TUESDAY · APRIL 30 · 2019

QUICKLY

Valeo's wiper-motor unit in Chennai

Leading auto parts company Valeo has opened a wiper-motor manufacturing facility at Vallam, near Chennai. The factory will manufacture rear wiper motors catering to vehicle-makers and the after-market segment in the country. This facility with 1,200 sq m built-up area and 1,530 sq mtotal area has the capacity to manufacture 500,000 units annually, with an option to increase to 750,000 units. "Through this manufacturing facility, we aim to capture a significant market share by bringing the complete range to cater to the needs of the OEMs," Ashok Belani, Group President and Managing Director, Valeo India, said in a statement. OUR BUREAU

Dredging Corp in pact with WAPCOS

The Dredging Corporation of India Limited has inked an MoU with WAPCOS Limited to jointly identify projects and carry out geo-technical investigation and engineering consultancy in water resources, power and infrastructure, port and harbour dredging. The other areas include shallow water dredging, beach nourishment, lake rehabilitation, flood management, erosion control and river morphology. WAPCOS Limited is a Miniratna PSU under the Ministry of Water Resources, River development and Ganga rejuvenation. PTI

'One Nation One Card will take us to the next level'

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RBI registration?

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NPCI's COO expects the new card to become the flagship proposition

SURABHI

The journey of RuPay cards has been fantastic, and the focus now will be on the One Nation One Card project, said Praveena Rai, Chief Operating Officer, National Payments Corporation of India. In an interview with

BusinessLine, Rai, who joined in February, says all RuPay cards will now be on the National Common Mobility Card platform, and that NPCI is tying up with mass transit systems across the country.

RuPay One Nation One Card was launched in March. How is it shaping up?

It is a contactless card and we are launching it as a transit proposition, which will be used in a number of metros across the country. It is already there in Delhi, Ahmedabad, Vadodara, Kochi, Nagpur and Noida. We have also got Navi Mumbai Transport Corporation onboard.

The idea is that you could be a Mumbai resident, have a card in your wallet, and use it at ATMs, merchants, online, and also for public transport and

metro. For tap-and-go, timing is a critical requirement, and it can be done in seconds.

Our teams are working on it; you can actually do it in

seconds. We are expecting this to be our flagship proposition as we move forward.

Currently, it is being looked at for transit, para transit, parking and tolls, and later we will get this onto retail space as well. The response has been fantastic.

From now on, we are expecting all new RuPay Cards to be on this National Common Mobility Card (NCMC) platform.

Has the usage of RuPay cards by Jan Dhan account holders improved?

Interestingly, we operate in all parts of the pyramid, and there is a risk of being positioned in one part because we are the only player in

But nearly 50 per cent of our base is in the mid and top-end income segments.

Jan Dhan account holders are now using their cards at ATMs and merchants outlets. But the availability to use is less in parts of the country, where merchant acceptance is not as deep as in urban loca-

So, that is something we will be doing more work on.

The Delhi High Court recently asked how Google Pay could

> Our vision is to serve a billion people with one payment system or the other

COO, National Payme Corporation of India

operate without a licence from has a role to play- and mustadhere the RBI. How will it impact the to certain rules. multiple payment service

So, all our players, anyone who is on the UPI platform, operate as per the framework of the infrastruc-

started fee-based UPI payments. They are already aligned to whatever is Our focus is to get consumer beharequired. Our customers are banks; is Rupay or UPI. So, we don't want every app and UPI works with the banks, and they follow the model. There are

cost to become a barrier to entry and access. This is still a very small baby. Most ecosystem players still want to keep it attractive... each certain roles

and responsib-

party will decide for themselves. What will be the focus areas for

From our point of view, we don't

Kotak Mahindra Bank recently

Are other banks likely to follow

viour moving digitally—whether it

see any disconnect there.

NPCI this year? Our vision is to serve a billion people with one payment system or the other. In five years, we have grown from nothing to about 30 per cent of the market share, and we believe the new applications will take us to the next level. Our

big focus will be NCMC, RuPay contactless, and the One Nation One Card programme. On UPI, we have UPI 2.0, and there are P2M merchant transactions. These will be our big focus.

Acquisition of Splash to strengthen Wipro's consumer care products position across S-E Asia

OUR BUREAU

Bengaluru, April 29 Wipro Consumer Care on Monday announced that it has signed a definitive agreement to acquire Splash Corporation, a personal care company based in the Philippines.

Without disclosing the deal value, Vineet Agrawal, CEO Wipro Consumer Care & Lighting, and Executive Director, Wipro Enterprises, said: "This transaction will strengthen the company's consumer care portfolio in personal care and complete the South-East Asian footprint."

Splash is the largest Filipino personal care player and amongst the top five in that market with revenue of \$80 million last year. The company has built



Vineet Agrawal, CEO, Consumer Care & Lighting, and Executive Director, Wipro Enterprises (left), along with Raghav Swaminathan, CFO, at a press conference in Bengaluru on Monday GRN SOMASHEKAR

body lotions; Maxi-peelexfoliants and Vitress, a leave-on hair conditioner. These brands cover a wide spectrum of personal care ment. Splash has around 15 per

iconic brands namely SkinWhite, categories. Agrawal said: "Splash gives us an entry into the Philippines where we have a very insignificant presence at the mo-

runway with

cloud ceiling at

atleast 2,000 ft.

In addition, only

pilots who have

300 hours flying

as pilots-in-com-

mand will be al-

cent of market share outside of its home base (country). We hope that it will strengthen Wipro's position across South-

The acquisition strengthens Wipro's foothold in the five big markets - Indonesia, Malaysia,

Thailand, West Asia and Nigeria. Raghav Swaminathan, CFO, Wipro Enterprises, said, "This is our 11th acquisition in consumer business and it reinforces our commitment to continue to invest in emerging markets to build a strong portfolio of local jewels that have created a niche market for themselves. The new acquisition meets our internal return on investment (RoI) threshold which is in double di-

Steel cos in Karnataka peg iron ore inventory in State at just one-third of that claimed by miners

SURESH P IYENGAR

Mumbai, April 29 Steel companies in Karnataka have pegged iron ore inventory in the State at 2.24 million tonnes (mt) rather than 6.5 mt as claimed by miners who are lobbying hard with government to export the surplus.

Unlike other States, iron ore production and sales in Karnataka is restricted in recent years to weed out illegal mining. Supreme Court-appointed committee fixes annual production quotas, while sales are channelled through e-auctions.

According to the Karnataka Iron and Steel Manufacturers Association (Kisma) the Supreme Court-appointed committee fixes iron ore production target

based on the demand. But steel companies have held back from bidding for certain quantity of iron ore offered in e-auction as some of the miners are fixing a higher base price for low grade iron ore with high manganese and bauxite content, said Ramana Kumar, Secretary, Kisma.

In FY18, miners in the State produced 27.65 mt of ore and sold 27.89 mt through e-auction. In FY19, they produced 28.49 mt and sold 26.25 mt, resulting in an inventory of 2.24 mt.

Inferior quality ore

The inventories are lying largely with the Karnataka State Mineral Corporation (formerly Mysore Minerals) and Sesa Goa each holding about 1.5 mt and with Minerals Enterprises about 0.6

Most of these miners are setting the base price 40 per cent higher compared to better quality iron ore supplied by NMDC from its Qdisha mines, said

For instance, Mysore Minerals' material has high levels of impurities and manganese content of over 8 per cent against the benchmark manganese content of less than 0.5 per cent and iron content of 58 per cent.

In an affidavit filed in the Karnataka High Court, NMDC has claimed that iron ore in the State is being sold at ₹2,597 a tonne against ₹1,208 in Odisha in FY19 (up to September). In FY18, NMDC had said Karnataka iron ore was sold at ₹2,475, while in Odisha it was priced at ₹922.

Kumar said Karnataka miners should price their inventory based on the quality of ore.

Royalty issues

They have started increasing prices of inferior iron ore following short supply in market after NMDC's Donimalai mine was shut late last year, he added.

NMDC iron ore production was 2.24 mt lower last fiscal compared to the preceding fiscal after the Karnataka government refused to renew its lease to mine at Donimalai - one of the largest iron mine in the State. The government had demanded 80 per cent of the company's revenue generated from Donimalai.

+ Air India's fuel-saving initiative on Delhi-Hyderabad flight

Air India's Delhi-Hyderabad flight created a new record in Indian aviation history on Monday morning when its Boeing 787 Dreamliner landed in Hyderabad using a new method called 'Dispatch with No Destination Alternate'.

Regulations require every flight to file a flight plan to an alternative city or airport where the aircraft can land in case of emergency and carry adequate fuel to cover this distance.

This means that the aircraft carries additional fuel which is a dead weight if there is no diversion from the intended destination. The heavier the aircraft, the more fuel it consumes while flying.

Safety aspects

OUR BUREAU

New Delhi, April 29

School buses cannot be

money-making tools for

managements if the safety of

children is given top-priority,

said a government official at

a road safety conference or-

ganised by the Institute of

Road Traffic Education here.

ary-Transport, Road Ministry,

said that there are schools

which have large vacant

spaces within their premises

and offer their own bus ser-

vices to drop the children

after school-hours.

Abhay Damle, Joint Secret-

But now with diversions coming down to 'insignificant levels' and increasing reliability of aircraft and technology to guide pilots, it was decided to give 'Dispatch with No Destination Alternate' a chance

ger safety nor any other safety comprom-

The preparation for the

months earlier, recalls Digvijay

bad flight.

to land safely. Neither passen-

ised," said Rajneesh Sharma, a member of the team involved with the project.

Singh, who was on the flight. Initially, it was the Ministry of Civil Aviation, the Directorate General of Civil Aviation and various operators who were involved but later the Air Traffic Controller and the Meteorological Department were also

said the Air India pilot who was

flight began almost four

Requisites for the system According to the new system, a Dispatch with No Destination

lower than those run by the

schools - have to cross busy

roads because the manage-

ment does not allow parking

facilities to such buses

within the school premises,'

If schools start commer-

cialising the transportation

of kids, the safety of these

children will be comprom-

ised, Damle said. He added,

"Protectionism for your

school buses has to go. Pro-

active schools can solve prob-

lems and train the drivers of

he added.

pen if the destination has two separate runways with instruon the morning Delhi-Hydera- ment approach procedures and the weather an hour before and after the expected time of than enough fuel for the flight arrival is 'visual' or the pilot has a visibility of 5 km from the

> Adopting this method will help the carrier reduce its fuel requirements by two tonnes on a Boeing 787

School buses should not be money-making

avenues for managements: Govt officials

lowed to operate these flights. For the next 30 days these flights from Delhi to Hyderabad will be monitored and can then be extended to another airport, possibly Kolkata. Adopting this method will

help Air India reduce its fuel requirements by two tonnes on a Boeing 787, while actual consumption of fuel will come down by about 90 kg on a larger Boeing 777.

The actual fuel requirement will come down by four tonnes and fuel consumption will Alternate flight can only hapcome down by about 140 kg.

Bosch, Sweden's Powercell team up for fuel cell technology

Robert Bosch GmbH, the world's largest auto-parts supplier, joined forces with fuel-cell stack maker Powercell Sweden AB, in a bet the technology will eventually play a key role in making trucks and cars greener.

The partners will co-develop polymer-electrolyte membrane fuel cells that Bosch will then manufacture under a global license, according to an emailed statement on Monday. The stack will add to Bosch's

line-up of fuel-cell products, which turn hydrogen into electricity, and will be launched in 2022 at the latest.

Advantage hydrogen fuel Hydrogen fuel cells have long

been lauded for their potential to replace dirtier ways of generating electricity and for portability that could help resolve rangeanxiety concerns with batterypowered cars. But the technology, which emits only water vapour, has struggled to gain traction - mainly because of high cost, a lack of infrastructure and the complexity of storing hy-

drogen. Daimler's Mercedes-Benz unit rolled out a fuel-cell version of its popular GLC SUV for fleet customers last year in a fresh push to refine the technology. Toyota Motor Corp and South Korea's Hyundai Motor Co have also been among the industry's biggest fuel-cell backers.

Bosch said that it expects the fuel-cell business to be worth billions of euros over the longterm. It estimates that as much as 20 per cent of electric vehicles worldwide will be powered by fuel cells by 2030.



Tender in prescribed form is invited for taggered delivery basis

HYDROGEN PEROXIDE 50% MT 1500 For details visit www. hnlonline.com.



the supply of the following item or Item Description

TELANGANA STATE POWER GENERATION CORPORATION LIMITED T.No.e-14/CE(C&C)/SE(C&C)/DE(C)/A1/2018-19

M/s Singareni Collieries Company Ltd to Bhadradri Thermal Power Station (BTPS) by road using Tippers with not less than 22 Tonnes capacity for a period of one year. Scheduled Extended up to:02.05.2019 at 17:00 Hrs. T.No.e-01/CE/CETD/TSGENCO/2019-20

CETD - Providing boarding facilities at Canteen, Centre of Excellence for Training & Development at Paloncha, Bhadradri Kothagudem Dist from the actual date of commencement of work to 31.03.2020. Value of work: ₹. 27,51,494/-. Scheduled open and Closing Date:24.04.2019 at 13:00 Hrs & 14.05.2019 at 15:00 Hrs. For further Details: "www.tsgenco.co.in & https://tender.telangana.gov.in"

THE INSTITUTE OF Company Secretaries of India



भारतीय कम्पनी सचिव संस्थान

http://tinyurl.com/yxghv953

ICSI- CENTRE FOR CORPORATE GOVERNANCE, RESEARCH &

Announces 6th Batch (2019-2021) Full Time Integrated Company Secretary Course Registration for the entrance test is open:

Last date for registration is 10th May, 2019 For more details Contact us Plot No.101, Sector-15, Institutional Area, CBD-Belapur, Navi Mumbai, Maharashtra- 400 614

Phone: 022-41021515/01 Email: tarun.pandeya@icsi.edu; ccgrt@icsi.edu Website: www.icsi.edu/ccgrt



KIOCL LIMITED (A Government of India Chicaphise) CIN-L13100KA1976G01002974, II Block, Koramangala, Bangaluru – 560 034, Ph : 25531461-70 / 2553216B Fax : 25532153 / 25630984 Web site : www.kiocIltd.in (An ISO 9001-2008, ISO 14001-2004 & 18001-2007 Compar

NO. KIOCL/PUR/PPU/99/7090 **OPEN TENDER NOTICE**

KIOCL Limited invites sealed tenders from the reputed suppliers for

Supply of 3000 MT ± 10% Burnt Lime on Total Delivered Cost Basis or use in KIOCL Pellet Plant Unit at Mangalore, Karnataka. ast date for submission of Tender is 2:00 PM (IST) on 29.05.2019. For more details, please visit our above website and Central Public Procurement Portal http://eprocure.gov.in. Corrigendum, if any, would be published in our website only

> **Deputy General Manager (Purchase)** Mob No. +91 9945106699

NMDC Limited

BKMM/PUR/04T053/ **OPEN TENDER NOTICE THROUGH E-PROCUREMENT** E-tenders are invited for following item from reputed manufacturers directly or through their accredited agents in India.

Tender No.	Description Material	Display & Sale of Tender Documents Period	Last date & Time for submission of offer	Tender fee in ₹	EMD ₹
NMDC/ KIRAN DUL/8/ 19-20/ ET/80	Procurement of GET Spares for CAT D -11T Dozer for BIOM, Kirandul Complex, Dantewada District, Chattisgarh	29.04.2019 To 31.05.2019 upto 2.30 PM	31.05.2019 By 3.00 PM (IST)	₹ 5900/- Inclusive of GST	₹ 25,000/-

Prospective bidders may visit our websites: www.nmdc.co.in; CPP Portal https://eprocure.gov.in; https://mstcecommerce.com and may lownload the tender documents. Any corrigendum to the above tende notice will be uploaded on our website only. Respective bidders are required o visit the above website regularly for updation of corrigendum

HOD (Materials)

GMR Infrastructure Limited

NOTICE

Members are hereby informed that pursuant to Section 110 of Companies Act, 2013 read with Rule 22 of the Companies (Management and Administration) Rules 2014, (including any statutory modification or re-enactment thereof for the time being in force) and the Securities Exchange Board of India (Listing Obligations and Disclosure Requirements) Regulations, 2015 (LODR) the Company has completed (a) the dispatch of Notice of Postal Ballot on April 29, 2019 along with Postal Ballot Form, through electronic mail to the Members whose e-mail IDs are registered in the Depository records on April 25, 2019 i.e. cut-off date on which voting rights of the members have been reckoned and (b) dispatch of the same in physical mode along with a self- addressed postage prepaid Business Reply Envelope to the other Members (i.e. whose e-mail IDs are not registered) on April 29, 2019, whose names appear in the register of members as on April 25, 2019, for seeking their approval in relation to: approval in relation to:

Approve divestment of minority equity stake in GMR Airports Limited and approvals in terms of section 180(1)(a) of the Companies Act, 2013 and Regulation 24 of SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015.

The Company has engaged the services of Karvy Fintech Private Limited (KARVY), for providing e-voting facility to all the Shareholders of the Company. Shareholders are requested to note that the voting both through physical and electronic mode shall commence from April 30, 2019 at 9.00 a.m. IST and shall end on May 29, 2019 at 5.00. p.m. IST. Duly completed Postal Ballot Form should reach the Scrutinizer on or before the close of working hours of May 29, 2019. Postal Ballot Forms received after working hours (i.e., 5:00 p.m. IST) of this date will be treated strictly as if the reply from the Shareholder has not been received and further person who is not a geometric so the cut-off date should treat this further, person who is not a member as on the cut-off date should treat this Notice for information purpose only. Shareholders who have not received Postal Ballot Forms may either download from:

) https://evoting.karvy.com;

or apply to the Registrar (i.e., Karvy Fintech Private Limited., Unit: GMR Infrastructure Limited, Karvy Selenium Tower B, Plot 31–32, Gachibowli, Financial District, Nanakramguda, Hyderabad – 500032), to obtain the duplicate thereof. For any grievances / queries relating to voting by Postal Ballot or by electronic means, Shareholders are requested to contact Mr. Ramdas G, Karvy Fintech Private Limited. Phone: 18003454001; Email: einward.ris@karvy.com.

The result of the Postal Ballot (including e – voting) will be declared along with the Scrutinizer's Report, on May 31, 2019 at 11 a.m. at registered office of the Company i.e., Naman Centre, 7th Floor, Opp. Dena Bank, Plot No.C-31, G Block, Bandra Kurla Complex, Bandra (East), Mumbai – 400051 and will be hosted on the website of the Company at www.gmrgroup.in and on the website of Karvy at https://evoting.karvy.com and will also be displayed on the notice board of the Company at its Registered office and Corporate office, immediately after the declaration of the result by the Chairman or a person authorised by him in writing and after the results are communicated to BSE Limited at www.bseindia.com National Stock Exchange of India Limited at www.nseindia.com on which the equity shares having face value of Re.1/– each of the Company are listed.

By order of the Board for GMR Infrastructure Limited

T. Venkat Ramana Company Secretary & Compliance Officer

in buses run by other private operators - which charge

But "Children who travel

'If schools commercialise transportation

of kids, safety will be compromised'

private buses on weekends." The economics of road safety plays as much of a role, indicated Sudeep Lakhtakia, Director General, BurDevelopment (BPR&D).

Road accidents data Both Lakhtakia and Damle called for better methods and common standards to collect data related to acci-

Lakhtakia noted that road

geometry or design, vehicle

and climate conditions can

eau of Police Research and

as much be reasons for accidents, as drivers' skills. BPR&D, recently, started a Centre for Traffic in the BPRD Training Institute at Bhopal. This centre looks into multiple policy interventions to

A cue from South Korea "Private transport also tends to increase the chances of ac-

bring road safety to the

centre of public discourse.

cidents. One of our studies found that most of the students hit were within 100-200 metre distance of school, by vehicles of parents dropping other kids to the school, said Jo Yee Yung Fung, Chief-Sustainable Transport Section, Transport Division, UN Economic and Social Commission for Asia and Pacific.

Korea Transport Institute's

Jae Hoon Sul said that South

Korea brought down school children fatalities by 97 per cent through different low and high cost interventions - spread over an almost 20year period. These included forming "mothers' group" in each school which pushed policy interventions and redesigning school zones and