



Peer Reviewed  
Referred and UGC  
Listed Journal  
(Journal No. 40776)

34  
AJ

ISSN 2277 - 5730  
AN INTERNATIONAL MULTIDISCIPLINARY  
QUARTERLY RESEARCH JOURNAL

# AJANTA

Volume-VIII, Issue-I  
January - March - 2019  
Part-I

IMPACT FACTOR /  
INDEXING 2018 - 5.5  
[www.sjifactor.com](http://www.sjifactor.com)

Ajanta Prakashan

35

ISSN 2277 - 5730  
AN INTERNATIONAL MULTIDISCIPLINARY  
QUARTERLY RESEARCH JOURNAL

# AJANTA

Volume - VIII

Issue - I

Part - I

January - March - 2019

Peer Reviewed Refereed  
and UGC Listed Journal

Journal No. 40776



ज्ञान-विज्ञान विमुक्तये

IMPACT FACTOR / INDEXING

2018 - 5.5

[www.sjifactor.com](http://www.sjifactor.com)

❖ EDITOR ❖

Asst. Prof. Vinay Shankarrao Hatole

M.Sc (Maths), M.B.A. (Mktg.), M.B.A. (H.R.),  
M.Drama (Acting), M.Drama (Prod. & Dir.), M.Ed.

❖ PUBLISHED BY ❖



**Ajanta Prakashan**

Aurangabad. (M.S.)

## ❧ CONTENTS OF PART - I ❧

| S. No. | Title & Author                                                                                                                                                                                                     | Page No. |
|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| 1      | Psychology of Tourism<br><b>Sushama Bhosale</b>                                                                                                                                                                    | 1-5      |
| 2      | Present Status of Adventure Tourism in Pune District: A Case Study of Forts in Pune District<br><b>Dr. Shivaji B. Shinde</b>                                                                                       | 6-13     |
| 3      | To Study of Management System, Social Impacts Monitoring of Tourism Development<br><b>Dr. Dakale S. P.</b><br><b>Arjun Amarsing Vishwakarma</b>                                                                    | 14-17    |
| 4      | Agrotourism - A Sustainable Development for Rural Area of Renapur Tahsil of Maharashtra<br><b>Dr. Mahendra R. Avaghade</b><br><b>Prof. Tanaji D. Jadhav</b>                                                        | 18-27    |
| 5      | Impact of GST on Indian Transport Sector<br><b>Dr. Dakle S. P.</b><br><b>Dr. Rathod B. L.</b><br><b>Prof. Landage V. S.</b>                                                                                        | 28-33    |
| 6      | Tourism Potential of Drought Prone Region - Study of Khatav Tahshil in Satara District<br><b>Dattatray Pandurang Mane</b><br><b>Prof. Pooja Gaikwad</b>                                                            | 34-41    |
| 7      | Ecological Study of Lonar Crater Lake<br><b>Dr. Atul M. Jethé</b>                                                                                                                                                  | 42-45    |
| 8      | A Study of Physical, Economic and Socio - Cultural Impact of Pilgrims on Host Population in Khed - Shivapur pilgrim Centre in Pune District of Maharashtra<br><b>Ganesh D. Gandhile</b><br><b>Jyotiram C. More</b> | 46-53    |
| 9      | An Analysis of the Hindrances to the Tourism Industry in Meghalaya<br><b>Tushar B. Ghorapade</b><br><b>Nikhil Pawar</b>                                                                                            | 54-59    |
| 10     | Peace and Sustainable Development of Tourism in Nashik District<br><b>Dr. Dattatraya Harpale</b><br><b>Dr. Smita Harane</b>                                                                                        | 60-68    |

## 5. Impact of GST on Indian Transport Sector

**Dr. Dakle S. P.**

HOD Commerce, Mamasahab Mohol College, Paud Road, Pune.

**Dr. Rathod B. L.**

HOD Politics, Mamasahab Mohol College, Paud Road, Pune.

**Prof. Landage V. S.**

Asst. Prof. Commerce, Mamasahab Mohol College, Paud Road, Pune.

### Abstract

GST (Goods and Services Tax) may be a single revenue enhancement geared toward creating the country a unified world organisation. It is obligatory on the availability of products and/or services at intervals Asian nation. Multiple indirect taxes that the Central Government or State Governments impose on suppliers and customers are subsumed by GST.

The Goods and Service Tax (GST) is the most crucial economic reform since the Liberalization, Privatization and Globalization (LPG) reforms in the year 1991. The logistics industry is being significantly benefited by the implementation of GST and from removal of inter-state check posts. Elimination of state taxes has also lowered down bottlenecks for the transporters.

The implementation of GST by Prime Minister Narendra Modi is taken into account a historical move, considering the fact that it significantly reformed indirect tax in India. The consolidation of many completely different taxes into one is forecast to assist the country move forward by eliminating the cascading of taxes. The reform is also set to pave the way for a common national market, thereby making Indian commodities and services increasingly competitive in both local as well as global markets.

**Key words:** Goods and Service tax, Multiple indirect taxes, Logistics industry

### Introduction

"Goods and repair Tax (GST) may be a comprehensive tax levy on manufacture, sale and consumption of goods and service at a national level under which no distinction is made between goods and services for levying of tax. It will largely substitute all indirect taxes levied on product and services by the Central and State governments in Asian nation. Goods & Services jurisprudence in Asian nation may be a comprehensive, multi-stage, destination-based tax that is levied on every value addition.

In easy words, Goods and Service Tax is an indirect tax levied on the supply of goods and services. GST Law has replaced several revenue enhancement laws that antecedently existed in Asian nation.

GST on transport sector can end in additional economical cross state transportation. It will bring down the provision price, reduced times for transportation. Presently, all twenty nine states collect taxes at completely different rates on product that move across their borders. As a result, tax on freight is collected multiple times. Also, there are long delays at interstate checkpoints attributable to review by state authorities UN agency examine and apply the relevant taxes and alternative levies. Truck delays are a median 5-to-7 hours at interstate checkpoints. The planned GST system for transport sector seeks to exchange around fifteen state and federal taxes and tariffs for one tax at the purpose of sale. GST will, thus, score over the present regime within the transport sector.

A standard and co-ordinated system of transport plays a very important role within the sustained economic process of a rustic. The present transport system of Asian nation includes many modes of transport together with rail, road, coastal shipping, air transportation, etc. Transportation in Asian nation has recorded a considerable growth over the years each in unfold of network and in output of the system. The Ministry of Shipping, Road Transport and Highways is accountable for the formation and implementation of policies and programmes for the event of assorted modes of transport.

Road ways: India has one of the largest road networks in the world, aggregating to about 33 lakh kilometers at present. The country's road network consists of National High-ways, State Highways, major/other district roads and villages/rural roads.'

Rail ways: The Railways in India provide the principal mode of transportation for freight and passengers. It brings along individuals from the farthest corners of the country and makes potential the conduct of business, sightseeing, pilgrimage and education. Indian Railways is that the largest railroad within the world below one management.

Water ways: Shipping plays an important role in the transport sector of India's economy. Approximately, ninety % of the country's trade by volume (70 per cent in terms of value) is affected by ocean. India has the most important merchandiser shipping fleet among the developing countries.

Air ways: The civil aviation industry in India has emerged as one of the fastest growing industries in the country during the last three years. India is presently thought of the third largest domestic civil aviation market within the world.

### Objectives of the study

- To study the concept of Goods and Services Tax (GST) and its impact on Indian Transport sector
- To present the benefits of Post GST on transport sector

### Research Methodology

This paper is ready through illustrative analysis that relies on secondary knowledge of journals, research articles, newspapers and magazines. After taking into account different aspects of the study a descriptive research design is adopted to make the research more accurate which will further provide rigorous analysis of research study.

### Review of Literature

Transport is the backbone of economic, cultural, social and industrial development of any country besides its two dimensional role of creating time and space utilities.

Introduction of GST would build Indian product competitive within the domestic and international markets. The formidable GST would facilitate the transport sector in rising its potency besides reducing the provision prices. GST can facilitate the country in 2 areas- provision price can return down and potency can increase each at intervals Asian nation and exports. (Deccan Chronicle May 15, 2016).

As per IBRD estimates, delays are caused by roadblocks, checkpoints and other stoppages could cut freight times by 20 to 30 percent and logistics costs by 30 to 40 percent. With correct GST implementation, this will boost India's producing sectors by nearly three to four per cent of income.

An attempt is made in this chapter to review the literature selectively the impact of GST on Indian Transport sector.

### Advantages of GST

- **Reduced turnaround time** : For the purpose of compliance with state laws and taxes, the trucking industry spends a large amount of time at interstate checkpoints and tracking of interstate sales tax. It is estimated that the logistics industry spends 50-60 per cent of its time on all of the above functions. Thus, lower interstate compliances and reduced work is predicted to result into quicker work time for trucks.
- **Uniform Taxation System** : Prior to implementation of GST, all states had their own tax system and each of them used to tax goods that move across their borders differently, resulting in a freight that is taxed multiple times.

- Process would be streamlined : The highly fragmented nature of Indian transportation is also such because engagement with unorganised players is preferred for tax considerations. Implementation of GST is expected to create greater opportunities for and create incentives for companies to enter the organised sector.
- Reduced cost : All the above factors working together will automatically result in lower cost of transportation. According to a World Bank report, corporates can save up to 40 per cent of their logistics incurred at check posts. Presently, the taxation rate approximates at 26.5 per cent, but with the implementation of GST this rate is expected to move to between 18 per cent and 21 per cent, resulting in cost savings.

### Components of GST

There are unit three taxes applicable beneath GST: CGST, SGST & IGST.

- CGST: Collected by the Central Government on an intra-state sale (Eg: Within Maharashtra)
- SGST: Collected by the State Government on an intra-state sale (Eg: Within Maharashtra)
- IGST: Collected by the Central Government for inter-state sale (Eg: Maharashtra to Tamil Nadu)

In most cases, the tax structure under the new regime will be as follows:

| Transaction                                                                                                                                                  | New Regime  | Old Regime                             |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|----------------------------------------|
| Sale within the State                                                                                                                                        | CGST + SGST | VAT + Central Excise/Service tax       |
| Revenue will be shared equally between the Centre and the State                                                                                              |             |                                        |
| Sale to another State                                                                                                                                        | IGST        | Central Sales Tax + Excise/Service Tax |
| There will only be one type of tax (central) in case of inter-state sales. The Center can then share the IGST revenue supported the destination of products. |             |                                        |

### Schedule of GST rates for TRANSPORT SERVICES

1. Transport of passengers by rail (other than sleeper class) – five-hitter with ITC (Input Tax Credit) of input services
2. dealing of motorcab – five-hitter (If fuel value is borne by the service recipient, i.e. Self-drive, then 18% GST will apply)
3. Transport of passengers, by- (i) Air conditioned contract/stage carriage other than motorcab (ii) a radio taxi – 5%
4. GST exemptions: Services by way of giving on hire to a state transport undertaking, a motor vehicle meant to carry more than twelve passengers

5. Service of transportation of passengers, with or without accompanied belongings, by—
- (i) Railways during a exceedingly/in a very category apart from (A) 1st class; or (B) an cool coach
  - (ii) Metro, monorail or tramway;
  - (iii) Inland waterways;
  - (iv) transport, other than predominantly for tourism purpose, in a vessel between places located in India; and
  - (v) Metered cabs or auto rickshaws (including E-rickshaws);

### Benefits of Post-GST on Transport sector

Pre-GST      Post-GST

Idling of trucks      Interstate check posts removed

Centre and state statutory tax rate for most goods worked out to be 26.5% Rate for all goods expected to be in the range of 18%

India was burdened with heavy logistics costs( about 14% of the total value of goods)

Logistics cost down to 10-12% of total value of goods

(Trucks Movement) Trucks covering 225 km a day      Trucks covering 300-325 km a day

GST will accelerate demand for Logistics services

Decrease in Pollution as trucks would move faster

Increase in Employment

GST will Facilitate interstate flow of goods

### Findings

- i. Electrical Vehicles attract 6 June 1944 of excise duty and 0-6% VAT in numerous states. In some states like urban center and urban center, there was no VAT on electric vehicles. Thus, the value of electrical vehicles are raised in some states beneath GST
- ii. Hybrid vehicles attract excise duty of 12.5%. The government has not given any special treatment for hybrid vehicles beneath GST. Thus, it'll fall into the massive cars class and can attract a rate of twenty eighth with V-J Day cess
- iii. Business vehicles presently attract thirty.2% tax (including both excise and VAT). Under GST, the business vehicles can attract a rate of twenty eighth. This will facilitate to avoid wasting cash for bus transport undertakings
- iv. Radio Taxis as well as Taxi soul area unit presently paying a tax of 6 June 1944 on transport services. GST rate for transport services is fastened at five-hitter

- v. The govt. Has unbroken five-hitter GST rate on air conditioned contract/stage carriage. However, there's no tax on railroad line and railway system. There is ought to promote quality transport system within the town
- vi. There's no clarity on the GST implication on outsourcing of city-bus or railroad line operation beneath UPPP. This wont to comes beneath service tax orbit with a charge per unit of V-J Day
- vii. (vii)The Government recently revealed that the GST cess will increase on a number of cars, ranging from mid-size to hybrid variant to luxury vehicles. The maximum tax chargeable to these vehicles will be 25%. It was previously 15%.
- viii. (viii)Cab rides could get marginally cheaper for customers. The incidence of tax can return right down to five-hitter from 6 June 1944 for bookings created on cab aggregators like olla and Uber.
- ix. (ix)Travel agents who offer services such as online ticketing will have to subtract 1% tax at source under GST considering the fact that they are now classified as e-commerce operators.
- x. (X) Non AC train travel (including in local trains and metro) has been exempt
- xi. (Xi)The most popular form of goods transport in India is via Road. As per national highways authority of India, about 65%of Freight and 80%passenger traffic is carried by the roads.

#### References

1. ([www.morth.nic.in](http://www.morth.nic.in))Ministry of road transport & highways-Government of India.
2. SSRG International Journal of Economics and Management Studies (SSRG-IJEMS) – volume4 issue7 July 2017.
3. [www.business-standard.com](http://www.business-standard.com)
4. <https://economictimes.indiatimes.com/industry/transportation>.
5. [www.gstax.guru](http://www.gstax.guru).
6. [www.gstcouncil.gov.in](http://www.gstcouncil.gov.in).
7. <https://www.apct.gov.in/gstportal>.



Peer Reviewed, Refereed  
and UGC Listed Journal

An International Multidisciplinary  
Quarterly Research Journal

# AJANTA

ISSN 2277-5730

Volume - VIII, Issue - I, January - March - 2019

Impact Factor - 5.5 ([www.sjifactor.com](http://www.sjifactor.com))

Is Hereby Awarding This Certificate To

Dr. Rathod B. L.

As a Recognition of the Publication of the Paper Entitled

Impact of GST on Indian Transport Sector

*[Signature]*

ISO 9001:2008 QMS  
ISSN 2277-5730

*[Signature]*

Editor: Vinay S. Hatole

Ajanta Prakashan,

Jaisingpura, Near University Gate, Aurangabad. (M.S.) 431 004  
Mob. No. 9579260877, 9822620877 Tel. No.: (0240) 2400877.

[ajanta1977@gmail.com](mailto:ajanta1977@gmail.com), [www.ajantaprakashan.com](http://www.ajantaprakashan.com)