

RECORD OF DISCUSSION
3rd Meeting of 'Council for Trade Development & Promotion' held on 08.01.2018
at Vigyan Bhawan, New Delhi

The 3rd meeting of 'Council for Trade Development and Promotion' was held on 8th January, 2018 at Vigyan Bhawan, New Delhi. Shri Suresh Prabhu, Hon'ble Commerce & Industry Minister chaired the meeting and was attended by the Chief Minister of Goa, Deputy Chief Minister of Gujarat, Ministers from 11 states and representatives of the State Governments, line ministries and industry bodies. List of participants is annexed at Annexure.

The Commerce Secretary (CS) in her opening remarks highlighted the initiatives taken in the recent past including designation of an Export Commissioner in each State; preparation of export strategy by each State; provision to each State of real time access to DGCI&S export data; visits and interactions with State Government officials and open house sessions with the exporters in the State. CS informed that in the run up to this meeting, a meeting of all Export Commissioners was convened on 22nd December, 2017, with the objective to look at the state export policies with the need to build up these export policies particularly in the areas of services exports, logistics, export infrastructure etc. In the said meeting, the focus was laid on value addition in agricultural products which provide not just local employment but also increase farmer incomes through better realisation on the produce. In the said meeting, emphasis was also laid on organic cultivation and the measures for its promotion and there was a discussion on the need to stipulate adequate technical regulations/ standards in order to ensure the desired regulatory oversight. Infrastructure like testing facility are needed and there should be adequate traceability for the agriculture products.

CS requested all the states that in furtherance to the discussions held on 22nd December, 2017 and the deliberations in this meeting of the Council, they must work on specific action plans and time lines and incorporate the same in their export policies. She also mentioned that to facilitate the process a broad template to fine tune the export strategy has been developed and will be shared with the States today. She urged the State Secretaries to bring this to the attention of their State Governments, so that necessary policy actions could be carved out of their export strategies.

The Minister of State for Commerce & Industry (MoS), while addressing the gathering, exhorted the Members of the Council to address impediments in trade including the logistic and infrastructure gaps which affect India's exports. He urged the States to take advantage of the schemes launched by various Ministries/ Departments, to increase production from the State and strengthen sectors like manufacturing, food processing, cold chains, etc. He mentioned that the role of the States is critical in promoting exports, as the agricultural and industrial activity is primarily based in the State. He stressed on the need to seek new markets like Latin American Countries, African Countries, Australia, etc. He also urged all the Members to avail the financial assistance being provided under various schemes of the Centre like the Trade Infrastructure for Export Scheme (TIES) by the Department of Commerce, to fill the infrastructure gaps impeding exports from their State.

Union Commerce & Industry Minister (CIM) welcoming the Members of the Council stated that the continuous support of the States is required to create the momentum for realising the potential of India becoming a 5 trillion dollar economy in the near future. There is a need to promote economic growth with global trade in mind which can be achieved by promoting competitive manufacturing, services, organic farming, value addition, etc. He

further emphasised on the need to build the right eco system that can promote exports. The linkages between exports, manufacturing, promoting investment, ease of doing business, skilling, bringing in transparency and earning the confidence of the customers are all interlinked and should be central to our overall strategy. He requested all the States to provide feedback on the incentives that can be considered for utilising the full installed capacities of the existing manufacturing units in the States for exports.

CIM emphasized the need to identify and address the logistic and infrastructure gaps which affect India's exports. Infrastructural investments for development of industrial corridors are to be promoted for which States can utilise the services of Invest India. The existing SEZs are to be fully utilised as they provide opportunity to create avenues of employment with minimum effort. He emphasized that districts should be the units of growth and planning and that efforts are to be made for developing district and state level focus products for exports. The States may consider the promotion of Geographical Indicator (GI) based products which have great export potential from the State by creating awareness, orientation and training in collaboration with e-commerce platforms. He mentioned that the States need to participate in the various events by the Centre for promoting exports of manufacturing and services so that there is synergy between the Centre and States. CIM informed that a virtual market place is being developed to provide Start-up's and small units access to market.

On the issue of formulating State level export strategy, he acknowledged that a beginning has been made in some States and that the other States were also in the process, but all the States need to fine-tune their export strategy in keeping with the times. With recent emphasis on the areas like promotion of standards, certification and traceback; export logistics; services export; value addition in the exports of goods; organic cultivation and certification, he suggested that the State may consider inclusion of the above emerging areas in the export strategy. In this regard due consultation with the industry may also be done to assess the market competitiveness of a sector/ product as without due stakeholder consultation we may not be able to create the desired enabling environment for the industry. The consultation process would help the government in refining its policy initiatives in the strategic sectors, as it is finally the industry which manufactures and exports.

CIM released a study "**LEADS-Logistics Ease Across Different States**" which was an attempt for the first time, to develop a sub-national logistics performance index and is modelled on the World Bank's logistics performance index. The study represents the view of the exporters on the competitive environment for the logistics in the State who may derive from it the policy direction actions and corrective action that can be taken. He mentioned that the States have been given scores indicating ease of logistics.

CIM also released the "**State Exports Booklet**" which is a compendium, of the status of exports from the States over the last 10 years, the products being exported already, the States' potential area, champion export sectors of the State, details of countries where they export, issues collated based on the interactions with State Governments and the exporters during the visits of the Commerce Secretary. The book highlights the strengths, the infrastructure and the policy framework required. The booklet also has broad template for export strategies and action plan which will help develop a matrix on the roles to be taken up by the States and Centre.

The Joint Secretary and Member Secretary of the Council gave a presentation on the trade scenario which highlighted trends in both merchandise and services trade over the last 5 years and export trends for both select commodities & services for the period since the last meeting of the Council, i.e. January to November 2017, comparing it to the corresponding period in the preceding year. He pointed that the Government of Odisha has increased its

exports significantly as has Gujarat. He highlighted some common suggestions received from the various State Governments, in advance, regarding seeking support for promotion of state-specific agriculture products, facilitation of adequate infrastructure in States including setting up of testing labs and augmentation of land border infrastructure to promote export through land border to the neighbouring countries, etc. He informed that these will be taken up with the concerned Departments/ Ministries for resolution/ consideration. He urged all the States to submit suitable infrastructure augmentation proposals for consideration under the TIES.

Thereafter, representatives of the State Governments were invited to share their views and articulate their perspective on the trade policy with specific interventions required to increase exports. The points/ suggestions made by States is as under:-

GOA

Shri Manohar Parikkar, Chief Minister, a Member of the Council mentioned that all States need to prioritise exports by drafting an export policy and also should look at the primary, manufacturing and deemed exports to achieve their full potential. Goa is rich in low grade iron ore mineral which is exported due to lack of requisite technology. He suggested that flexibility in certain types of exports needs to be worked out as:-

1. Tourism should be recognised as deemed export and 20% of GST levied for five star hotel should be reduced. As an example he cited that taxes on such hotels in Sri Lanka and Thailand ranges from 5-7%. Also a mechanism may be developed, wherein GST may be refunded at airports with a certain ceiling on purchase, similar to that of Singapore, Thailand, etc.

[Action: M/o Finance, M/o Tourism]

2. He also pointed out that India does not have enough raw cashew production, it is imported from African countries like Ghana and then exported. The import duty on raw cashew has resulted in huge drop in exports and impacted employment in this sector. Withdrawal of 5% import duty on raw cashew may be considered.

[Action: M/o Finance]

3. Electronic items cannot be exported without the battery. However, Aviation rules do not permit movement of battery fitted in electronic items. This needs to be examined to consider promotion of exports from the State.

[Action: M/o Civil Aviation, MeitY]

GUJARAT

Shri Nitin Bhai Patel, Dy. Chief Minister, representing the State of Gujarat mentioned that frequent changes in the export regulations causes difficulties to exporters as this renders existing contracts infructuous. He echoed the sentiment for providing agri product exporters subsidy on the lines of MSP provided to farmers. He suggested the following:-

1. Completion of Delhi-Mumbai Dedicated Freight Corridor passing through several States to ease transportation of goods through rail link.

[Action: M/o Railways]

2. Custom clearance may be done round the clock at ports especially for agricultural produce, which gets rotten in a very short time leading to excessive loss to farmers/ exporters.

[Action: CBEC]

3. Setting up of testing lab facility for marine products at Veraval, Somnath where export of marine products like seafood, etc. is done extensively.
[Action: EP(MP)-DoC]
4. Bangladesh imports cotton/ fabric from China and export garments to India at zero duty which hampers the export of garments from India especially Gujarat. While if cotton or fabric is imported into India from China, 20% import duty is levied. Therefore, China indirectly sells their cotton fabric to Bangladesh at zero duty and Bangladesh sends garments to India at zero duty. Government of India is requested to do the needful to help cotton farmers/ exporters of Gujarat.
[Action: CBEC, EP(Textile)-DoC]
5. Government of India may provide Minimum Support Price (MSP) to farmers/ exporters for their agriculture produce in the event of dumping of their agriculture produce due to high production of agriculture production in international market and even in domestic market.
[Action: M/o Agriculture]
6. 2% duty exemption should be allowed to Polyester fibre and Drawn Textured Yarn (DTY) as there is very much competition from China.
[Action: M/o Finance]
7. It is seen that changes in import and export policy guidelines are issued by Government of India on urgent basis. Sometimes, overnight few products are banned for export. In such circumstances, exporters who have already taken the consignment order are unable to export thereby losing international credibility as well as financial loss. Government of India is requested to give concession to at least those exporters who have confirmed their order of export before the order of change in policy of Government for any particular product.
[Action: M/o Finance, DGFT]

ANDHRA PRADESH

Shri Amar Nath Reddy, Minister (I&C) sought the support from the centre for resolving issues relating to the pharmaceutical sector, which is a major export from the State. To facilitate increase in the exports from the State, he suggested:-

1. Monitoring mechanism to check the presence of antibiotics in sea food exports so as to comply with EU norms. Training support for sea food farmers on using permissible limit of antibiotics.
[Action: EP(MP)-DoC]
2. Incentives under MEIS for value added steel products based on value addition created as in China, Vietnam and Indonesia.
[Action: DGFT]
3. Awareness session by Govt. of India on GST Refund Mechanism, Tax filing and impact of GST on different Schemes.
[Action: M/o Finance]
4. Assistance at major ports to establish quick response Customer Service Cell to provide round the clock support for exporters through a Single Window Clearance

System. Awareness session on continuation of Duty Drawback Scheme on Customs/ Central Excise Duty for Exporters & Importers.

[Action: CBEC]

5. To consider Government of Andhra Pradesh as a partner/ member State when Government of India signs FTAs with Foreign Countries.

[Action: TPD-DoC]

6. Establishment of export related Central Government Organizations (to set up their centres/ offices in the State).

[Action: EP(MP), Plantation-DoC]

7. Workshops by Government of India at District level to promote export awareness about SWIFT and ICEGATE technologies platforms.

[Action: CBEC]

8. Establishment of a DGFT office at Nellore or Kadapa or Tirupati to make obtaining EPCG easy for Trade.

[Action: DGFT]

9. Announcement of Vijayawada or Vizag airport as notified airport for Gems & Jewellery export to improve export oriented processes.

[Action: M/o Civil Aviation]

10. Establishment of Government of India sponsored Common Facility Centre for diamond cutting and polishing units to increase export capacity of the State.

[Action: EP(G&J)-DoC]

11. To appoint an ADC in Visakhapatnam (Port and Airport) for enabling Drug and Pharmaceuticals exports.

[Action: M/o Health & Family Welfare]

12. Financial assistance to establish exclusive clusters or parks for manufacturing intermediates and chemicals.

[Action: DIPP]

13. Setting up of testing labs and quality testing labs for testing export related parameters.

[Action: EI Section-DoC]

14. Resolution of the long pending issue "Non-acceptance of Export Documents by Banks pertaining to export made to some countries like Sudan".

[Action: FT(Africa)-DoC]

15. To increase the budget under TIES Scheme for laying roads for first mile and last mile connectivity projects, connectivity from farms, warehouses to Highways/ Ports. Technical and Financial support required to develop Truck Terminal and CFS at Major Ports.

[Action: M/o Shipping, States Cell-DoC]

16. Financial support for establishment of berthing facility for Cargo Vessels and direct Mother Vessels in Vizag Port.

[Action: M/o Shipping]

17. Assistance to establish direct airline connectivity from Vijayawada and Visakhapatnam to Middle East, Africa and Singapore for poultry and fresh fish exports.

[Action: M/o Civil Aviation]

18. Financial support to establish Air Cargo Complex at Visakhapatnam and Vijayawada to promote air freight along with cargo airlines services.

[Action: AAI]

BIHAR

Shri Prem Kumar, Minister (Agriculture) representing the State of Bihar requested that the centre should support creation of export infrastructure like ICD, promotion of agricultural exports and its value addition. He suggested:-

1. In the last meeting, Bihar had requested to constitute an Inter-Ministerial Committee to estimate the product requirements of Nepal and promote exports to Nepal. The State Government was provided with a list of products being imported by Nepal from other countries, but co-operation is sought to identify details of importers in Nepal. Therefore, it is again requested that an Inter-Ministerial Committee may be constituted for the purpose of guidance in the matter.

[Action: FT(SA)-DoC]

2. The State's contribution to country's exports is very low. To increase exports from Bihar, the State government had requested to help in developing export strategy for the State.

[Action: States Cell-DoC]

3. Bihar is a land-locked State. To improve export competitiveness of the State, Government of India is requested to facilitate availability of ports, by providing assistance as under:-

(a) An ICD may be set up in Bihar in which refrigerated container depot may be included for transportation of vegetables.

[Action: CONCOR, CWC]

(b) A dedicated office/ capacity may be made available to nearby ports (West Bengal/ Orissa) for the land locked States. A green field port facility may be provided in Odisha for which State Government of Bihar may invest in development of infrastructure.

[Action: M/o Shipping]

4. Government of India may work on mechanism of transport subsidy for land locked States for exports of goods and services.

[Action: DIPP]

5. Government of India may consider grant for establishment of air cargo facilities for agriculture production in Patna, Gaya, Muzaffarpur, Darbhanga and Bhagalpur.

[Action: AAI]

6. During their visit to State, FIEO representatives have been requested to open an office in Patna. For the same, space has been allotted free of cost. FIEO is requested to expedite establishment of its office.

[Action: FIEO]

7. Government of India should provide facilitation of post-harvest management at different places, within the State, in order to make agriculture products exportable with grading, sorting, cooling, packaging and quick transport & processing facility.
[Action: EP(Agri)-DoC]
8. The Schemes of Government of India like Textile Park and Mega Food Park need 25 acre and 50 acre land, respectively. We request Government of India to minimize land requirement for such schemes for the State.
[Action: M/o Textile, M/o FPI]
9. The Amritsar-Kolkata dedicated freight corridor is passing through the State of Bihar. The financial model is 50:50 for the financial maintenance of the industrial parks associated with the freight corridor. In addition to it, the State has to bear the cost of land acquisition also. Government of India is requested to bear the land acquisition cost also in the ratio of 50:50 with the State Government.
[Action: DIPP]
10. River Ganga passes through the middle of this State. The National Waterways project from Banaras to Kolkata is being implemented in the State. We request Government of India for speedy implementation of the project, so that the transport of agricultural produce may be done through this waterway.
[Action: IWAI-M/o Shipping]
11. Gaya has an airport from where there are few domestic flights. We request Government of India to enhance the domestic connectivity from this airport.
[Action: M/o Civil Aviation]
12. Bihar Government has marked large terrain for setting up industrial zone. Therefore, it is requested that funding may be provided to establish various Industrial Parks in the State.
[Action: DIPP]

ASSAM

Shri Chander Mohan Patowary, Minister (Industries & Commerce), expressed his gratitude to CIM for having organized the interaction with the State Governments on the participation of the States for promotion of exports and giving them the opportunity to express their views in this matter – especially with regard to the North Eastern Region. He mentioned the possibility of the North-Eastern States being positioned as the gateway to the ASEAN market, especially for IT/ITeS due to their proximity to these countries. He raised the following issues:-

1. There are several restrictions on land border trade especially with Bangladesh, which shares a 1400 kilometres land border with Assam and Meghalaya. The trading at any Border Trade Centre is restricted to only a specific number of commodities. If we rather have negative list of items which cannot be traded, and the rest of the items are allowed to be traded freely; then the land-based trade with Bangladesh may see a quantum jump.
[Action: FT(SA)-DoC]
2. The SAFTA Treaty has quite adversely affected goods trade with Bangladesh, as the tariff structure imposed on the commodities is very high for export to Bangladesh.

Either through bilateral mechanism or through the SAFTA review mechanism, the system needs to be rectified so that exports from this region can pick up.

[Action: FT(SA)-DoC]

3. Trade that the North Eastern Region harbours is mainly with Myanmar in South East Asia and Bangladesh in South Asia. And out of the 42 notified Land Customs Stations (LCS), only 26 are presently functional. Even in the functional stations, the facilities seem to be abysmally poor. Rest of the trade is through informal Border Haats or markets where even the basic minimum civic amenities are absent. The Border Trade Centres/ ICPs can be properly developed with provisions of basic minimum civic amenities therein, as well as facilities for seamless transportation, warehousing, telecommunications including data availability, ATM and Currency Exchange. The larger border trade centres like Sutarkandi and Moreh can be upgraded to integrated border townships and river ports. The border trade centres have no strong institutional mechanism, and are run on an ad-hoc basis. Since State Governments are not in a position to support the operational and maintenance expenses, D/o Commerce may devise a suitable mechanism for administering the centres through the Land Port Authority of India or alternatively the D/o Commerce may also run these centres effectively by supporting the State Governments with OPEX.

[Action: FT(SA)-DoC, LPAI-MHA]

4. Trade of North East India with the neighbouring countries of the ASEAN and BBIN blocs is to be gradually opened up through the river, air and land routes for which a huge need for the development of logistics exists. For example, the transportation of goods through the Brahmaputra river and other inland waterways would need river ports and warehouses, etc. around these ports. Besides, the goods carriage on the road route would require logistics hubs and warehouses all alongside the highways concerned. Moreover, since Guwahati is being developed as an aviation hub, it would again need massive cargo amenities for movement of cargo. D/o Commerce may institute a detailed study on infrastructural logistical requirement through its Logistics Division.

[Action:Logistics-DoC]

5. Trade in services with ASEAN and BBIN countries can be promoted, by an easier and faster mode of transport. In this regard, the UDAN Scheme launched for regional air connectivity within India through subsidized air travel – may be extended to cover at least 7 State Capitals of ASEAN and BBIN. M/o Civil Aviation has been requested to extend the UDAN scheme to the region with Guwahati as the epicentre. Commerce Ministry to consider supporting this venture for 2 years, for which the Assam Government is ready to chip in with Rs.100 crore as initial corpus.

[Action: M/o Civil Aviation, Logistics-DoC]

6. Assam has a huge potential to become an ITES and IT hub, as almost 20% of the IT-based human resources of the entire country comes from the region. But the region is crippled because of poor bandwidth and speed. It is pertinent in this context that the International Gateway has been accessed by BSNL from its Cox Bazar terminal, and they have provided initial connectivity up to Agartala. However, due to high rentals of Cable Landing Stations (CLS) [i.e. as high as 8 times more rental than a Chennai or Mumbai – the other two international gateway terminals in the region], BSNL has not brought higher bandwidth to Assam and other North Eastern States. If the rentals of BSNL for initial 2 years may be reviewed or subsidised, then the region would be able to get the requisite high speed connectivity and bandwidth from CLS to become an IT hub – thereby bringing in large amount of exports from the region.

[Action: D/o Telecommunication, MeitY]

7. Without enhancing the productive capacity of the region, opening up of trade would only lead to rendering it as a source of raw materials and flooding it with foreign goods. Therefore, we have requested for the creation of the Sixth Industrial Corridor of the country stretching parallel to the Trilateral Highway up to the Moreh Border of Myanmar; and covering the States of Assam, Meghalaya, Nagaland and Manipur. That would be a real game changer.

[Action: DIPP]

JAMMU & KASHMIR

Shri Chander Prakash, Minister (Industries), requested the following:-

1. Setting up of industries related to railways and defence in the State.
[Action: M/o Railways, M/o Defence]
2. Support of Government of India is required for promotion of handloom and handicrafts industry in the State.
[Action: M/o Textiles]
3. J&K should be treated at par with North Eastern States. NE package for industries should be allowed in J&K also.
[Action: DIPP]
4. A proper study and survey is required to know the needs and requirement of people at different time similar to what China has done and flooded their products in India during the festival time. This will support our MSME industry to grow manifold.
[Action: MSME]
5. Bank lending rates and rate of interest should be at par with the international standards.
[Action: D/o Financial Services, RBI]

MADHYA PRADESH

Shri Rajendra Shukla, Minister (Industries) mentioned that the additional incentives are being provided by the State Government to exporters. He mentioned that the State has identified logistics development as one of the growth sectors. He suggested:-

1. Expenses of certification of organic products for their export may be incentivised by Government of India.
[Action: EP(Agri)-DoC]
2. Logistics Park should also be given Industry status and assistance of Rs.40 crore as given for plastic park and pharmaceuticals parks may be given for logistics park also.
[Action: Logistics-DoC, DIPP]
3. Export awareness workshops for exporters may be conducted in the State and more training centres need to be opened.
[Action: DGFT, FIEO]
4. Exemption of export duty of 30% on low grade iron ore is required to increase export of iron ore from the State.
[Action: CBEC]

5. ICD has been established in western and northern part of Madhya Pradesh. ICD may also be set up in eastern and northern part of Madhya Pradesh.

[Action: Infra-I - DoC]

6. Amritsar-Kolkata National Industry Corridor is passing through Varanasi. It is requested that Varanasi-Sonbhadra-Singrauli-Rewa-Maihar-Katni-Jabalpur where all major industry giants are located should be included as a part of the National Industry corridor.

[Action: DIPP]

ODISHA

Shri Prafulla Samal, Minister (MSME, W&CD and SSE&PD) emphasised that all States are to be provided equal support in the promotion of exports. He requested the creation of export infrastructure like cargo complex and stationing of the concerned authorities. He suggested:-

1. **Multi-Modal Logistic Park (MMLP) at Jharsuguda:** All the infrastructure facilities for Notification of Section-8 are ready. CONCOR is waiting for notification of Section-8 by Customs Commissionerate. Target date of commercial operations for exporters – March, 2018 subject to clearance from Customs in stage by stage.

ICD at Balasore: Pre-production testing for implementation of Electronic Data Interchange (EDI) is reportedly under progress. After completion of EDI, public notice will be issued by the Commissioner, Customs. The target date of commercial operations for exporters – January, 2018 subject to clearance from Customs Commissionerate.

Port-Side Container Terminal (PSCT) at Paradeep: Ready for commercial operations as informed by CONCOR.

Customs authorities and MD, CONCOR may be impressed upon to operationalise the MMLP, Jharsuguda, ICD, Balasore and PSCT, Paradeep early.

[Action: CBEC, CONCOR]

2. **Testing Laboratory at Bhubaneswar:** According to the Assistant Director, Export Inspection Agency (EIA), Bhubaneswar, the Testing Laboratory at Bhubaneswar will be operational by March, 2018. As already the revised deadline of completion by December 2017 is over, EIA may be asked to expedite commercial operation of the Testing Laboratory.

[Action: EI Section-DoC]

3. International Air Cargo Complex at Bhubaneswar Airport has already been inaugurated by Chief Secretary, Odisha and has become operational w.e.f. 27.01.2017. Presently, the cargo facility is being operated manually. As ascertained from Superintendent, Customs, Bhubaneswar, EDI facility is yet to be established at Airport. Customs authorities may be advised to establish EDI at Bhubaneswar air cargo early.

[Action: CBEC]

4. Allotment letter has been given by BDA, Bhubaneswar to MPEDA, DGFT & FIEO to shift their office in the proposed Raptani Bhawan at BDA Commercial Complex,

Nayapalli, Bhubaneswar. MPEDA, DGFT & FIEO may be asked to shift their offices to Raptani Bhawan early.

[Action: EP(MP)-DoC/DGFT/FIEO]

5. Funding may be provided for setting up various industrial parks in the State. DIPP has intimated that continuation of Indian Leather Development Programme (ILDPA) for 2017-2020 is being proposed by this Department. The preliminary proposal for setting up of leather park in Warangal, Telangana is under appraisal by National Productivity Council (NPC). Proposed Leather Park may be set up in Odisha.

[Action: DIPP]

CHHATTISGARH

Shri Amar Aggarwal, Minister (I&C), Chhattisgarh mentioned that efforts are being made in the State to promote export of forest products which should be supported by the centre. He made the following points:-

1. Opening of Office of Shellac and Forest Produce Export Promotion Council (SHEFEXIL):

Chhattisgarh is one of the largest producer and exporter of shellac and forest produce like niger seeds, cassiata seeds, safflower seeds, flax seeds, Ayush and herbal products and other oilseeds. About Rs50 Cr worth exports were made in this category (2016-17). Chhattisgarh's 44% area is under forest cover and livelihood of lakhs of forest dwellers and tribal of the State is dependent on collection of these forest produce. An increase in the exports of these items will favourably impact their livelihood.

SHEFEXIL is the export promotion council for these products which has headquarters at Kolkata. Opening of SHEFEXIL regional office in Chhattisgarh will help in promotion of exports of these commodities and their export certification requirements etc. Hence a regional office of SHEFEXIL may be opened in Chhattisgarh.

[Action: EP(CAP)-DoC]

2. Certificate of Origin (CoO):

The exporters of this region have been raising the issue of not getting CoO. There is no office for issuing CoO, which is required for exports to certain countries to obtain preferential tariff rates. The exporters are currently getting CoO from Nagpur.

Since there is no other agency to issue CoO in Chhattisgarh, and the DGFT office has a mandate to issue CoO, hence the DGFT office Raipur may be advised to coordinate for issue of CoO to the exporters of this region.

[Action: DGFT, EI Section-DoC]

3. Inland Transport Subsidy:

Chhattisgarh, like many other land locked States, does not have direct access to sea ports and as such has a disadvantage in terms of high land transportation cost of export cargo to connecting sea ports, as compared to States having sea ports. To compensate for this high cost, inland transport subsidy scheme/ package may be initiated for such States which would allow a level playing field with States having sea ports, thereby enhancing export competitiveness of such States.

This would help the State to realize export potential of agriculture, horticulture, and MFP products in the State and generate new employment opportunities in this backward State.

[Action: DIPP]

4. Shortage of Customs Staff at Raipur:

There is an acute shortage of customs officials in Raipur ICD on account of which the inspection and clearance of EXIM cargo is delayed. CBEC may deploy sufficient number of officials so that faster inspection and clearance of cargo is carried out.

[Action: CBEC]

5. LCL facility at Raipur ICD:

Currently in Raipur ICD, Less than Container Load (LCL) facility is not available, so the export consignment of small exporters are stuck up causing delay in shipment of cargo. Load consolidation may be done so that cargoes from small exporters are consolidated to form a Container Load and dispatched to port of shipment.

CONCOR may be advised to initiate LCL facility in Raipur ICD.

[Action: CONCOR]

6. Shipping Lines at Raipur ICD:

Currently shipping lines at Raipur ICD is available for Europe and USA. There are no shipping lines for South Asian Countries viz, China, Vietnam, Korea Taiwan, Japan and Singapore. The exporters have to take services of shipping lines agents from Vizag or Mumbai for these countries which causes delay in delivery of the export consignments. As such more number of shipping lines are needed to cater to exports to these destination countries.

[Action: CONCOR]

7. Inclusion of Minor Forest Produce (MFP) for incentives under MEIS scheme:

Certain Minor Forest Produce like Harra, Bawachi, Beheda, Amla were earlier eligible for 5% duty credit script under Vishesh Krishi Evam Gramodyog Yojna (VKGUY) which has been withdrawn under MEIS. This has affected MFP trade in the State. 30% of the State's population is tribal and mainly depend on forests for their livelihood as they are the primarily collectors of Minor Forest Produce (MFP). Tribal people who are into collection of these produce have been severely impacted due to this, as the exports of these produce have decreased.

Hence, it is requested to restore 5% duty credit script under MEIS, to these MFP products.

[Action: DGFT, MoEF]

JHARKHAND

Shri C.P.Singh, Minister (Urban Dev. & Housing Deptt.), Jharkhand requested the increased presence of the export promotion councils in the State to guide exporters. He also mentioned the initiatives being taken up by the State in promoting exports by setting up a free trade zones and a power SEZ. He suggested that:-

1. To open up the offices of Export Promotion Council, Commodity Boards and Authorities to promote and support export activities in Jharkhand.

- i) To set up Apparel Export Promotion Council, Office of Indian Silk Export Promotion Council in Jharkhand to promote the production and export of State textile products.
- ii) To set up offices of CHEMEXIL & Plastic Export Promotion Council to support and promote plastic related industry and to increase their production and export.
- iii) To set up offices of Carpet Export Promotion Council, Export Promotion Council for Handicrafts, Handloom Export Promotion Council, Shellac & Forest Products Export Promotion Council in Jharkhand to increase production and export of handloom and small forest produce products in the country.
- iv) To set up offices of Spice Board, Indian Oilseeds & Produce Export Promotion Council, APEDA, Cashew Export Promotion Council of India in Jharkhand to promote and export agriculture and agricultural based products like Pulses, oilseeds, spices, vegetables, etc.
- v) To set up offices of EEPC India and CAPEXIL in Jharkhand to encourage exports in the area of automobile and engineering. In addition, opening offices of Export Promotion Council for EOUs and SEZ units and FIEO in the State may also be considered for overall promotion of exports.

[Action: All EPCs/ Commodity Boards-DoC]

- 2. To operationalize Inland Dry Port at Jamshedpur set up by M/s CONCOR, in order to save time and money.

[Action: CONCOR, CBEC]

- 3. A proposal to establish Footwear Design and Development Institute in Ranchi, has been requested. Necessary approval and sanction may be sent at the earliest.

[Action: EP(LSG)-DoC]

KARNATAKA

Shri R.V.Deshpande, Minister (Large & Medium Scale Industry) mentioned that there is a delay in refunds under the GST. There is also a need to unify the refund of commercial tax and duty drawback. He emphasised that States should look at promoting skills related to export industries. He further informed that with the presence of both - agencies working on ground and global level at this platform, this can be effective mechanism to resolve issues and steer the nation's trade objectives. He suggested:-

1. Issues related to GST:

(i) Delay in refund of IGST has resulted in blocking of capital, especially for the MSMEs. Exporters argue that a large number of countries like Australia, Canada, Malaysia, Europe provide exemptions from VAT/ GST on inputs required for export production. A quick mechanism to enable refund or exemption needs to be taken up.

(ii) Separate applications need to be made for Refund of Custom Duty under Duty Drawback Scheme and Refund of GST from Commercial Taxes. Both can be brought under Duty Drawback Scheme.

[Action: CBEC]

2. Issues related to Ease of Doing Business:

Karnataka has implemented all the 372 Action Points given by DIPP.

(i) With more than 15 States complying with the action points, ranking of States may create a wrong perception. Grading of States is better than ranking of States.

(ii) Approach to actions points may have to be broader. For example - in professional tax registration even though the State wants to do immediate registration, the Government of India mandates that it needs to be brought under Time Bound Delivery of Services Act.

(iii) Methodology of Survey and Questionnaire for feedback need to be shared with States.

(iv) In addition to online mechanism, attraction of new investments (FDI & Domestic), availability of manpower in the State, labour situation, etc., need to be considered.

[Action: DIPP]

3. Issues related to SEZs:

(i) Withdrawal of Minimum Alternate Tax and Dividend Distribution Tax has drastically affected investment flow in SEZs.

(ii) Under SEZ Rules, Contractor and Subcontractors are eligible for Exemptions and Concessions for supply for goods and services to the SEZ Developers for their authorized operations.

Under GST Regime, only SEZ Units and Developers are eligible for Zero Rated Supply and Contractors are expected to pay GST and claim Refund. In this process, the Developers/ Units face practical difficulties to get their work done through Contractors and Subcontractors.

[Action: SEZ-DoC]

4. Issues related to TIES Scheme:

(i) Higher Allocation: Under ASIDE Scheme, Karnataka implemented projects of almost Rs.1000 cr. Overall outlay under the TIES programme is Rs.500 cr. As infrastructure improvement for exports is critical, the overall allocation under the programme should be enhanced.

(ii) Further there is a limit of around Rs.20 cr for each project. The same also needs a review. We are planning a major multi modal logistic park in Bengaluru. For projects like these, higher assistance would be required.

(iii) SLEPC chaired by Chief Secretary was empowered to approve the projects under ASIDE. However under TIES scheme there is a single central committee. We request for empowering the State SLEPC in the regard.

[Action: States Cell-DoC]

5. Gems & Jewellery:

Exporters have requested for withdrawal of ban on exports of gold jewellery and medallions of 22 carat and above.

[Action: DGFT, EP(G&J)-DoC]

6. Gherkin:

(a) Reduction in Import Duty on Gherkins especially from Russia, Canada & Switzerland.

[Action: CBEC]

(b) Modification in the New Guidelines of Contract Farming by Government of India enabling smooth distribution of fertilizers and seeds.

[Action: M/o Agriculture Cooperation & Farmers Welfare]

UTTARAKHAND

Shri Madan Kaushik, Minister (Urban Development) mentioned the need for strengthening of air cargo and trade infrastructure in the hill States and the NER. He sought the support of the centre for capacity building in the identification potential export commodities. He suggested that:-

1. Consultancy support for preparing export strategy and proposals under TIES:

Uttarakhand with its specific conditions and potential need to develop a suitable export strategy. Presently, the State has no export policy, however the State is exporting to the tune of about Rs.7000 crores annually. There are many special and unique products which have export potential but due to various constraints including logistics and desired support the export potential has not been realized. Government of Uttarakhand has already requested DoC to provide consultancy support for preparing State's export strategy.

Similarly, various proposals under TIES also need to be developed to address the bottlenecks and promoting exports.

[Action: States Cell-DoC]

2. Air Cargo Facility from Dehradun Airport:

The State is landlocked. The Jolly Grant Airport (Dehradun) has been developed by the State Government. This airport needs to be declared International Airport so that Air Cargo facilities can start from here. This facility will be very useful particularly to high value items being exported from the State.

[Action: M/o Civil Aviation]

3. Indo-China Border Trade through Gunji (Pithoragarh):

Currently 20 items for export and 36 items for import are approved for this trade. There has been consistent demand by local traders to increase the number of items. It has already been taken up with DoC. Currently, the permissible value of single consignment is Rs.25,000/- only which should be increased to Rs.4 lakhs. Besides Gunji custom coasts may also be notified at Nabadhang.

The period of trade is from 1st June to 30th September, which can be extended to 31st October in the case of favourable weather conditions. This period may be increased to 15th November.

[Action: FT(China)-DoC]

4. Setting up of ICD in Haridwar:

State Industrial and Infrastructure Development Corporation (SIIDCUL) and CONCOR through a joint venture company have developed a Multi-Modal Logistic Park (MMLP) in Pantnagar with ICD. A similar MMLP is planned to be developed in Haridwar. A land parcel of about 35 acres belonging to Bharat Heavy Electricals Ltd. (BHEL) has been found to be suitable for this purpose. SIIDCUL is trying to get this land for this purpose from BHEL. M/o Heavy Industries may be requested for early transfer of this land.

[Action: M/o Heavy Industries, CONCOR]

UTTAR PRADESH

Shri Satish Mahana, Minister (Industrial Development) highlighted the achievements of the Government in creation of infrastructure which would promote exports from the State. He suggested:-

1. Setting up of testing facility to meet the requirement of importing countries at low and competitive prices.

[Action: States Cell-DoC]

2. Simplification of GST process may be undertaken to reduce documentation and easy fund flow of the exporter promote exports.

[Action: CBEC]

ANDAMAN & NICOBAR ISLANDS

Government of Andaman & Nicobar Islands has provided the following issues for consideration:-

1. Direct Air link between International market specially the south eastern countries and Veer Savarkar International Airport:

There is an average of 38 aircraft movement a day to Port Blair in the domestic sector. Presently Air India and Jet Airways are following hub and spoke model. There are about 4 lakh annual tourist inflows in A & N Islands. The number is increasing exponentially every year. Foreign Nationals form a considerable percentage of tourists. Direct International connectivity based on tourist movement will have a positive impact on the tourist flow.

The pace of renovation & strengthening of the airport terminal building needs to be intensified. There is an urgent need that international flights should land at Port Blair round the clock. The flights which go to the nearby countries like Singapore, Phuket, Bangkok, Indonesia, Myanmar, Colombia etc. could land at Port Blair with tourist.

[Action: M/o Civil Aviation]

2. Declaration of A&N Islands as transshipment port:

A&N Islands falls under the international trade sea route. Declaring one of the islands as a transshipment port will act in favour of trade policy. An Expression of Interest for

establishing transshipment port and free trade warehousing zone in South Bay Great Nicobar Island and Mac Phearson Strait near Port Blair has been formulated and submitted to MoS vide letter no.23-3/2015-TR dated 11.12.2017.

[Action: M/o Shipping]

3. Development of Exclusive Air Cargo complex:

Airport Authority of India has created a full-fledged cargo facility, common user domestic terminal of 23116 MT (Million Tonnes) annual capacity (including cold storage facility for perishable cargo), at Port Blair which has been catering to the needs of the trade/ user agencies. The infrastructure needs to be further strengthened, based on the growing demand.

[Action: M/o Civil Aviation]

4. Extend special package for all categories of enterprises in Andaman & Nicobar Islands at par with North Eastern States:

It is a long standing demand of these islands to extend the special package of North Eastern States to A&N Islands and may include:

(a) 90% Transport Subsidy may be extended to all entrepreneurs, already existing for 5 years may be extended for 10 years, as the local market demand is small and the unit cannot compete with the rest of India if the freight is not reimbursed.

[Action: DIPP]

(b) The construction cost in these islands is very much on the higher side as almost all construction material has to come from mainland. The 25% capital subsidy scheme on Plant & Machinery may be extended to Building (Civil) structure and also enhanced to 50% up to a maximum of Rs.2 crore.

[Action: DIPP]

(c) At least three years interest free loan may be extended to all SME/ MSME. In addition, all schemes which are being implemented for all categories of enterprises of North Eastern States may be made applicable to all categories of enterprises in A&N Islands.

[Action: DIPP, MSME]

5. Strengthening the shipping sector and enhancing cargo handling facilities to International Standards.

[Action: M/o Shipping]

6. Promotion of Fish Capture and Culture Industries:

A systematic and sustained approach needs to be devised and pursued for national and international trade. Andaman Sea is highly suitable for fish Capture and Culture. Fish under high demand especially Tuna fish needs to be Captured/Cultured for export market. The D/o Fisheries has initiated an integrated approach for Tuna fishing export in association with CIFT, Kochi.

[Action: EP(MP)-DoC]

7. Increasing productivity of spices like black pepper, cloves and cinnamon:

The climatic conditions are suitable for growing these spices. Spices Board may develop integrated projects in tandem with the Agriculture Department, A&N Administration for proper implementation.

[Action: Plantation-DoC]

8. Assorted package of Incentives to catalyze Industrial growth and trade transit in the islands:

(a) Exemption of GST on local handicrafts and service sector:

Because of its unique geographical location and lack of any industrial production, these islands are heavily dependent on supplies from mainland. Transportation by sea and air already leads to an increase in base price. Further levy of GST on local handicrafts and service sector has affected all tourism related activities. It may be noted that prior to implementation of GST, the islands were free from levy of any taxes.

[Action: CBEC]

(b) Income tax holiday for 5 years:

A&N Islands is categorised as industrially backward area. There are about 4000 MSME enterprises of which majority are wood based & service based enterprises. Due to geographical and market limitation, the operations of the enterprises are seasonal and limited. In the order to provide incentive for progress of industrialization, an income tax holiday for 5 years may be extended to the islands.

[Action: CBDT]

(c) RAP & Visa on Arrival:

Many International travellers come to these Islands for Diving course which could take even 60 to 90 days. Presently foreign nationals receive Restricted Area Permission (RAP) valid for 30 days upon arrival. This issue needs to be looked into further.

[Action: MHA(Visa Division)]

(d) Implementation of Regional Connectivity Scheme of Government of India:

Considering the Geographical location of these islands, the yardstick of operations between airports may be reduced to 50 km distance between airports for fixed wing aircraft and ten minutes flying time for helicopter/ sea plane (the present standards fixed are minimum 150 km and 30 minutes). This will enable private aircraft operators to ply between various remote islands by availing the regional connectivity scheme of the Government of India.

[Action: M/o Civil Aviation]

(e) ATR/Fixed Wing Aircraft:

M/o Home Affairs may consider and provide one ATR/ fixed wing aircraft to A&N Islands which will connect Diglipur, Campbell bay, and Car Nicobar on domestic sector and Phuket on International Sector, with necessary augmentation of infrastructure to cater to the needs of the fixed wing aircraft.

[Action: MHA]

(f) Modern Ferry Terminal at Port Blair, Havlock and Neil island:

All ports in the Islands need to be developed and modernized to provide services at par with international standards to visiting tourists.

[Action: M/o Shipping]

(g) A&N Islands currently do not have an export promotion policy due to meagre production/ lack of surplus generation. However A&N Administration is pursuing with all allied Government Departments to strengthen the infrastructure base within the islands to support promotion of exports.

[Action: State Cell-DoC]

(h) A&N Administration proposed to seek assistance of FIEO and IIFT in the formulation of its export strategy through a field study. As stated in the said letter, D/o Commerce will provide the support needed for the fine tuning of the export strategy through funding of studies if needed. D/o Commerce will endeavour to ensure that these State Government policy initiatives are dovetailed with the relevant Government of India schemes to augment the initiatives of the State Government.

[Action: States Cell-DoC]

ARUNACHAL PRADESH

Government of Arunachal Pradesh has provided the following issues for consideration:-

1. Promotion of Organic Farming:

(i) In context of the future vision with a target to convert 100,000 Hectares of area under Agriculture & Allied Departments by 2022, the D/o Agriculture, Government of Arunachal Pradesh have worked out a detailed action plan in close coordination with NCOF (National Center for Organic Farming), Ghaziabad, UP for 5000 Clusters and 1250 Organic Villages. The same was submitted to Government of India, M/o Agriculture Cooperation & Farmers Welfare, New Delhi under CSS NMSA (National Mission on Sustainable Agriculture) and is awaiting approval. Therefore, the Central Government may kindly expedite the approval.

[Action: M/o Agriculture Cooperation & Farmers Welfare]

(ii) M/o Agriculture Cooperation & Farmers Welfare may also be requested to provide substantial funding for State Organic Missions to carry organic farming activities, branding, promotion and develop post-harvest infrastructures in the State.

[Action: M/o Agriculture Cooperation & Farmers Welfare]

(iii) The State Government is in the ambit of improving drying, grading and packaging facilities for cardamom, tea and other agro-horti products. Therefore, Central Government may allocate funds for this ambitious proposal that is to be taken-up by the State Government.

[Action: EP(Agri)-DoC]

2. Formulation of an appropriate State Export Strategy:

(i) The State has not yet developed an Export Strategy due to the constraints of major infrastructural deficit in terms of surface, air, telecommunication, power, banking facility and poor technology intervention. The lack of industries especially food processing industries based on agro-horti produces, high transaction/ transportation cost

due to lack of good surface/ rail/ air connectivity are also bottlenecks for the State; but a massive infrastructure development is underway in the State under PM's Special Package such as the Trans Arunachal Highway, District Connectivity and National Highway. Based on the development, the Department is initiating formulation of an Export Strategy for the State including the trade and infrastructure policy, incentive policy as per requirement of various sectors. Government of India may appoint a Consultant firm/ agency to undertake the study for framing of the Export Strategy of the State along with sanction of the required fund for the same.

[Action: FIEO, States Cell-DoC]

ii) Government of India may initiate and approve establishment of a Camp Office of DGFT in the State, for dissemination of information on implementation of policies of Government of India for smooth facilitation of trade, and also for pro-active measures like awareness campaign on export and import documentation.

[Action: DGFT]

3. Constraints in Logistics, Gaps in Export Infrastructure including testing and certification and streamlining of regulatory processes.

[Action: Logistics, States Cell-DoC]

4. Establishment of Camp Offices of EPCs like FIEO, SHELLAC for creating awareness and handholding of entrepreneur to do export business, providing export coaching training, thereby enabling and encouraging prospective exporters of the State.

[Action: EPCs, FIEO, SHELLAC-DoC]

5. Other Issues:

(i) Frequent trade delegations may be undertaken from NER involving trade-bodies like ICC, CII, North East Federation on International Trade (NEFIT), etc. to ASEAN nations to help in establishing people to people contact and help in exploring and establishing new markets, to harness the Act East Policy in a more meaningful way.

[Action: FT(ASEAN)-DoC]

(ii) Abrupt fluctuation in prices of different commodities like large cardamom, ginger, tea, raw rubber discourages the farmers. Therefore, a mechanism to control the prices of different commodities may be devised by the Central Government.

[Action: Plantation-DoC]

(iii) Special export package be formulated for land-locked and underdeveloped States of the Himalayan Region.

[Action: DIPP]

(iv) As on 30.11.2017, no Customs official has been posted at LCS Nampong, although the State Government has created basic infrastructure at Nampong (Pangsau Pass).

[Action: CBEC]

(v) An Export Oriented Industrial Park needs to be set up in Arunachal Pradesh, if feasible, which can provide infrastructure support to cane & bamboo based industries with export orientation through private entrepreneurship and also establishment of a Spices Park under the assistance from TIES. The Department will be inviting proposals for the above in the next FY, for which the Department seeks technical support from the Ministry.

[Action: DIPP, Plantation-DoC]

(vi) There is a need to establish Hubs in the State for storage, cold storage, grading, packaging, transportation/ cargo & marketing of large cardamom and other agro-horti products at railway stations, Advanced Landing Grounds (ALGs) at Tezu & Pasighat and at proposed Greenfield Airport at Hollongi and there is a need for extension and marketing facilities at Siliguri, West Bengal, which is a major market for large cardamom.

[Action: M/o Civil Aviation, Plantation-DoC]

(vii) It will be necessary to establish export oriented Industry Cluster based Industrial Corridors along the Trans-Arunachal Highway with the state of the art cold chain, processing and marketing infrastructure. This must be complimented by providing capacity building modules to upgrade skills of the locals to meet the requirement of skilled manpower in these industrial corridors. Government of India may develop schemes and sanction required fund. Government of India may immediately start process for nominating a Consultant firm/ agency to study and prepare a feasibility report on the said proposals.

[Action: DIPP]

(viii) Inter-State Integrated Domestic Trade Centres to be set up in feasible inter-state boundary towns.

[Action: D/o Consumer Affairs]

(ix) Commodities, especially agro-horti produces, transported from NER to mainland India be treated as deemed export for calculation/ determination of export incentive.

[Action: CBEC]

(x) The people of Arunachal Pradesh have basic knowledge of pig rearing and sufficient land is available and there is no cultural dilution. Therefore, the State has large potential for pig rearing. Thus, big boost for piggery is required by promoting large farm to factory approach having large hogs like USA and China for export purposes only, so that India becomes pork exporting nation. This will require incentive policy for providing Viability Gap Funding (VGF) or any other type of capital subsidy.

[Action: D/o Animal Husbandry]

(xi) Arunachal is an appropriate place to promote high end tourism, which has beautiful natural resources. Government of India may consider to set up modern resorts/ hill stations. This will prevent thinning of population in the border areas.

[Action: M/o Tourism]

HIMACHAL PRADESH

Government of Himachal Pradesh has provided the following issues for consideration:-

1. Thrust should be given on promotion of export of apple by improving logistics network from the cold chains to ports so that apples could be transported to ports.

[Action: M/o FPI]

2. Import of apple in the country should be restrained.

[Action: DGFT]

3. Expansion of rail network from Chandigarh to Baddi should be done. This will facilitate transportation of raw material and finished goods at competitive rates.

[Action: M/o Railways]

MEGHALAYA

Government of Meghalaya provided the following issues for consideration:-

1. Access to Export Schemes and information at grass root level:

Training of Officers on export could equip the officials to be an instrument to guide the entrepreneurs. Government of India is requested to earmark funds for such kind of trainings.

Many entrepreneurs are not aware about the export schemes and the procedures for exporting their products. Government of India is requested to conduct State level workshops in Shillong and Tura to equip the entrepreneurs and stakeholders regarding Export Schemes and related matters. Training of Entrepreneurs on Export would give them knowledge about exports of their goods and understanding of its value chain. Government of India is requested to earmark funds for such kind of trainings.

[Action: DGFT, FIEO]

2. Development of e-commerce website:

Technology is an essential tool for the development. A common portal for the entrepreneurs could be developed which could serve as a gateway for the buyers to procure the products as well as interested investors could contact the entrepreneurs. Government of India is requested to develop the website or to make available funds to the State government for developing the website.

[Action: GeM-DoC]

3. Connectivity (Flights connecting Meghalaya and Neighbouring countries):

In order for the entrepreneurs of the State to reach the investors outside the State of Meghalaya, airways and roadways connecting Meghalaya to other countries is essential. Roads in the border areas connecting the LCS are in bad condition. M/o Surface Transport & Highways can ensure that good roads are being constructed in the border areas which will promote and increase exports/ imports through our LCS.

Airways connecting Meghalaya with the neighbouring countries could be considered by Government of India for promoting of exports/ imports.

[Action: M/o Civil Aviation, MoRTH]

4. Organising International Investors Meets:

Organising sellers and buyers meet exclusive to the North-East region may increase the investors in the region and could lead to the increase in export activity. Government of India is requested to earmark funds for such organising such buyer seller meets in Shillong.

[Action: FIEO]

PUNJAB

Representative of Government of Punjab provided the following issues for consideration:-

1. Permanent Perishable Cargo Centres at International Airports, Chandigarh & Amritsar:

There is a need for a world class Perishable Cargo Centre at the International Airports at Chandigarh & Amritsar.

Airports Authority of India (AAI) may be requested to allocate land measuring 2 to 2.5 acres at both airports to the Punjab Agri Exports Corporation (PAGREXCO), the designated State Agency for the purpose.

[Action: AAI]

2. Requirement of Plant & Quarantine office at Chandigarh:

Currently, to clear fresh farm produce cargo, exporters have to approach the Plant & Quarantine Office at Amritsar or Delhi. To boost exports from Chandigarh International Airport, there is a need for setting up a Plant & Quarantine Office at Chandigarh also. Chandigarh is centrally located for South Punjab, Northern Haryana, HP and J&K. Accordingly, it is requested that a Plant & Quarantine office be set up at Chandigarh.

[Action: M/o Agriculture Cooperation & Farmers Welfare]

3. Custom EDI infrastructure at Chandigarh & Amritsar International Airports:

In order to start air cargo shipments from Chandigarh and Amritsar International Airports, Electronic Data Interchange (EDI) infrastructure needs to be installed at both airports. This will facilitate all exports originating from the northern States of Punjab, HP, Haryana and J&K. There is potential for exports of horticultural produce to Russia, CIS countries, UAE, Europe, etc. AAI & Customs Department may be requested to set up EDI facilities at both Chandigarh & Amritsar International Airports.

[Action: AAI, CBEC]

4. Priority Customs Clearances of Perishable Cargo:

Boosting the export of perishable cargo would go a long way in changing the agricultural economics of the State. Export of perishable cargo is highly risky as the cargo can deteriorate very fast if stuck in procedural clearances. Accordingly, Custom Department may be requested to accord priority customs clearances to perishable cargo which is a *sine qua non* for reducing transit time and improving competitiveness.

[Action: CBEC]

5. Strengthening of Railway Cold Chain infrastructure for perishable agricultural produce:

Punjab is an agrarian State with huge production volumes of fruits & vegetables. Progressive farmers of Punjab who are marketing their produce in distant domestic and export markets face high logistics costs as they have to transport their perishable produce in refrigerated vehicles, incurring high inland haulage charge which adds to the cost. There is a need for intervention & facilitation for cost effective rail transportation of perishable goods which would make them more competitive in distant/ exports markets. The farmers who are doing direct/ indirect exports have to send their produce to far

away seaports of India in reefer vehicles at considerable inland freight cost which makes the costing very high rendering the produce uncompetitive.

Accordingly, M/o Railways may be requested to strengthen cold chain rail infrastructure, like availability of reefer wagons, refrigerated storage facilities at railway stations and other allied infrastructure.

[Action: M/o Railways]

6. Facilitation of Air Cargo Liner operations from Chandigarh & Amritsar International Airports:

Punjab being a land-locked State, air cargo transportation is the only solution especially for export of perishable items which require minimum time from farm to market. Direct air cargo flights were in operation up to the year 2011-12 but were subsequently discontinued by airline operators. Air Cargo Liner operators need to be facilitated to restart operations from Chandigarh & Amritsar International Airports, for export of fruits & vegetables (as well as other products) from Punjab, Haryana, HP and J&K region as a whole.

[Action: M/o Civil Aviation]

7. Horticultural Produce Export Facilitation Cell in M/o C&I/ APEDA for export of horticultural produce:

South Asian countries like Sri Lanka, Maldives, Bangladesh, etc. have a huge demand for fresh horticultural produce like Kinnows, Potatoes, Carrots, etc. The M/o C&I and the Trade & Commercial Councillors in our Consulates abroad can play a vital role for gathering and disseminating market intelligence on a continuous basis. Accordingly, it is requested that a Horticultural Produce Export Facilitation Cell be set up in M/o C&I/ APEDA to undertake techno-economic feasibility studies for export of horticultural produce and advise farmer-exporters of the State.

[Action: EP (Agri)/ APEDA-DoC]

8. Subsidy on Inland Freight for export of fresh fruits & vegetables:

Punjab, being land-locked and located far away from sea ports, is at a logistical disadvantage having to incur high inland haulage charges besides high transit time to transport its produce to seaports. This makes it difficult to compete with other exporters on cost. An Inland Haulage subsidy may be provided for a limited period of time (five years) or till the entire supply chain infrastructure from farm to the port of export is sufficiently well developed to generate self-sustaining volumes. The subsidy will boost the confidence of farmers to produce quality products for supply to international markets. Accordingly, Govt is requested to consider framing a scheme for grant of subsidy on Inland Haulage up to the seaports through APEDA/ other Central Government agencies.

[Action: DIPP, APEDA-DoC]

9. Upgradation of LCS Rail Cargo Facility at Amritsar:

LCS Rail Cargo, Amritsar, is the only rail port of India. In 2012, after the commencement of LCS, ICP Attari, the importers shifted all their imports to the road port. However, the exporters could not move to the road port due to Pakistan's restrictive import policy at the road port. On the other hand high transaction cost and high transaction time for export cargo is the bane. The main challenges reported by exporters at LCS Rail Cargo, Amritsar are detailed below:-

- 1) Goods train departures do not have a fixed schedule.
- 2) At the time of the booking of wagons in the goods train for export, no date of placing of wagon is provided to the exporters.
- 3) Exporters bring their shipments to LCS Rail Cargo on assumed dates resulting in huge waiting period.
- 4) The railways do not provide any space for stacking of export cargo, goods are kept waiting on trucks and the cargo remains exposed to the elements of nature. This results in exporters suffering both demurrage on vehicles and damage to cargo.
- 5) Part load consignments are not booked in goods wagons and consolidation of cargo facility is not offered.
- 6) No advance booking is permitted for booking of space in Samjhauta Express parcel wagons.
- 7) Loading is executed through an opaque preference system.
- 8) There is no periphery wall/ fencing or controlled entry and exit points at the Rail Cargo Facility at Amritsar. This leads to pilferage of export cargo and encourages movement of contraband.
- 9) Railways have not earmarked warehouses/ space for stacking of export cargo, as a result export cargo is left to wait in trucks, though warehouses for import cargo are earmarked. These warehouses are lying vacant due to no imports at LCS Rail Cargo Facility on account of establishment of similar facility at LCS, ICP Attari.
- 10) Railways is technically the 'Custodian' of the cargo at LCS Rail Cargo, but this duty is not being discharged as per the obligations of a 'Custodian' as prescribed in the Customs Rules and Manual.
- 11) LCS Rail Cargo is a 'manual' (that is non-EDI) port, as the Railways have not provided suitable office space to the Customs Department for installing EDI equipment. As a result, Customs provided this facility at the Customs HQ which is at distance from the rail facility causing inconvenience.
- 12) Railways personnel do not attend meetings of the structured platforms for trade facilitation at the ports like the Port Co-ordination Committee or the Port Trade Facilitation Committee (PTFC) formed at the Customs Commissionerate level, though they are members, resulting in lack of understanding and appreciation of trade issues.
- 13) Railways still operate the rail cargo facility, Amritsar as a 'railway siding' and apply all rules applicable to railway sidings. They have not been able to formulate an approach on policies and rules suitable to a 'Port' which leads to the problems mentioned above.
- 14) Due to lack of competition there is high transaction time and high transaction cost at the LCS rail cargo facility. Private customs bonded warehouses be allowed in the vicinity of the LCS rail cargo facility to foster an environment of competition and efficiency.

[Action: M/o Railways, CBEC]

10. State Allocation of Steel Quota by M/o Steel, Gol and reinstatement of JPC rebate.

Gol has a scheme of State Allocation of Iron & Steel material for routing the supply of iron & steel from main producers like SAIL (Steel Authority of India Ltd.), & Rashtriya Ispat Nigam Ltd. (RINL) to SSI units and other Government Departments through the State Small Scale Industries Corporations (SSICs). The Gol provides handling charges @Rs.470/- per metric tonne to SSICs as Joint Plant Committee (JPC) rebate on the lifted material.

Iron & Steel procured from SAIL & RINL is then distributed to SSI units throughout the State. Out of Rs.470/- pmt JPC rebate received from the M/o Steel, Punjab Small Industries & Export Corporation (PSIEC) is passing on a major portion of the rebate to the Small Scale Industries and Government Departments, who are lifting the same.

As per existing procedure, PSIEC has already submitted its annual demand of 93,000 MTs for the year 2017-18 to M/o Steel, for its annual allocation. However, even after the lapse of around six months, the State allocation has not been made by the Ministry. On account of this, producers like SAIL & RINL have also stopped the JPC rebate, as no confirmation/ orders have been received from M/o Steel. As such SSI units using steel as raw material in their export products have been adversely affected as far as their cost competitiveness (and thus export pricing) is concerned. It is relevant to mention here that Punjab State has, inter-alia, a high concentration of Hand Tools, Machine Tools and Cycle & Cycle Parts exporters.

Accordingly M/o Steel may be requested to expedite the allocation of State Quota for Steel as also to reinstate the JPC rebate, to maintain the export competitiveness of iron & steel products exporters of the State.

[Action: M/o Steel]

RAJASTHAN

Representative of Government of Rajasthan provided the following issues for consideration:-

A. Proposed Agri-Export Policy of India:

1. 90% of Guar Gum produced is exported to various countries mainly USA, China, Germany, Russia, Italy & South Africa, etc. so it is a hurdle for exporters to first deposit 5% GST and claim again on Export performance. 5% of GST should be abolished as it shall help exporter to increase business comfortably without causing any significant loss of revenue.

[Action: CBEC]

2. The total average monthly export of Guar Gum from India during 2014-15 was close to 43000 tons per month which has now come down to nearly 25000 tons per month during this FY 2016-17. The main reason for this is:

- Low price of oil causing less production of shale gas;
- Lesser shale gas production = Lesser demand of Guar in petroleum exploration;
- Lesser the demand = Poorer the export of Guar;

- Besides this, consumption of Guar Gum is further reduced in shale gas fracturing industries in USA, where Slick Water technology has replaced Guar Gum to some extent.

In order to make the application of Guar Gum competitive against Slick Water technology, incentives by way of at least 5% MEIS should be awarded.

[Action: DGFT]

3. The differential import duty structure of raw material v/s final product in China has led to growth of the Guar Gum Industry in China. Owing to the higher duty on value-added Guar Gum Powder, India's export of this item to China is steadily declining, while that of the low value Refined Guar Splits (raw material) is increasing. It is ironical that in the last several years, many units have sprung up in China for manufacturing of value added Guar Gum Powder, using Guar Splits imported from India as raw material. The Chinese manufacturers are thus enjoying a clear advantage over the Indian Guar Gum Powder manufacturer in the global market owing to this dual custom duty structure.

Depress the export of Guar Refined Splits and increase the export of value added products Guar Gum Powder to China by giving MEIS on export of value added Guar Gum Powder only.

[Action: DGFT]

4. Besides being a Petroleum & Food Additive, Guar Gum had a good application in international and domestic market in the sector of Food, Pharma, Textile, Mining, Paper and other Industries; which lost the ground after year 2011-12 due to very unusual high prices. Now prices have come to reasonable level, but to restore the demand in these sectors, technology upgradation is needed to make the tailor-made products to suit for end application in these sectors.

Presently, Commerce Ministry is considering its proposal for R&D in Guar Gum and has invited tenders from various research institutes. With the support of MEIS, the industry shall be able to increase own R&D to develop these tailor-made products as per global needs. Additional R&D applications need to be linked with various Government Institutes as ATTIRA- Ahmedabad, CFTR- Mysore and ICT- Mumbai.

[Action: DGFT]

B. Suggestions for reducing transitional and logistics cost:

1. Incentives may be provided for exports from Multi-Modal Logistic Hubs coming up along the Dedicated Freight Corridor and Delhi-Mumbai Industrial Corridor; special schemes may be devised to promote exports of Floriculture and Arboriculture products by air-hubs in the upcoming Multi-Modal Logistic Hubs.

[Action: DIPP]

2. Transitional and Logistics Cost from Rajasthan can be drastically reduced if Rajasthan has an inland water port. Rajasthan has proposed constructing a canal of about 250-300 kilometres between the Rann of Kutch and Sancho area in Jalore so as to enable containers to navigate easily to an inland water port in Rajasthan. Government of India may support Rajasthan in seeking Centre to include project in the proposed National Waterways Bill.

[Action: M/o WR&GR]

C. Suggestions for Foreign Trade Policy of India:

State Government has suggested amendments for proposed redraft of Paras 3.06(xi), 4.34, 4.42, 4.43, 4.44, 4.51 of FTP 2015-20, Paras 4.75, 4.74, 4.76, 4.80(D) of Handbook of Procedures 2015-20, to withdraw restrictions placed on export of RJ crude by Government of India, export of coloured gemstones containing Beryllium having Gems & Jewellery, increase basic customs duty on zinc ingots (HS 790111, 790112) from 5% to 3%, increase duty drawback rate on zinc ingots (HS 790111, 790112) to 3% from existing 1.5%, review of India-Korea CEPA & introduction of anti-dumping duty/ special duty on zinc ingots (HS 790111, 790112) imported from Korea, put zinc ingots (HS 790111, 790112) in negative list of the upcoming RCEP Treaty.

[Action: DGFT, CBEC, TPD-DoC, FT(NEA)-DoC]

D. Issues relating to post GST:

- (a) Exemption from GST to Merchant Exports.
- (b) GST rate should be nominal like 12% on processing Industries.
- (c) No GST on supply of any finished product to exporter should apply.
- (d) Job work is tangible. It is not a service. Therefore, it should be free of GST.
- (e) No GST on handmade product.
- (f) Creation of Export Development Fund.
- (g) Reward benefit under MEIS should be increased to 10% for exports of handicrafts, handlooms and carpets, being labour incentive and employment generating sectors.

[Action: CBEC, DGFT]

E. Other issues:

(i) The units producing the exempted goods are worse off, as they have to pay duty on removal of finished goods or scrap as if it were imported into India, which has the impact of making the goods of the units dearer for domestic dealers.

[Action: DGFT]

(ii) Increasing Litigations: Sale and Purchases to and from DTA. DTA sale by EOU has not been rationalized, there are ambiguity in definition of similar goods.

[Action: EOU-DoC]

(iii) EOUs should be exempted from levy of Service Tax. There are alarming pending claims for refund of Service Tax in respect to EOUs & SEZs on account of procedural bottlenecks.

[Action: EOU-DoC]

(iv) GST on every product of stone should not be more than 12%.

[Action: CBEC]

(v) It is also suggested to the Government to announce a special package for EOUs for Direct & Indirect Taxes Exemption to promote employment generation and exports through their units.

[Action: EOU-DoC]

(vi) Import of Advance technology by export Industries should be at nominal duty to enable processing of the material as per International standard.

[Action: DGFT]

F. Dimensional Stone Industry is a major source of production in Rajasthan; hence, it is proposed that:

(i) The Foreign Trade Policy of India must provide adequate protection to domestic manufacturers of stones by enhancing/continuing on merits the basic customs duty for import of stones, which is currently 40% for 'marble and travertine blocks' and 20% for 'marble slabs' and 20% for 'granite slabs'.

[Action: DGFT, CBEC]

(ii) The status of Export Promotion Council for Stones must be considered for being provided to Centre for Development of Stones (CDOS) since it is undertaking all activities for trade promotion of stones like trade fairs, group pavilions, publications etc.

[Action: DGFT]

(iii) Continued support of Government of India in reverse buyer seller meets must be provided to major international industry exhibition being organised biennially by RIICO – i.e. India Stonemart.

[Action: E&MDA-DoC]

G. Textile Sector is also a major sector in Rajasthan; hence, it is proposed that:

i) Incentives under Gol Schemes may be considered to units having workers trained and certified under 'Recognition of Prior Learning (RPL) certificates' by Sector Skill Council (SSC).

[Action: M/o Textiles, EP(Textile)-DoC]

ii) Government of India schemes may consider providing incentives for promotion of design based garment exports, especially to countries like Japan.

[Action: M/o Textiles, EP(Textiles)-DoC]

iii) Continued support of Government of India in reverse buyer seller meets must be provided to major international textile industry exhibition being organised annually by RIICO – i.e., Vastra.

[Action: E&MDA-DoC]

TRIPURA

Representative of Government of Tripura provided the following issues for consideration:-

1. Removal of port restriction through LCSs in Tripura:

The import-export trade of Tripura is mainly with Bangladesh. Presently, there are 8 notified LCSs, namely Agartala, Srimantapur, Muhurighat, Khowaighat, Dhalaighat, Manughat, Old Ragnabazar and Sabroom. Trade is taking place through 6 LCS presently. The Dhalaighat LCS is operational for immigration purposes only and Sabroom LCS is yet to become operational.

The total volume of trade has increased manifold from a meagre Rs.4.12 crore during 1995-96 to about Rs.304.83 crore during 2016-17. Here the unique feature is that the

trade is mostly in favour of Bangladesh where the total value of import was Rs.300.23 crore and the export to Bangladesh was only Rs.4.60 crore. The most important reason for such vast gap is the port restriction on number of commodities for export to Bangladesh through the LCSs of Tripura. However, all these items are allowed to be exported to Bangladesh through other LCSs of the country except Tripura. The matter has already been brought to the notice of the Ministry of Commerce, Gol. This was also discussed in the last Commerce Secretary level meeting where the list of identified items were also handed over to Government of Bangladesh. To encourage export from Tripura, it is urgently required to remove this trade barrier and allow the commodities for export by withdrawing the port restrictions.

[Action: FT(SA)-DoC]

2. Setting up of new ICPs in Tripura:

The M/o Home affairs, Government of India has upgraded the Agartala LCS into an ICP. This has facilitated the trade with Bangladesh in all respects. But the present infrastructure available in the Agartala ICP is almost saturated and there is very limited scope for future expansion. Even today, there is a tremendous pressure for proper parking place and other related infrastructure. This has, therefore, necessitated developing another similar ICP in the State. The State Government is of the view that there is an immediate need for a 2nd ICP in Tripura. The LCS at Sabroom may be the best location considering its proximity to the Chittagong Port, which is only about 75kms. Moreover, once the bridge over river Feni is constructed, this LCS would be the busiest land port in terms of transit and trans-shipment. Therefore, it is proposed that the Sabroom LCS may be upgraded into an ICP by MHA. Also, the Akhaura- Agartala Rail Link Project funded by the Gol, now under construction, has opened up new avenues for international trade through Agartala. A MoU on development of a rail link between Agartala & Akhaura has been signed between India & Bangladesh in February, 2016. The international railway link project would open up Tripura & North East globally and facilitate in augmentation of trade & commerce, movement of goods & services between the two nations by ensuring maximum use of Chittagong Port. It is worthwhile to mention that CONCOR has already expressed their desire to set-up a containerized cargo handling facility to facilitate trade by railway. This will also ensure easy passenger movement from Agartala to Kolkata by train by reducing distance from existing 1600km (via Assam) to near about 450km. Therefore, it is proposed that Nischintapur junction point of Akhaura- Agartala Rail Link Project may be upgraded into an ICP by MHA. The proposal has already been sent to MHA.

[Action: FT(SA)-DoC, MHA(Border Management)]

3. Setting up of more Border Haats in Tripura

Out of total 08 Border Haats, DoC has given approval for 04 only in first phase, of which only 02 are sanctioned, i.e Kamalasagar Border Haat in Sipahijala Distt. and Srinagar Border Haat in South Tripura Distt. Both the Haats have been set up with funding support of DoC under ASIDE scheme and is functioning smoothly. For balance 02 Border Haats, i.e Kamalpura and Ragna Border Haats, land has been identified by the both countries of Joint Haat Management Committee meeting. It would be necessary to take up with Bangladesh to issue NoC for construction.

Considering the success of the Border Haats, the State Government is of the view that more number of haats may be set up along the India-Bangladesh border. Also the BSF is pursuing for setting up of Border Haats in new locations in Tripura. The Committee may, therefore, consider setting up of more Border Haats along the India-Bangladesh border in Tripura and recommend to approve the balance 04 Haats as already proposed

by the State Government at (i) Boxanagar, Sipahijala Distt., (ii) Bamutia, West Tripura Distt., (iii) Exinpur, Belonia, South Tripura Distt., (iv) Hirachhara, Kilashahar, Unakoti. This would definitely improve the trade scenario with Bangladesh.

[Action: FT(SA)-DoC, MHA(Border Management)]

MAHARASHTRA

Representative of Government of Maharashtra provided the following issues for consideration:-

1. Railways Network for External Trade:

- (a) Dedicated Railway Freight Corridor between major exports centers (e.g. Aurangabad, Kolhapur, Nagpur, Nashik, Pune) to JNPT port / Sahar Airport.
- (b) Strengthen the railway cargo transport facility between Satara-Kolhapur-Pune.
- (c) Flexibility in the guarantee requirement of 48 containers per trip for freight trains, particularly for perishable products.

[Action: M/o Railways]

2. Road Network for External Trade:

- (a) Create dedicated corridor between Pune – Mumbai for exports.
- (b) Support to the State for improving important road stretches like Pune – Dighi port.

[Action: MoRTH]

3. International Airports for External Trade:

- (a) Allow Cargo for export from Pune, Nashik, Aurangabad airports.
- (b) Operationalize Civil Airports at Jalgaon, Kolhapur and expand Airport at Aurangabad.
- (c) Air connectivity from Kolhapur, Sangli and Solapur to nearest cargo airport for speedy transport of agro-processing and textile industries.

[Action: M/o Civil Aviation]

4. Dry Ports and Warehousing Infrastructure for External Trade:

- (a) Establishment of Dry ports at Gondia (for rice), Kolapur (for casting, agri products), Jalgaon (for banana, plastics, agri products), Nashik (for fruit produce), Solapur (for textiles).

[Action: CONCOR, CWC, NACFS]

- (b) Speeding up of setting up dry ports at Wardha & Jalna.

[Action: Infra-I-DoC]

- (c) Cold-Storage and Warehousing facilities for perishable exportable and vaccines at the ports and airports.

[Action: M/o FPI, D/o Pharmaceutical]

5. Port Related Issues:

- (a) Reduce the cost of import clearance from Container Freight Stations (CFSs).
- (b) Abolish THCs and Surcharges and replace with 'All-in-Freight' to be paid to shipping companies.
- (c) First-Track clearance procedure for EOUs having status holder certificate in JNPT and Air Customs Mumbai.
- (d) Electronic "Message Exchange" facility for "Exports" and "Imports" from Customs to Custodian to make the trade smooth as well as to get service tax refund on time.

[Action: DGFT, CBEC]

6. Setting up Specialized Institutions for Export Operations:

- (a) Setting up of Testing and Inspection centres for specific export clusters (e.g. Aurangabad, Ichalkaranji, Nashik, and Solapur).

[Action: DIPP, EI Section-DoC]

- (b) Creation of international exhibition centre for promoting trade fairs for specific export clusters (e.g. Kolhapur / Solapur / Satara belt).

[Action: TP Section-DoC]

- (c) Setting up of sector specific training institutions for skill development.

[Action: M/o Skill Development]

- (d) Setting up of FOREX services banks in all districts of Maharashtra.

[Action: D/o Financial Services]

- (e) Setting up of Export Credit Guarantee Corporation of India (ECGC) office in major export clusters.

[Action: ECGC]

7. Intervention needed from Government of India on Ease of Doing Business:

On Ease of Doing Business, State's ranking 2017, it is noted that assessment of responses filed by Maharashtra, though earlier than all other states, is being delayed. DIPP is requested to expedite assessment of Maharashtra.

[Action: DIPP]

Secretary, DIPP has informed that export promotion is the concern of both the State Governments as well as Centre. He stressed on the formulation of export policy of each State, regular interaction of nodal officer in State with exporters to look into their grievances so as to improve the competitiveness of the industry. He also referred to the remarks of Chief Minister of Goa and agreed that a lot needs to be done to make our tourism industry more competitive as compared to the neighbouring countries. He informed that Union Cabinet has approved ILDP scheme of leather sector and State Government would benefit from this scheme as the financial assistance has been increased in the new funding pattern.

The meeting ended with thanks to the Chair.

LIST OF PARTICIPANTS

<u>Sl. No.</u>	<u>Name & Designation</u>	<u>Organization/Tel.& Email address</u>
1)	Shri Suresh Prabhu	Union Cabinet Minister (C&I)
2)	Shri C. R. Chaudhary	Union MoS (C&I)
3)	Shri Manohar Parrikar	Chief Minister, Goa
4)	Shri Nitin Bhai Patel	Dy. Chief Minister, Gujarat
5)	Shri Prafulla Samal	Minister (MSME, W&CD and SSE&P), Odisha
6)	Shri R.V. Deshpande	Minister (Large & Medium Scale Industry), Karnataka
7)	Shri Satish Mahana	Minister (Ind. Dev.), UP
8)	Shri Amar Aggarwal	Minister (Industry & Commerce), Chhattisgarh
9)	Shri Chander Prakash	Minister(Industry), J&K
10)	Shri Rajendra Shukla	Minister(Industry), MP
11)	Shri Amar Nath Reddy	Minister(Industry & Commerce), Andhra Pradesh
12)	Shri Madan Kaushik	Minister(Urban Development), Uttarakhand
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17)	Shri Ramesh Abhishek	Secretary, D/o IPP
18)	Shri Binoy Kumar	Special Secretary, D/o Commerce
19)	Shri Alok Chaturvedi	DG, DGFT
20)	Shri S C Pandey	AS&FA, M/o Commerce & Industry
21)	Shri Sunil Kumar	Addl. Secretary, D/o Commerce
22)	Shri Atul Chaturvedi	Addl. Secretary, DIPP
23)	Shri Shailendra Singh	Addl. Secretary, DIPP
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26)	Shri Sanjay Chadha	Jt. Secretary, DoC & Member Secretary
27)	Shri Sudhanshu Pandey	Jt. Secretary, DoC
28)	Shri Dammu Ravi	Jt. Secretary, DoC
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38)	Shri Rajiv Aggarwal	Jt. Secretary, DIPP

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61)	Shri Atulya Mishra	Principal Secretary, Govt. of Tamil Nadu
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63)	Shri Darpan Jain	Commissioner (Industry), Govt. of Karnataka
64)	Ms. Mamta Verma	Commissioner, Industries, Govt. of Gujarat
65)	Shri D.P.S. Kharbanda	Sp. Secretary, Govt. of Punjab
66)	Shri Praveen Srivastava	Chief Resident Commissioner, Govt. of Tripura
67)	Shri Shailendra Singh	Resident Commissioner, Govt. of Tripura
68)	Shri Ramesh Verma	Secretary, Agriculture, A&N Islands
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72)	Shri Taru Talo	Director(I), Govt. of Arunachal Pradesh
73)	Ms Radhika Singh	Director (I), Chandigarh
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76)	Shri Ganesh Gupta	President, FIEO
77)	Shri B K Goenka	President Elect, ASSOCHAM
78)	Shri Ajit Ranade	Member, CII
79)	Shri Sandip Bhatnagar	DG, DGEP
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84)	Shri A.K.Verma	Dy. Director, O/o Development Commissioner, MSME
85)	Shri Ashok Sharma	OSD to Commerce & Industry Minister, Govt. of MP
86)	Shri Sumit Bhargava	OSD to Urban Development Minister, Govt. of Uttarakhand
87)	Shri H.S.Bajpai	PRO to Hon'ble Minister, Ind. Development, Govt. of UP
88)	Shri W.Warshong,	Dy Director, Commerce & Industries, Govt. of Meghalaya
89)	Shri Alok Sinha	Addl. Chief Secretary, Ind. Development, Govt. of UP
90)	Shri Ajit Anand	Director of Industries, A&N Islands
91)	Shri Vinod Kumar	Dy. Commissioner, Industry Department, GNCTD
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93)	Shri D.K.Gupta	Director, DEIIDG, Govt. of Delhi
94)	Shri K.Ravi Kumar	Director, Industries, Govt. of Jharkhand
95)	Shri Sunit Sagar Dogra	Sr. Consultant, Haryana PMU
96)	Dr. Krishna Gupta	Pr. Resident Commissioner, Govt. of WB
97)	Shri Prasenjit Das	Dy. Resident Commissioner, Govt. of WB
98)	Shri P.R.Sharma	Jt. Director, Industries, D/o Industries, Govt. of Rajasthan
99)	Shri R.S.Shanu	Govt. of J&K
100)	Shri G.S.Meena	Govt. of Arunachal Pradesh
101)	Shri L.Jena Williams	Govt. of Tamil Nadu
102)	Shri Ptiryush Prabhat	CIM Office
103)	Dr. Harshdeep Kamble	Commissioner, Industries, Govt. of Maharashtra
104)	Dev. Comm. (I)	Govt. of Maharashtra
105)	Shri Sadashir Surbase	Jt. Director (Industries), Maharashtra
106)	Shri P.Parthiban	Secretary, Govt. of Puducherry
107)	Shri Mohit Bhasin	KPMG, Gurgaon
108)	Shri Ashok Kumar Verma	Dy. Director, MSMS
109)	Shri D.K.Singh	Govt. of Delhi
110)	Shri G.I.Desai	Govt. of Gujarat
111)	Shri Shyam Upadhyay	Govt. of Gujarat
112)	Shri Ranvir Singh	Govt. of Punjab
113)	Shri Sanchit	Govt. of Gujarat
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