it be road design or traffic lighting etc. Furthermore, lack of awareness of road safety issues amongst the

masses and apathy of the policy makers and implementers add to the increasing problem of road safety.

So, how do we start? First of all, we should select practical measures that are known to work in all situations and apply them locally. Second, we need to set up systems for collection and analysis of road accident data on a scientific basis suited for our socio-economic conditions. Then, these data can be used to fine tune policies and set up long term safety programs. It is high time our policy makers and vehicle manufacturers give more importance to science in road safety rather than PR for road safety.

Driving Conditions in India

India is the world's largest democratic republic. With the advancement of Transport Systems, countries are identified on the basis of their "Roads". India has difficult road and traffic conditions. In this part of the world, "Roads" are not meant to commute from here to there, but the road themselves run from here to there.

First Aid in Road Accidents

Many deaths and impact of injuries can be prevented with First Aid if casualties are treated immediately.

First aid is the initial care given to an injured person. Mostly, this timely care prior to the arrival of the medical help means the difference between life and death. It must start immediately when the injury or illness occurs and continue until medical help arrives or the casualty recovers.

The basic aims of first aid are:

1. To save life.
2. To protect the casualty from getting more harm.
3. To reduce pain and Priorities of Casualty Treatment.



Highlights: Diesel Prices in the last 4 years



Recent media reports suggest that overall consumption of diesel has gone down considerably during 2012-13, based on the official data. This reduction is worrisome and indicates the serious slowdown being witnessed in Road Transport Industry. Diesel is the main cost component of road transport industry which is passing through a crisis of fund crunch and abysmally low profit margins. Many small players have started closing business due to losses. There is a demand slump on one hand and steeply rising cost of operations in this industry; thereby causing grave concern among the transporters are looking for greener postures in some other areas of business. This is not only due to rising cost but other complex issues like tolls, hold ups, stringent rules under carriage by Road Act, 2007 etc. According to recent announcements, the wait for monthly price hikes of diesel will continue for a much longer period than previously thought. It is now almost certain that this 50 paise per litre (without taxes) hike will continue for the next 21 months or till August 2015. Thus a 50 paise monthly hike translates into 57 paise a litre in Delhi (after taxes) and even more in some other locations of the country. Thus the effective hike varies from state to state depending on different sales tax component. Even after 11 hikes in diesel price that translates into an effective hike of Rs. 6.62 a litre since January 17, 2013- when the government decided to raise diesel prices in small doses of 50 paise a month- the losses of oil companies on diesel sales have again climbed to Rs. 10.50 a litre. This means that consumers across the country will have to bear the price hike till the time losses are completely wiped out. "Under recovery or revenue loss on diesel has risen to Rs. 10.48 per litre from Rs. 9.99 a litre in the first fortnight of December," the petroleum ministry said in a statement. This was mainly due to a marginal increase in diesel rates in global markets and the rupee value falling from Rs. 61.78 to Rs. 62.13 against the US dollar. The losses on diesel had fallen to Rs. 3.5 a litre in May 2013 but following the rupee's fall against the dollar coupled with high global oil prices, these losses increased to Rs. 14.5 a litre in September 2013. The government, which controls pump prices of diesel, had in January given partial freedom to state retailers to raise consumer prices of the fuel in small doses every month until pump prices are aligned with global rates. State-owned oil firms IOC, HPCL and BPCL- calculate the desired retail selling price of diesel on the 1st and 16th of every month.

	Delhi	Kolkata	Mumbai	Chennai
December 01, 2013	53.67	58.08	60.70	57.23
November 01, 2013	53.1	57.49	60.08	56.61
October 01, 2013	52.54	56.9	59.46	56.01
September 01, 2013	51.97	56.33	58.86	55.37
August 01, 2013	51.4	55.74	58.23	54.76
July 02, 2013	50.84	55.16	57.61	54.15
July 01, 2013	50.26	54.57	56.99	53.54
June 01, 2013	50.25	54.56	57.79	53.53
May 23, 2013	49.69	53.97	57.17	52.92
May 11, 2013	49.69	53.97	56.04	52.92
April 16, 2013	48.67	52.91	54.92	51.82
April 01, 2013	48.63	53.86	54.87	51.78
March 22, 2013	48.67	52.57	54.83	51.78
February 16, 2013	48.16	52.04	54.26	51.23
January 17, 2013	47.65	51.51	53.71	50.68
January 01, 2013	47.15	50.98	53.14	50.13
October 27, 2012	47.15	50.78	52.63	50.16
September 14, 2012	46.95	50.61	52.45	49.98
August 01, 2012	41.32	44.76	46.25	43.91
July 25, 2012	41.29	44.66	46.17	43.83
June 18, 2012	41.29	43.74	45.28	43.95
November 01, 2011	40.91	43.74	45.28	43.95
July 08, 2011	40.91	43.74	45.28	43.95
July 01, 2011	40.91	43.74	45.99	43.95
June 25, 2011	41.12	43.57	45.84	43.8
November 02, 2010	37.75	40.06	42.06	40.16
September 08, 2010	37.75	40.02	42.06	40.16
June 26, 2010	40.1	39.94	41.98	40.07
April 01, 2010	38.1	37.99	39.88	38.05
February 27, 2010	35.47	37.73	39.6	37.78
July 02, 2009	32.87	35.03	36.7	34.98
January 29, 2009	30.86	33.21	34.45	32.82

Highlights: India 2014 General Elections

Vote Responsibly

The time has come when we 'THE PEOPLE OF INDIA' should realize that WITHOUT our contribution and efforts, the mess around us can't be cleared. There are so many issues prevailing at the minute which are damaging our country. WHO SHOULD BE BLAMED? GOVERNMENT or 'THE PEOPLE' who chose them. Think about it.

India is a democratic nation and we choose a government to manage our country. We need to choose better managers, we need to choose better people, and we need to choose better POLITICIANS. And to do that we need to 'RESPONSIBLY VOTE'.

Let us exercise our most powerful right ('RIGHT TO VOTE') to select the people who are visionaries, truthful and trustworthy, people who can bring positive change to our nation and not damage it. Let us join hands together and create awareness in common man and tell them how important he is in selecting a government and motivate them to VOTE. Let's vote for a change, let's vote to SAVE OUR GREAT NATION.
JAI Hind JAI Bharat.

How to Vote For the Right Candidate in an Election

Voting for the right candidate can be tricky. They all want your vote so they all make the best promises they can think of. Which one should you pick? How should you choose?

1. Make a list of things that are important to you: Values, things you think candidate should achieve etc.
2. Motivate these choices: Why are these things on your list? How important are they to you? Mark the most important ones but keep the others as well.
3. Look for a candidate you relate to: Listen to speeches, visit their websites, and find out about their opinions and, even more important: What motivates them. Opinions can easily be adapted to what the voter wants to hear, motivations are a little more reliable
4. Find out if the candidate(s) you've chosen is really the right one. Check their history, find out if they are telling the truth and if they can (and will) actually do what they are promising you.
5. Make a final pick: Take your first list of important things, the election programme of your chosen candidate and any other important information you stumbled upon. Compare them and decide if this candidate (or which one of the candidates meets your demands the most if you hadn't chosen one yet) is really the one you want to be represented by.
6. Vote: If you've done this right, then hopefully you won't make the wrong choice. By following the steps and being true to yourself you can be sure you've done your best to choose the candidate that's most suitable to represent you. So vote!

How to Choose the Right Political Party

Choosing a right political party can be very important. If we use some common sense and have a deeper thought, we can find the right kind of political party.

Steps

1. Gain all the information talk you can about the candidate's by researching for it.
2. Find philosophy of the party, which is really important. The policy should promote democracy; vote for your kind of party.
3. Choose a party that would be positive with a background of providing positive results.
The party should hold itself accountable to the people.
There should be a viable economic policy.
The party should help provide jobs with good compensation to the people.
The party should work for the environment.

