# aitivia परिवहन प्रगति

Monthly Magazine of All India Transporters Welfare Association

# <u>Parivahan Pragati</u>

Logistics Multi-modal / Supply Chain / Warehousing / Technology / Industry / Trade



Follow Traffic Rules, Avoid Accidents

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Woman Touching New Heights Discover her in her own words

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Ceat Opens New Truck Service Hub in Gwalior

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HCL Tech to Acquire German Auto Tech Company ASAP for Over Rs 2,200 Crore

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 NHAI Takes Initiative for Rectification of Accidents Spots Through Short-term Measures

# Features That Can Add Value to AC Cabin Trucks

he monsoon season comes with unique challenges for truck operators. Ensuring the safety of their cargo and vehicles becomes tough. Knowing the specific challenges faced by container and open-body trucks during this time, implementing effective strategies becomes a top priority for operators to mitigate risks and safeguard their assets.

Proper cargo placement, the use of tarpaulin for waterproofing, securing cargo in open-body trucks, and addressing the challenges of container trucks are key considerations for protecting cargo from water damage. Additionally, navigating waterlogged roads and managing reduced visibility requires drivers to adopt safe driving techniques and stay vigilant. By prioritizing safety, implementing preventative measures, and being prepared for emergencies, truck operators can successfully navigate the monsoon season, ensuring the safety of their cargo and the integrity of their trucks.

In this issue, we present key precautionary steps for drivers to follow, which will help them in this and the coming monsoon seasons.

Now, adding to the last issue where we explicitly discussed the government's initiative to make all commercial vehicles have air-conditioned (AC) cabins, I would present a few more points, suggested by truck owners and which yours truly also approves.

Surely, this will offer drivers comfort in the scorching heat but it does not get over at that. Here are some suggestions that may help drive



#### Ashok Gupta

effectiveness and productivity.

Add a TPMS (Tire Pressure Monitoring System) mandatory. This can enhance the truck cabin and can offer several benefits to drivers.

Talking about safety, TPMS can help ensure optimal tire pressure by monitoring the air pressure in real time. We all know how much correct tire pressure is crucial for safe driving. Of course, underinflated or overinflated tires can affect handling. traction, and braking performance. However, with a TPMS, drivers get immediate alerts or warnings when the tire pressure drops below or exceeds the recommended levels, allowing them to take prompt action and avoid potential tire-related accidents. Implementing a TPMS will help operators to stay away from unwanted challenges, as it should act as a one of a solution for hot summer and rainy seasons.

Additionally, we must remember that maintaining the correct tire pressure extends the lifespan of tires. On-time monitoring of tire pressure through TPMS will help drivers keep their tires

properly inflated, ensuring the longevity of tires. Also, TPMS enhances fuel efficiency, as properly inflated tires contribute to improved fuel efficiency. Underinflated tires create more rolling resistance, requiring the engine to work harder and consuming more fuel. By addressing the low tire pressure issue on time drivers can maintain optimal tire pressure and enhance fuel economy.

Further, as TPMS helps detect tire issues such as slow leaks or punctures very early, so offers an opportunity for drivers to solve tire failures early and hence avoid costly repairs. Early detection also reduces the risk of sudden tire blowouts, which can cause significant downtime and expensive roadside assistance or towing.

#### Add reverse and side view cameras; it improves visibility, enhances safety and helps in navigating.

As we know, reverse cameras help drivers see obstacles, pedestrians, or other vehicles behind the truck while manoeuvring in reverse. They provide a wide-angle view of the rear area, reducing blind spots and enhancing visibility, especially in crowded or tight spaces. Side view cameras offer additional visibility, allowing drivers to monitor adjacent lanes and detect potential hazards.

By providing a clear view of the surroundings, reverse and side view cameras help reduce the risk of accidents when backing up, changing lanes, or making turns.

Reverse cameras make it easier for drivers to navigate in tight spots, such as loading docks or narrow alleyways.



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They assist in aligning the truck accurately and guide tricky manoeuvres, enhancing precision and reducing the likelihood of accidental collisions or property damage. Also, reverse cameras simplify the process of connecting a truck to a trailer. They allow drivers to align the trailer hitch with precision, streamlining the hookup process and reducing the time and effort required. Additionally, sideview cameras can assist in monitoring the trailer during travel, ensuring it remains secure and reducing the chance of sway or detachment.

We'll have to agree that camera systems with displays in the cabin provide a convenient way for drivers to monitor their surroundings without having to rely solely on mirrors. The real-time video feed allows for quick assessment and decision-making, enhancing overall situational awareness and making driving more efficient and stress-free.

Add an extra fixed tool for toolbox storage in a truck cabin such as a jack, tire iron, air pressure gauge, and other essential items, can offer several benefits to drivers:

You'll agree that having essential tools readily available in the cabin eliminates the need to search for them in various locations or rely on external assistance. It allows drivers to quickly

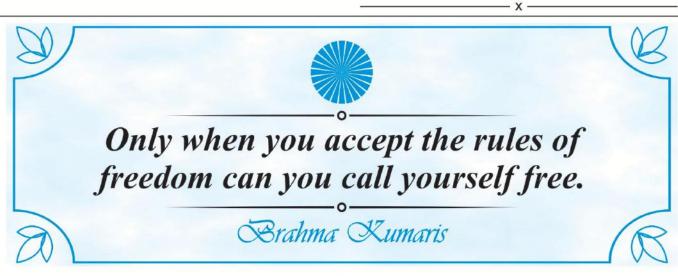


access the tools they need for minor repairs, maintenance, or emergencies, saving time and effort.

Fixed tool storage in the cabin helps to keep the tools secure and in one place. This avoids clutter and ensures that the tools are readily available when needed. Additionally, having fixed tool storage prevents loose tools from rolling or shifting during transit, reducing the risk of damage or injury.

To summarise, the government's

decision to implement AC cabin trucks in India is a great initiative. But, with India on the verge of one of the top three largest economies, and logistics and transportation contributing about 14 per cent of India's GDP, the sector deserves even more. Definitely to rub our shoulders with Western countries and to excel modern looked trucks are a must but if the mentioned points are added in the AC cabin trucks, the convenience will be multiplied.





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# Challenges of Delivering Cargo in Monsoon Season

he constant rise of global warming and an increased number of natural calamities is emerging across the globe, very frequently. While their impact on human lives and infrastructure is evident, they also expose critical vulnerabilities in logistics and supply chain systems. From a supply chain perspective, the aftermath of these disasters is a huge blow for industrial activities.

Though monsoon is a natural season, arriving after the hot summer, its behaviour has also changed over the years due to global warming. This year, many parts of the country have witnessed heavy torrential rainfall which has caused loss of property and life and forced thousands to dislocate. Several areas of Delhi NCR, Punjab and Himachal Pradesh have experienced waterlogging, including key traffic stretches.

It is this time when commercial drivers need to be extra careful as driving a truck becomes very difficult, be it an expert or a well-trained driver. Heavy rainfall, waterlogged roads, and reduced visibility make cargo transportation very challenging. These factors significantly impact the efficiency and safety of trucks on the road.

This year, as of now, transportation systems in several parts of India have faced multiple challenges, of course, due to heavy downpours and associated factors. Here are some of the common challenges and possible solutions:

#### Waterlogging and Flooding

Heavy rainfall has led to waterlogging

on roads and low-lying areas, causing disruptions to transportation. Waterlogged roads have impeded the movement of vehicles, leading to traffic congestion and delays. In some extreme cases, severe flooding has rendered roads impassable and halted transportation entirely.

However, steps like, cleaning and desilting of drains, repair of road infrastructure, and the deployment of emergency response teams can help the cause and offer a quick relief to commuters.

#### **Damaged Roads and Potholes**

Continuous rainfall and waterlogging have resulted in damaged road infrastructure, leading to the

Continuous rainfall and waterlogging have resulted in damaged road infrastructure, leading to the formation of potholes. And, we know, how potholes pose risks to vehicles and commuters, resulting in slower and more challenging travel conditions

formation of potholes. And, we know, how potholes pose risks to vehicles and commuters, resulting in slower and more challenging travel conditions.

We all know, how important it is to have efficient maintenance and repair



Ramesh Agarwal
National President, AITWA

systems to minimize disruptions and ensure transportation systems function as smoothly as possible, Road caretakers like NHAI and PWD should ensure that repair works are done properly and effectively, before the arrival of the monsoon season.

#### **Road Diversion**

Goods carriers, including heavy goods vehicles and light goods vehicles, have experienced disruptions during this monsoon. Flooding and waterlogging have forced the suspension or diversion of truck routes, causing inconvenience in delivering cargo and affecting on-time delivery.

By ensuring a better internet network operators can help drivers/commuters receive timely information about route jams, changes, delays, or alternative transportation options.

#### Railway Track and Signal Issues

The railway tracks in many parts of India are susceptible to issues during the monsoon season. Heavy rainfall has affected the stability of tracks and led to landslides or soil erosion. This, also has, been attributed to delaying the delivery of goods.







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The best way to keep a check on this could be by keeping a constant eye on road and railway conditions to keep track of them, offering timely updates to commuters.

#### **Transportation Safety**

As for transportation safety, this monsoon has brought multiple risks with it. Slippery roads, reduced visibility, and poor driving conditions have increased the number of road accidents. Commuters, especially pedestrians, face challenges navigating through waterlogged streets.

As a precautionary measure, specialized monsoon driving training for drivers is vital. This includes educating them about safe driving techniques, maintaining appropriate speeds, and adapting to reduced visibility. Driver awareness and skill development significantly contribute to accident prevention and cargo safety.

#### Maintenance Challenges

There is no second opinion on the challenges of maintenance activities in the monsoon season. Repairing and maintaining road infrastructure, cargo transport vehicles, and railway tracks

face additional difficulties due to continuous rainfall and waterlogged conditions.

Of course, in monsoon, it's very difficult to get involved with maintenance activities, be it related to road infrastructure or vehicles. Therefore, one has to take special measures to avoid such challenges. For instance, a driver should be upskilled with some mechanical techniques and road infrastructure should be good enough to not get teared away by waterlogging.

### Communication and Information Disruptions:

Heavy rainfall disrupts communication networks, affecting real-time information updates for commuters. This can make it challenging for operators to receive timely information about route changes, delays, or alternative transportation options.

For this, internet operators should be informed to take additional steps to offer drivers/commuters timely information about route jams, changes, delays, or alternative transportation options.

We agree that the authorities have

undertaken various measures to address these challenges, over the years. But a little bit more effort, perhaps, will ensure better movement and safe operation of cargo trucks. of transports. Some additional steps to mitigate potential risks and maintain the integrity of both cargo and trucks are:

#### Thorough Inspections of the Vehicle

A comprehensive inspection of the trucks before the monsoon season is essential. This includes checking the condition of tires, brakes, wipers, and lighting systems. If repairs or replacements are required, they should be promptly addressed to ensure optimal functionality.

#### Maintenance Checks

Regular maintenance checks are a must as they help identify and resolve any existing issues. The performance of the engine, electrical systems, and suspension components need to be given proper attention. Also, proper lubrication of moving parts is necessary to prevent breakdowns during the monsoon season.

#### Waterproofing Measures

Effective waterproofing techniques are needed to safeguard cargo from water damage. For open-body trucks, utilizing multiple layers of tarpaulin to cover the cargo can provide a barrier against rainwater.

In short, by prioritizing pre-monsoon preparations, cargo and truck operators can minimize risks, optimize operations, and enhance safety during the challenging monsoon season. Further, the government could be more vigilant and improve the road conditions before the start of the monsoon season. By implanting innovative technologies and with better planning the truck movement can be smothered. For a country like India, which is one of the top five economies, this could be a step well taken.



## In Wet Weather Drivers' Judgment & Presence of Mind Plays the Key

he number of automobiles in India is increasing rapidly. As a result, drivers are stressed to drive safely, particularly during the monsoon season. The rainy season adds to their motoring difficulties. So it is necessary to observe all the safety precautions while driving to ensure a safe ride on the road, especially on highways.

It is not a hidden fact that almost half of weather-related accidents are due to rain. Whether it is a light shower or a heavy downpour which is also accompanied by mild to strong winds; they make the streets wet and even create potholes on bad roads. Driving in these conditions often reduces visibility and one needs to depend on the rain-splattered windshield for guidance which makes the entire experience white-knuckled and nerve-

racking. It is understandable how easily it leads to an accident. However, truck drivers should follow highway rules & regulations along with practising safe driving.

Here are some pointers which can help drivers to ride safely on the highways:

Avoid Driving If Possible - It is always advisable to exercise precaution and wait out the rain, if possible. You can always drive slowly

and safely once the downpour stops. This is the best way to avoid accidents. Drive only when it is necessary.

Double-check the Vehicle - Always get your vehicle thoroughly inspected to ensure all its equipment like the windshield wipers, headlights, tail lights, brakes etc. are in top order. Don't ignore the tyres, they need

Always get your vehicle thoroughly inspected to ensure all its equipment like the windshield wipers, headlights, tail lights, brakes etc. are in top order. Don't ignore the tyres, they need special attention



General Secretary, AITWA

special attention. Lack of proper tread, air pressure, etc. can reduce traction and increase the risk of an accident considerably. Always use good quality tyres.

Turn the Headlights On - Visibility is a serious challenge during rain. Turning the headlights on during rain helps improve visibility. Further, it helps other drivers to notice you and eventually to avoid any mis-

happening on the course. You should always switch on it.

Use Windshield Wipers - Often drivers skip wipers during light showers and drizzle, though they cannot avoid using them during heavy rains. Drivers must understand that the use of increases visibility and hence helps meet an accident.

Maintain Proper Distance - A proper distance with fellow drivers should be



maintained on the highways during wet weather. This is because, the risk of collision increases during rains due to slick roads, less visibility and even wet brakes. With more space, you can brake gently and with reduced force.

Drop the Speed - Drive as slowly as possible during the wet weather, particularly through the water-clogged areas. Evade driving on full throttle to prevent water from entering the engine cylinders. Remember, the most dangerous time is when the rain starts as it causes the oils on the roadway to come up to the surface. This makes the entire road conditions slick which imitates the automotive Slip 'N Slide and thus, increases the chances of an accident. Waiting a while reduces the risk considerably

Put Less Pressure on the Engine - If the truck engine is wrecked while in the water, avoid the push-start procedure as it will lead to damage to the engine. Consult a mechanic or a professional technician to prevent further damage to the truck.

Handle the Vehicle with Extra Care - Driving a truck or any other commercial vehicle in monsoon requires calm handling. Be light on the steering and the accelerator. Sudden movements and rough turns can disturb a truck enough to skid due to the wet asphalt.

Always Be a Responsible Driver - We often drive out of habit and pay little attention to the road. But, when you are driving in the rain, it is best to pay special attention to roads and passing vehicles and keep both your hands firmly on the wheels for better control. This is especially helpful if strong winds are blowing as they can move your vehicle with their force.



Follow the Vehicles Ahead of You – When you drive on the same track left by the vehicle ahead of you, you know

When you drive on
the same track left by
the vehicle ahead of
you, you know the
right path to choose.
Because the vehicle in
front has already
displaced any
standing water and
made driving safer for
you. Do take
advantage of it

the right path to choose. Because the vehicle in front has already displaced any standing water and made driving safer for you. Do take advantage of it.

Avoid Standing Water - The risk of

hydroplaning increases when driving through standing water. This increases the chances of a skid and your vehicle losing traction. Driving around it if possible or driving extremely slowly is the smartest move here.

Be Mindful of Intersections and Merging Lanes – Drive slowly and cautiously on intersections and merging lanes, also exercise all precautions like blowing a horn, turning on the headlights, etc. to avoid collisions.

Needless to say, it is always a hassle to transfer goods in the monsoon. Trucking companies are surely paying necessary attention towards making their trucks safe to avoid any misfortunes. But it is also essential for the driver to follow all the rules and take proper care of the truck. By following the mentioned points, drivers can surely increase their safety level while driving in wet weather. We hope we can trust to leave it to drivers' judgment and presence of mind to avert accidents during wet weather.



### बरसात के मौसम में सुरक्षित ड्राइविंग के लिए 8 युक्तियाँ



अच्छी दूरी बनाए रखें।



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ध ईधन टैंक भरा रखें।



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#### प्रयुक्त कमर्शियल वाहन ऋण

- √ वर्किंग कैपिटल का लाभ उठाने के लिए मौजूदा फ्री वाहन का उपयोग करें।
- 🗸 पेशकशों के विस्तृत सूची पुनर्वित्त, पुर्नखरीद, टॉप-अप, रीफाईनेन्स और बैलेन्स ट्रान्सफर ऋण।
- √ लोन अवधि 60 महीने तक।
- √ बड़े फ्लीट ऑपरेटरों से लेकर पहली बार उपयोग करने वाले।
- ✓ फ्रेट बुकिंग कम्पनी के लिए विशेष योजनायें।

#### प्रथम वर्ष के बाद किसी भी समय आंशिक ऋण चुकाने का विकल्प उपलब्ध है

#### ड्रॉप-लाइन ओवर ड्राफ्ट लिमिट

- 🗸 ट्रांसपोर्टरों के लिए संपत्ति और कमर्शियल वाहनों पर ड्रॉफ्ट-लाइन ओडी लिमिट।
- 🗸 अप्रयुक्त राशि पर कोई ब्याज नहीं।
- √ वार्षिक नवीनीकरण की आवश्यकता नहीं है।
- 🗸 कोई अवधि दस्तावेजी आवश्यकता नहीं है जैसे बैलेन्स शीट आदि।
- √ स्वतः लिमिट ड्रॉप उपलब्ध।

#### अधिक जानकारी के लिए सम्पर्क करें।

\* नियम और शर्तें लागू। यस बैंक के विवेकाधिकार पर ऋण स्वीकृत किए जाते हैं। इसमें निहित कुछ भी येस बैंक के किसी भी उत्पाद/सेवा को खरीदने या कोई अधिकार या दायित्व बनाने के लिए निमंत्रण या आग्रह नहीं माना जाएगा। बैंक उत्पादों की बिक्री/विपणन आदि में एजेंटों की सेवाओं का उपयोग कर सकता है। यस बैंक करता है ब्यौरे में दी गई किसी बात पर भरोसा करते हुए किसी के द्वारा किए गए किसी नुकसान या खर्च किए गए डोमन के लिए कोई आदत या जिम्मेदारी नहीं लें। साइट पर प्रदान की गई सामग्री या सूचना और/या तीसरे पक्ष के कृत्यों/वूक के कारण।

## Follow Traffic Rules, Avoid Accidents

#### Mandatory Traffic Signs

As the title suggests, this set of road traffic signs are obligatory for drivers to follow. The purpose of mandatory traffic signboards is the smooth functioning of traffic on the road. In fact, violating any mandatory traffic signs is punishable by law.



Keep Left

#### Cautionary Traffic Signs

The goal of cautionary traffic signs is to warn drivers of any potential threat on the road ahead, like road work, potholes, and speed bumps. While these things are not inherent, accidents could occur if one doesn't slow down their vehicle. Hence, you must take cautionary road traffic signs as seriously as the mandatory ones.

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#### Informative Signs

Informative signs serve to aid any drivers without a map or knowledge of the facilities available in the area they are driving in. They can help guide drivers by offering directions or telling them about hospitals, public phones, and parking spots in the area.





#### Traffic Rules in India

Traffic rules are officially listed in the 1989 'Rules of Road Regulations.' They are as follows:

- Keep to your left if driving on a twoway street or road so that vehicles coming in the opposite direction can pass using the right lane smoothly.
- If you want to turn left ahead, you must stay on the left side before taking a turn.
- If you want to turn right ahead, you must be at the centre of the road and then gradually take a broad right turn.
- When you are coming towards a road intersection, road junction, or pedestrian crossing, you must slow down your vehicle.
- If being overtaken by a vehicle, you must not increase the speed of your vehicle or, in any way, prevent the vehicle that is attempting to overtake you.
- · Overtaking is prohibited in the

#### following cases:

- If passing would, in any way, be dangerous for other travellers on the road.
- If passing is near a bend, hill, corner, or point, as it may lead to a critical accident without clear sight of the road in front.
- If the driver upfront has not signalled the driver behind.
- When trying to overtake a vehicle that's already being passed by the third vehicle.
- For those driving two-wheelers, you and your pillion must wear a helmet.
- Parking is not permitted on the top of a hill, footpath, and road for pedestrians. The same isn't permitted near traffic lights, a crossing on the road, the entrance of a building, or if it covers a fire hydrant.
- Your temporary or permanent Vehicle Registration Number (VRN) must always be displayed on the front

and back of your vehicle.

- Only a single pillion is permitted per two-wheeler.
- Drivers must make way for any cyclists on the road.
- The head or tail lights of your vehicle should never be obstructed.
- Driving in the reverse direction is punishable by law on a one-way road.
- When overtaking another vehicle, one must not go beyond the yellow line.
- One must respect the STOP sign on roads and not stop beyond the sign.
- Honking should only be carried out if necessary.
- When driving on a mountain or hill, your vehicle must be towards the right side of the road.
- One cannot load the vehicle with certain goods, like Inflammable and explosive goods.
- Overtaking must only be carried out from the right side.

X



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## MoRTH Develops Guidelines with Technical Assistance of Japan International Cooperation Agency to Enhance Mountainous Road Infrastructure in India

he Ministry of Road Transport & Highways (MoRTH), with the technical assistance of Japan International Cooperation Agency (JICA), has developed five guidelines aimed at enhancing mountainous road infrastructure in India. These guidelines are designed to ensure high-quality and sustainable road projects in hilly regions which will improve road networks and promote economic growth.

These guidelines were published by Indian Road Congress (IRC) and released on 7th July 2023 by the Union Minister for Ministry of Road Transport & Highways, Nitin Gadkari during the inaugural function of 225th Mid Term Council Meeting at Raipur, Chhattisgarh in the presence of Minister of PWD, Chhattisgarh, MoRTH's Director General (Road Development) & Special Secretary and other dignitaries.

The guidelines provide technical specifications and best practices for road construction in mountainous regions, covering the following topics:

- 1. Planning of Hilly Roads
- 2. Slope Protection and Embankment with Advanced Technology
- 3. Tunnel on Arterial Roads in Hilly Area
- 4. Mountain Bridge with Advance Technology
- 5. Operation and Maintenance of

Mountainous Highways

Recognizing the critical role that wellmaintained roads play in facilitating trade, connectivity and social development, MoRTH and JICA had

Recognizing the critical role that well-maintained roads play in facilitating trade, connectivity and social development, MoRTH and JICA had agreed to implement "Capacity Development Project on Highways in Mountainous Regions" from 2016 to 2021

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Notably, JICA and MoRTH signed the Record of Discussions (dated 17th of December, 2021) for capacity development for the maintenance of resilient mountainous highways. The project, which is a Technical

Cooperation Project, aims at enhancing institutional capacity of organisations concerned with operation and maintenance of mountainous highways. Work on the project is expected to commence from April 2022, for which administrative approval was obtained on January 24, 2022.

MoRTH is primarily responsible for the development and maintenance of National Expressways and National Highways. As a part of Bharatmala Plan (Phase 1), the Ministry pays special attention to highway development in the mountainous regions such as North Eastern Region, Uttarakhand, Himachal Pradesh etc.

Development of roads in mountainous areas is important in terms of improving connectivity within region and border areas. Roads in mountainous areas are often composed of multiple civil engineering structures including bridges and tunnels, and proper maintenance is essential to maintain the road function as a network. In India, there is a scarcity of technical experts in the field of designing as well as in supervision of highway works including tunnels in hilly terrain, thus creating the need for capacity enhancement.

Through this project, JICA will dispatch a long-term Japanese expert

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based in India and short-term experts from Japan who will support in the development of handbooks for maintenance by utilizing Japanese knowledge and experience. As part of the project, training of personnel will be conducted both in India and Japan to share the Japanese experience, a country surrounded by mountains and forests. It is expected that the maintenance capacity of personnel from government-affiliated organizations such as National Highways & Infrastructure Development Corporation Ltd. (NHIDCL), and National Highway Authority of India (NHAI) will improve. In addition, it is expected to contribute to the maintenance and management of the loan assisted projects including the Northeastern Province Road Network Connectivity Improvement Project (Phase 1 to 5), which are being developed as part of the Japan's cooperation towards the development of India's North Eastern Region.

As part of the project, training of personnel will be conducted both in India and Japan to share the Japanese experience, a country surrounded by mountains and forests. It is expected that the maintenance capacity of personnel from governmentaffiliated organizations such as National Highways & Infrastructure Development Corporation Ltd. (NHIDCL), and National Highway Authority of India (NHAI) will improve

Speaking on the occasion, SAITO Mitsunori, Chief Representative, JICA India, said, " JICA will support India's efforts to improve road connectivity through enhancing sustainability and resilience. Highway development is one of the primary concerns for economic development in India. The road development in the mountainous regions is significantly important to improve connectivity in regions and the borders. JICA expects that this project will significantly contribute to enhancing institutional capacity of organizations concerned with operation and maintenance of mountainous highways. JICA will focus on the development of technical handbooks to assess disaster risk of slopes on mountainous highways, technical inspection manuals of road maintenance for road facility, and an Operation and Maintenance (O&M) manual for tunnel as a part of the project activities."

Since 2007, JICA have provided several technical cooperation projects towards the road sector in India, including capacity development of sustainable development of expressways (2007-2011), capacity development for highway operation and maintenance Project (2013-2015), and the Capacity Development Project on Highways in Mountainous Regions (2016-2022). The on-going Technical Cooperation Project is focused more on road development in mountainous area. Guidelines for planning, mountainous bridge, slope protection, tunnel on arterial roads, and O&M were developed and approved by MoRTH on January 31, 2022. This project was conceptualized by utilising outputs of on-going project and focusing more on the operation and maintenance stage of existing road infrastructures in mountainous area.



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# Woman Touching New Heights

#### Discover her in her own words



Ms. Minal Mehta

I am, Minal Mehta, partner at Miletrade. We at Miletrade are into logistics of liquid chemicals operating pan India.

I am a second-generation entrepreneur. I joined the family business in 2006 after completing my graduation in Management. Taking into the nature of our business & to deal with daily situations better I pursed Law (LLB).

Having gained a little experience in business I then pursued my postgraduation specializing in Family Managed Business (FMB) from SP Jain College.

Being a business owner, we have to keep ourselves abreast with all the activities in the business. We are more like "Jack of all, master of none." I primarily handle the overall business growth & development while also being involved in the day-to-day operations of the business. I am incharge of the recruitment, training in the organisation there by ensuring we have a strong & talented workforce. Another important challenge for me has been to keep the organization up to date in the ever & rapidly changing world of technology in the sector.

Later in 2019, I got an opportunity to attend the MPOWER program. This is a short course at IIM Ahmedabad (in affiliation with Mahindra & Mahindra – Trucks Division). This was a perfect program for all people in the logistics sector since it deals purely with the challenges of this sector alone, there by also being a great platform to network with fellow transporters.

As far as Miletrade is concerned, like already mentioned we specialize in the movement of hazardous goods across India. We have been in this line of business for over 40 years, having a fleet strength of about 80 vehicles. The company was started by my father Mr. Yogesh Mehta & uncle Mr. Harshvarden Mehta. They initially began as traders & transporters for chemicals manufactured by Rashtriya Chemicals & Fertilizers Ltd, Mumbai & then over the years both the business verticals have been separated. We at Miletrade now we specialize in movement of liquid chemicals which

are hazardous in nature.

In addition to my role at Miletrade, I am also involved in our other family businesses i.e. a factory again into processing of hazardous goods & we are even authorized dealer for Hero MotoCorp Ltd (Two-Wheeler Manufacturers).

I am incredibly passionate about reading various kinds of books, magazines, articles, etc & attending various talks & seminars to keep myself up-to-date on the various trends & developments in the field. I strive to stay on top of the latest trends & best practices in the field. It is important to keep up with the industry news & to constantly learning.

Outside of work, I'm an avid traveller & gastronome. I enjoy exploring new places, understanding different cultures, meeting different people, trying new things & doing adventure sports. I firmly believe that having a well-rounded life is critical for maintaining balance & perspective, which is especially important in a fast-paced business world.

I believe that sharing knowledge & collaborating with others is the key to achieving success, & I look forward to learning from & contributing to this community. Thank you for reading!!

Regards Minal Mehta 9833060001

X



On our fiftieth birthday, our timeline is filled with: the relationships we've formed, the trust we've honoured, the fairness we've played by, the lives we've touched, the lessons we've learned and the values we've passed on. Today, we pause and yet we keep moving on. At each step, we continue to be guided by the hands of yesterday.

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Shriram Insight Share Brokers

# Tata Motors Inaugurates State-ofthe-art Registered Vehicle Scrapping Facility in Bhubaneswar



ata Motors, India's leading automobile manufacturer, continues its commitment to sustainable mobility with the launch of its second Registered Vehicle Scrapping Facility (RVSF) in Bhubaneswar, Odisha. Named 'Re.Wi.Re - Recycle with Respect', this advanced facility was inaugurated by Tukuni Sahu, Hon'ble Minister of Water Resources, Commerce & Transport, Government of Odisha. The event was graced by delegates from the Odisha Government and Tata Motors.

The state-of-the-art facility uses environmentally friendly processes and has the capacity to disassemble 10,000 end-of-life vehicles safely and sustainably each year. The RVSF is developed and operated by Tata Motors' partner Empreo Premium to scrap end-of-life passenger and commercial vehicles of all brands.

This launch follows the success of the first facility in Jaipur, Rajasthan, and marks another significant milestone for the company's sustainable initiatives.

Speaking at the launch of Tata Motors' Re.Wi.Re RVSF in Odisha, Tukuni Sahu, Hon'ble Minister of Water Resources, Commerce & Transport, Government of Odisha said, "Today marks a significant milestone in our efforts towards sustainable development in Odisha. With the inauguration of this new scrappage facility, we take a crucial step towards reducing the environmental impact of our transportation sector. This facility not only provides a convenient and safe way to dispose of old vehicles but also promotes the adoption of cleaner and more efficient modes of transportation. We applaud the commitment of Tata Motors and all parties involved in bringing this project to fruition while urging our

citizens to unite with us in our pursuit of a cleaner and greener future."

Commenting on the launch, Rajesh Kaul, Business Head - Trucks, Tata Motors, added, "At Tata Motors, we are committed to drive sustainable, eco-friendly mobility solutions and complete lifecycle management. As we inaugurate our latest RVSF in Odisha, we embark on a transformative journey towards responsible end-of-life vehicle scrapping in the state. By implementing globally benchmarked recycling processes that hosts modern equipment for safe and sustainable vehicle scrapping, we aim to extract the utmost value from scrap materials and minimise waste for a brighter future. We extend our appreciation to the extraordinary efforts of the Government of Odisha for making this project a reality. These decentralised facilities will benefit our customers, foster economic growth, generate employment opportunities and fulfil the need of eco-friendly vehicle scrapping."

A cutting-edge facility, Re.Wi.Re. is purpose-built for dismantling end-oflife passenger and commercial vehicles across all brands, with a focus on employing environmentally friendly practices. A fully digital facility, all operations are seamless and paperless. Additionally, there are dedicated stations for the safe dismantling of various components, including tyres, batteries, fuel, oils, liquids and gases. Every vehicle undergoes a meticulous documentation and dismantling process specifically designed to meet the requirements of passenger and commercial vehicles. By doing so, the dismantling process ensures maximum attention to detail, guaranteeing the safe disposal of all components. Ultimately, the Re. Wi.Re. facility embodies a groundbreaking leap towards fostering sustainable practices within the automotive industry.



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# Ceat Opens New Truck Service Hub in Gwalior



eat, a leading tyre manufacturer has opened its new Truck Service Hub in Gwalior. This marks the company's third such facility in Madhya Pradesh and is located at Transport Nagar in Gwalior, which is a key logistical hub in the region.

The new set-up features a tyre display area, customer seating and two truck alignment bays to accommodate multiple trucks simultaneously. It will provide a wide range of services, including mechanised tyre changing, tyre rotation, computerised alignment, and balancing. The centre places significant emphasis on the importance of regular tyre check-ups, highlighting the crucial role of proper wheel alignment and balancing in preventing uneven tyre wear and

prolonging the overall life span of the tyres.

The inauguration ceremony was conducted by Saurav Mukherjee, Senior Vice President- Global Sales and Supply Chain, Ceat. This service hub is being launched in association with one of Ceat's dealers, M P Tyre & Service.

Mukherjee said, "This facility exemplifies Ceat's unwavering commitment to providing top-notch tyre services to the trucking community. With a dedicated focus on regular tyre check-ups, proper wheel alignment, and balancing, we emphasise the importance of maximising tyre performance, enhancing safety, and extending the overall lifespan of the tyres. We are confident that the advanced technology and unmatched service

experience at the Gwalior Truck Service Hub will make a significant difference for truck drivers and fleet operators in Madhya Pradesh and the surrounding regions," reported Express Mobility.

Chandan Kalra, Owner, M P Tyres and Service, said, "This partnership further solidifies our commitment to delivering top-notch tyre services to our valued customers. This initiative will undoubtedly elevate the overall experience for truck drivers and fleet operators, setting new standards in the industry."

In the last couple of months, Ceat has inaugurated Truck Service Hubs in various locations at UP, J&K, Gujarat and Maharashtra and will be opening another hub in Karnataka in the near future.

"It's hard to beat a person who never gives up." -Babe Ruth



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# Futureproof with Digitalisation, AI and ML

he Mahindra Group is betting big on tools like Artificial Intelligence (AI), Machine Learning (ML), Deep Learning, Computer Vision, and Analytics to further optimise its businesses. In fact, Mahindra Digital Engine along with its development partner Uneeq recently demonstrated the potential of AI, by creating a digital avatar of Anand Mahindra, Chairman, Mahindra Group. The company plans to use the Mahindra Digital Engine across the Mahindra Group in the future.

The digital avatar utilising AI and natural language processing interacted with the audience, responding to

The digital avatar utilising AI and natural language processing interacted with the audience, responding to questions on the Rise philosophy, Leadership and Sustainability

questions on the Rise philosophy, Leadership and Sustainability. "For the future, our growth path is clearly set out. Our strategies for scaling up the core businesses and the growth gems are well-defined. The Indian economy has grown at 7% and we are in the right place at the right time. But there are also tectonic changes in the offing. The rise of Generative AI is likely to be a major inflexion point which could fundamentally transform



life and business as we know it. AI could literally become a co-pilot in almost everything that we do," said Anand Mahindra in his note to shareholders.

Anish Shah, MD & CEO, Mahindra Group shared, "Our goal is to establish technology leadership across all our industries. Our tech Visionaries, including senior leaders, actively understand and leverage the dynamic technology landscape to enhance our products, processes, and customer experience. Through AI, metaverse, cybersecurity initiatives, and ongoing generative AI experiments, we are unlocking new possibilities. Additionally, we are now capitalising on synergies with Tech Mahindra," reported Express Mobility.

Another initiative the company has taken to reduce its carbon footprint is at its Nashik plant. The Tool & Die (T&D) plant at Nashik achieved success with the implementation of ACT (Advanced Cold Test) technology, which is a green solution

that eliminates the need for diesel burning during testing.

It has also established a Product Review Centre (PRC) at Mahindra Research Valley (MRV) to facilitate high-resolution engineering reviews for better alignment and quality.

Mohit Kapoor, CTO, Mahindra Group explained "Our first focus area is the digitisation of customer and employee journeys. The second focus area is the use of AI and ML. And third, is adopting the cloud for agility and innovation."

The company is also deployed a Paint Defect Inspection system that utilises AI, Edge Computing and Computer Vision to identify paint defects in just 20 seconds with more than 95 percent accuracy, resulting in better quality and fewer complaints. In fact, Mahindra Group, with its R&D facilities spread across 21 centres in 7 countries, is leveraging the power of collaboration to be agile and future-ready.

# CV Sales Flat in June and Entire Q1; Interest Rates, Inflation Key Headwinds

s the commercial vehicle segment seeing a slowdown in sales or is this a high-base effect? The answer is way more complicated. The CV industry, on the one hand, is seeing steady demand on the back of infrastructure push and people movement. But on the other hand, the numbers have seen a drop thanks to pre-buying in March, ahead of the transition to BS 6 Phase 2.

As such the sales in June were at 74,747 units overall, compared to 73,893 units a year ago. On the other hand, Q1 FY2024 saw a marginal decline of 3 percent with 200,829 units sold overall, compared to 207,192 units sold a year ago.

The country's largest truck maker, Tata Motors sold 33,148 commercial

The ILMCV
Trucks, SCV Cargo,
and Pickup, segments
were in red, thus
bringing the overall
numbers in the
negative. For the
quarter the company
sold 82,225 units,
which was 14 percent
lower compared to the
same period last year

vehicles in June, which was lower by 4 percent YoY. The ILMCV Trucks, SCV Cargo, and Pickup, segments were in red, thus bringing the overall numbers in the negative. For the quarter the company sold 82,225 units, which was 14 percent lower compared to the same period last year.

Girish Wagh, Executive Director, Tata Motors said, "Tata Motors Commercial

Vehicles domestic sales at 82,225 in Q1 FY24 were 14.1% lower than Q1 FY23 sales while for the month of June, they were 20.2% higher than the vehicle sales registered in May. We successfully upgraded the entire vehicle portfolio during BS6 Phase 2 transition, beyond the mandatory requirements, to offer more features, value-adds, and benefits to customers. M&HCV growth was driven by the strong infrastructure push by the government, as well as increased activity in e-commerce, construction, and replacement demand in auto logistics and petroleum sector," reported Express Mobility.

"During the quarter, we started deliveries of electric buses, in accordance with the CESL tender mandate and expect to ramp up supplies in the coming months. Looking ahead, the promising monsoon and continuing infrastructure thrust by the government auger well for the CV industry, even as it faces the



headwinds of high-interest rates, fuel prices and inflation," added Wagh.

Ashok Leyland managed to grow its June wholesales by 7 percent at 14,363 units. For Q1 FY2024, the sales came at 39,107 units, which is 5 percent higher compared to the same period last year.

Mahindra & Mahindra reported wholesales of 20,959 units, which was 3 percent higher YoY. For Q1 FY2024, the company sold 61,252 units, which was 4 percent higher on a YoY basis. Barring its LCV under 2-tonne, all segments were in the green.

Volvo Eicher CV managed to register double-digit growth both for June and as well as Q1 FY2024. The company sold 6,277 units last month, which was 12 percent higher YoY, and 18,245 units in the first three months of FY2024, clocking a growth of 19 percent YoY.

In terms of outlook, infrastructure growth, economic growth, and replacement demand is expected to keep the order books healthy.

# Indian Oil Partners Praj Industries to Advance Biofuel Production



Industries have signed a term sheet to advance plans to strengthen biofuels production capacities in India. As per the understanding, the partners will work towards promotion of various biofuels including Sustainable Aviation Fuel (SAF), Ethanol, Compressed Bio-Gas (CBG), Biodiesel and Bio-bitumen among others.

It was in October 2021, both the companies had entered into an agreement to form a 50:50 JV to this end.

Shrikant Madhav Vaidya, Chairman, Indian Oil, said, "The collaboration with an Indian biofuel major – Praj, is a

remarkable milestone in Indian Oil's green energy transition journey. It will strengthen our resolve to achieve our goal of net-zero operational emissions by 2046 and maintain our leadership in the green energy domain," reported Express Mobility.

He further stated that India being an agrarian economy, offers the advantage of sufficient availability of feedstock. The indigenous biofuels will be a game changer in helping India chart its decarbonisation journey. Biofuels offer a win-win situation by reducing dependence on crude imports, boosting the rural economy, and offering sustainable, cleaner mobility options.

Dr. Pramod Chaudhari, Founder and Chairman, Praj Industries said, "Indian Oil and Praj have been collaborating to facilitate India's energy transition towards a greener future in the past as well. The nation's first-of-its-kind advanced biofuels refinery at Indian Oil's Panipat complex is based on Praj's proprietary 2G technology. This year in May, Indian Oil and Praj partnered with AirAsia India and flew India's first-ever commercial passenger flight powered by a blend of 'indigenous' Sustainable Aviation Fuel."

Biofuels positively impact the socioeconomic and environmental aspects thereby facilitating sustainable

In pursuit of energy
self-reliance by
leveraging captive
resources, the country
has aggressive plans
to reconfigure the
transportation fuel
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Biofuels are an
integral part of India's
flourishing
Bioeconomy that plays
a significant role as a
sustainable climate
action tool

development. In pursuit of energy selfreliance by leveraging captive resources, the country has aggressive plans to reconfigure the transportation fuel mix with biofuels. Biofuels are an integral part of India's flourishing Bioeconomy that plays a significant role as a sustainable climate action tool.

## HCL Tech to Acquire German Auto Tech Company ASAP for Over Rs 2,200 Crore



HCL Technologies (HCL Tech), a leading global technology company has signed a definitive agreement to acquire 100% equity stake in ASAP Group, a Germany-based automotive engineering services provider for a deal valued at 251.1 million euros (Rs 2,206 crore) by September 2023.

Headquartered in Ingolstadt, Germany, ASAP is working on futureoriented automotive technologies in areas such as autonomous driving, emobility and connectivity. It counts top automotive original equipment manufacturers (OEM) and tier 1 suppliers in Germany among its customers.

ASAP's services portfolio comprises electrics/electronics, software, consulting, service testing and validation and vehicle development. It employs over 1,600 people across 9 locations in Germany. The company

posted a turnover of 154.3 million euros (Rs 1,355 crore) in 2022, a growth of 26 percent compared to 122.5 million euros (Rs 1,076 crore) a year ago.

HCL Tech is a global leader in engineering and R&D services and works with 63 of the top 100 global engineering R&D spenders. The acquisition will boost HCL Tech's global leadership in engineering services by strengthening its advanced technology, capabilities in the fast-growing automotive engineering services segment in Europe and other key global markets.

Hari Sadarahalli, Corporate VP, Engineering and R&D Services, HCL Tech said, "Core engineering is at the heart of HCL Tech's DNA and truly differentiates our services portfolio. ASAP has developed some exciting capabilities in automotive engineering, and we share their vision for future of mobility. This agreement will enable us to scale these capabilities and innovations across our global network. This investment also reinforces our commitment to Germany, which is a focus market for us. We will continue to nurture local talent and innovation ecosystem to unlock their potential," reported Express Mobility.

Michael Neisen, CEO, ASAP Group said, "We are delighted to align our growth journey with HCL Tech's purpose of bringing together the best of technology and people to supercharge progress for all stakeholders. We are confident that the combination of HCLTech and ASAP's engineering and technology performance will bring best-in-class advantages to the automotive industry worldwide."

# **EU Aims to Make Freight Transportation Sustainable**

he European Union proposed a set of measures to clean up freight transportation as part of a sweeping strategy to make the bloc climate neutral.

The European Commission wants to improve rail infrastructure management, offer new incentives for zero-emission vehicles, and provide better tools for companies to calculate their carbon footprint, according to a

The European Commission wants to improve rail infrastructure management, offer new incentives for zero-emission vehicles, and provide better tools for companies to calculate their carbon footprint, according to a statement. These will help the EU toward its target of cutting transport emissions by 90% by the middle of the century

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"Freight transport in the EU is



responsible for an annual turnover of 938 billion euros, and through our initiatives, we want to increase the availability of rail capacity for freight and cross-border trains," Transport Commissioner Adina Vălean said, reported Bloomberg. "We instate an accurate, homogeneous system of counting emissions from transport operations, and we make road transport more efficient."

The decision complements the Green Deal, the EU's wider strategy to decarbonise the economy by 2050. Freight transportation contributes significantly to climate change, accounting for more than 30% of carbon dioxide emissions in the sector, according to the commission.

The package comes a day before a crucial vote in the European Parliament on a draft nature restoration law, another element of the Green Deal. The biggest political group in the assembly said it would oppose it amid concerns about costs for the ambitious transition.

The main proposals under the transportation package, which needs support from the European Parliament and member states to take effect, are listed below:

Rail: Package aims to harmonise international rail traffic. The new framework for cross-border coordination will allow infrastructure managers to plan timetables, maintenance works and allocation of capacity. Cross-border coordination will also provide new long-distance services.

Road: The commission proposed revising rules on maximum dimensions for heavy-duty vehicles to allow for additional weight for those using zero-emission technologies. It wants to encourage the uptake of more aerodynamic cabins and other energy-saving devices.

Carbon footprint: Package includes a proposal on common methodology for companies to calculate their greenhouse gas emissions if they want to publish this information, a move that will increase transparency.



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## Johnson Matthey Signs Agreement with China to Invest in hydrogen Ecosystem

ohnson Matthey, a global leader in sustainable technologies has signed an investment agreement with the Jiading District in Shanghai to help accelerate the hydrogen economy in China.

At a signing ceremony in Sonning,

UK, Johnson Matthey and the Shanghai Jiading District announced plans to build a new catalyst coated membrane (CCM) production facility, providing CCM production capability for multiple proton exchange membrane (PEM) fuel cell applications and PEM electrolysers.

The facility will have an initial capacity of up to 5GW, will occupy 236,806 sqmt in the Jiading district

of Shanghai, in a designated Hydrogen industrial zone and is due to be operational in 2025. It will have potential to expand further in line with customer demand.

The investment, which is backed by customer demand, is part of Johnson Matthey's 1.1 billion (Rs 10,193 crore) global stated capital expenditure for the three years to 2024-25 and will include government support and incentives.

Dr Mark Su, President of Greater China at Johnson Matthey said: "This is a landmark investment for our business as we build our footprint in the US, Europe and now China, cementing our presence in all three major hydrogen markets. We are excited to expand our businesses whilst creating and scaling the low carbon solutions that will help China achieve carbon neutrality by 2060," reported Express Mobility.

The new production facility will enable Johnson Matthey to supply

HYDROGEN H2

The new production facility will enable Johnson Matthey to supply existing Chinese and international customers with locally produced CCMs, and in addition there is a strong pipeline of further customer interest across both fuel cell and renewable (green) hydrogen technologies

existing Chinese and international customers with locally produced CCMs, and in addition there is a strong pipeline of further customer interest across both fuel cell and renewable (green) hydrogen technologies.

Gao Xiang, Mayor of Jiading District, said: "Jiading District is a famous

international automobile city and one of the earliest areas in China to develop a hydrogen industry. With the help of companies like Johnson Matthey, we are able to actively build a hydrogen technologies innovation hub and a national fuel cell vehicle demonstration city. This investment agreement plays to both parties' strengths and is a win-win

cooperation."

CCMs are key performance-defining components in fuel cell electric vehicles (FCEV). China has said it aims to have a million hydrogenpowered vehicles on its road by 2030. Johnson Matthey is one of China's leading auto catalyst producers and platinum group metals traders and refiners, and a leading player across syngas and hydrogen fuel cells. It was the first commercial scale membrane electrode assembly (MEA) producer in China, producing the MEAs for hydrogen fuel cell shuttle buses showcased in the Beijing Winter Olympics 2022.



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#### 4 National Highway Projects at Sonepat, Karnal and Ambala in Haryana Worth Rs 3,835 Crore

nion Minister for Road
Transport and Highways
Nitin Gadkari
inaugurated and laid
foundation stone of 4 National
Highway projects at Sonepat, Karnal
and Ambala in Haryana worth
Rs 3,835 crore in presence of Haryana
Chief Minister Manohar Lal Khattar,
Deputy Chief Minister Dushyant
Chautala and other MPs, MLAs and
officials.

The construction of 11 flyovers on 8-lane National Highway 44 from Delhi to Panipat in Sonepat at a cost of Rs 890 crore with a total length of 24 km will provide better connectivity to the economic nodes of Haryana, Punjab and Jammu and Kashmir. This highway from Delhi to Panipat will connect agricultural areas with industrial areas facilitating the transportation of goods and final products. The Delhi-Panipat corridor will ease the movement of tourists going to and from Haryana, Punjab, Himachal Pradesh and Jammu and Kashmir.

The construction of national highways, Karnal Greenfield 35 km

6-lane Ring Road at a cost of Rs 1690 crore is not just a road but will become the lifeline for the development and prosperity of the region in times to come. It will bypass Karnal city traffic and provide an easy and convenient option for commuters traveling to Jammu, Punjab, Himachal Pradesh, Uttar Pradesh and Southern Haryana, thereby reducing pollution and accidents in the region.

Gadkari also Inaugurated and laid foundation stone of 2 NH projects worth Rs 1255 Crore in Ambala, Haryana.

## 11 NH Projects Worth Rs 5600 Crore in Pratapgarh, Rajasthan

nion Minister for Road Transport and Highways Nitin Gadkari inaugurated and laid the foundation stone of 11 NH projects worth Rs 5600 Crore in Pratapgarh, Rajasthan.

Four national highway projects with a total length of 219 km and costing Rs 3,775 crore were inaugurated in Rajasthan. This 6-laning project from Kishangarh to Gulbapura section on National Highway 48 will accelerate the economic and social development of Ajmer and Bhilwara districts. The 6-laning of Gulabpura to Chittorgarh section will strengthen the mutual connectivity of Udaipur, Jaipur and Kota regions of Bhilwara and Chittorgarh districts. The construction

of 4-lane ROB on National Highway 162A at Fatehnagar will solve the problem of traffic jam at railway crossing.

Construction of high level bridge on Chambal river in Mandrayal under CRIF was inaugurated. With the construction of this bridge connectivity will be maintained between Mandrayal, Karauli in Rajasthan and Sabalgarh in Madhya Pradesh.

Foundation stone of 7 projects costing Rs 1850 crore and total length of 221 km was also laid. These projects will provide direct connectivity from the famous religious place Nathdwara to Udaipur airport. The construction of Pratapgarh bypass will reduce the traffic pressure inside the city. With the construction of the road from Raas to Biaora, the vehicles going towards Bhilwara will be facilitated. Tribal areas of Dungarpur, Udaipur and Banswara region will get better connectivity. With the construction of bypass in Sangwara and Garhi, the distance of Dungarpur-Banswara will be reduced by 10 km. Thirteen animal underpasses will be constructed in Todgarh Wildlife Sanctuary on the Beawar-Gomti road for protection of wildlife.

In Rajasthan, approval of 74 projects under CRF at a cost of 2250 crores was also announced during this program. The work on these projects will start soon.

"Happiness is not something ready-made. It comes from your own actions." —Dalai Lama XIV



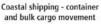




























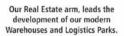














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#### **KEY FACTS**

Group Turnover



\$600 Mn. (in 2017-18)

**Employee** Strength



6000+

Vehicles/day Managed on Road



12000

Cargo Ships



6

Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



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#### 3 NH Projects Worth Rs 2,900 Crore in Tirupati, Andhra Pradesh

nion Minister for Road Transport and Highways Nitin Gadkari laid the foundation stone for 3 NH Projects in the presence at Tirupati, Andhra Pradesh.

These projects encompass a combined length of 87 kilometers and carry a total cost of Rs 2,900 Crore.

The first undertaking is the Naidupate-Turpu Kanupur Section of NH-71, spanning 35 Km and requiring an investment of ₹1,399 Crore. The second project is the Chillakuru Cross-Krishnapatnam Port South Gate Section via Turpu Kanupur on NH-516W, covering a distance of 36 Km and valued at ₹909 Crore. Lastly, the Thamminapatnam-Narikellapalle Section involves an extension of the Dedicated Port Road from Eupuru to Krishnapatnam Port on NH-516W and NH-67, length of 16 Km and valued at ₹610 Crore.

Gadkari said these endeavors aim to provide seamless and secure connectivity to Krishnapatnam Port, enabling faster accessibility to National Master Plan Nodes. Industrial Nodes, and SEZ at Nellore. Additionally, they will enhance the safety and convenience of devotees traveling to religious destinations such as the Shri Balaji Temple in Tirupati and the Shri Shiva Temple in Srikalahasti. He said under the dynamic leadership of Hon'ble PM Narendra Modi we remain fully committed to ensuring swift, seamless, and energy-efficient mobility across the entire nation.

Gadkari said these projects will bolster tourism by establishing connections to popular attractions like the Nelapatu Bird Sanctuary and SHAR at Sriharikota. Importantly, they are also expected to generate substantial employment opportunities.

Besides, Union Minister for Road Transport & Highways Nitin Gadkari, launched a nationwide plantation drive in Tirupati, Andhra Pradesh.

Under the aegis of 'Azadi Ka Amrit Mahotsav', NHAI organized this drive to undertake plantation of over 2.75 lakh saplings in one day through simultaneous plantations at more than 300 identified locations, along the National Highways including NHAI land parcels, toll plazas and Amrit Sarovars. Spreading the message of environment sustainability the drive witnessed participation from public representatives, Civil society, NGOs and students.

In his address Gadkari said this initiative aligns with the Green India Mission (GIM) led by Prime Minister Narendra Modi Ji, aiming to convert our National Highways into environmentally sustainable Green Highways. He said our commitment to this cause is unwavering as we diligently strive to compensate for every tree felled during road projects by planting twice the number of trees. Furthermore, we have achieved success in relocating fully grown and large trees, he added.

Gadkari said this initiative serves as a concrete response to the challenges posed by climate change, as it simultaneously reduces carbon emissions and fosters the development of environmentally friendly infrastructure. He said that plantation and transplantation of trees has become an integral part of National Highway development. He said a lot of emphasis is also given to geotagging of trees, so that the progress and growth of these plants can be monitored. He also called upon people to come forward and participate in the

program to have a sustainable and long-lasting impact of the plantation drive

Minister of State for Road Transport & Highways and Civil Aviation Gen. (Retd) Dr. V.K. Singh and NHAI Chairman Santosh Kumar Yadav also planted saplings near Eastern Peripheral Expressway Interchange at Dasna, Ghaziabad.

The plantation action plan is the focus area of highway development program under which the local indigenous shrubs and trees are planted on surplus land of roadside avenue and median land or ROW. MoRTH promulgated Green Highway policy-2015, under this mandate, NHAI has planted 3.46 crore saplings from 2016-17 to 2022-23 as part of Annual Plantation Action Plan. In current year, over 56 lakh saplings are proposed to be planted which have started from monsoon season only.

The plantation and other allied activities which NHAI undertakes is in sync with the vision of Hon'ble Prime Minister viz. Mission LiFE, Lifestyle For Environment, which entails to bring individual human behavior at the forefront of global climate action narrative. Through its sustainable endeavor, NHAI plans to contribute for the creation of an ecosystem that will reinforce and enable environment friendly behaviour to be self-sustainable.

NHAI has been organizing plantation drives from time to time to develop eco-friendly National Highways. The vision is to saturate plantations along the National Highways collectively by involving concessionaires, State Government agencies, private plantation agencies, Self-Help Group through State Rural Livelihood Missions (SRLMs) and Forest and Horticulture experts.



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## BLR Logistics Expands Its Container Leasing Solutions



Ms. Ashok Goyal MD, BLR Logistics

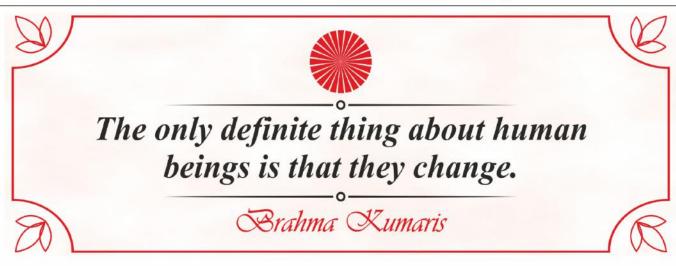
BLR Logistiks, a leading integrated 3PL logistics company, has today announced that it has expanded its container leasing solutions at JNPT in a bid to ease logistics challenges such as annual warehouse costs and managing bulk cargo for importers and exporters.

Mr. Ashok Goyal, Managing Director, BLR Logistiks, said "With the purchase of 100 "40 feet containers, we aim to offer improved cargo storage and transportation options lot businesses. Our container leasing solution is strategically designed to offer convenience and cost-effectiveness for our valued clients. By storing in 40-foot containers, the clients can save on fixed warehousing costs as well as multiple handling. The same containers can be loaded on trailers and cargo can be delivered to the end user, thus resulting, in huge cost savings."

With BLR Logistiks container leasing solution, clients can now avail themselves of the required space for short and medium-term storage needs. Further, its flexible booking space options add value to the whole idea. Not to mention, all these while ensuring seamless handling of goods while prioritizing the safety and security of stored items.

BLR Logistiks has a legacy of over 50 years, which has earned it a reputation of excellence in the logistics industry. The company offers a wide range of services that include buffer yard solutions, ocean imports, bonded warehouse facilities, and Direct Port Delivery (DPD) transportation services. The introduction of container leasing solution has added another feather to its cap and the group is committed to further enhance the quality of services through efficiency to enable drive customers' success goal.

Mr. Goyal, further added, "We take pride in our best-in-class facilities, innovative technology, customercentric approach, and our team of experts who are dedicated to delivering exceptional solutions that cater to customer-specific needs. Whether you are an exporter or a manufacturer, our container leasing service presents an excellent opportunity to optimize your supply chain and boost your business growth."



# Draft Notification Proposing Motor Third Party Premium and Liability Rules for the Financial Year (FY) 2023-24 in Consultation with Insurance Regulatory and Development Authority of India (IRDAI) Issued

The Ministry of Road Transport and Highways (MoRTH) has issued a draft notification G.S.R 441(E) dated 14.06.2023, proposing Motor Third Party Premium and Liability Rules for the Financial Year (FY) 2023-24, in consultation with Insurance Regulatory and Development Authority of India (IRDAI).

In line with section 147 of the Motor Vehicles (MV) Act, 1988, MoRTH prescribes the base premium rates for motor third party insurance from time to time. In the said rules, base premium for third party insurance for unlimited liability has been proposed for various classes of vehicles.

Following discounts in premium are also proposed to be allowed in the said rules:

A discount of 15% has been proposed for educational institution buses.

A discount of 50% has been proposed for a private car registered as Vintage Car.

A discount of 15% and 7.5% has been proposed for Electric vehicles and Hybrid Electric Vehicles, respectively. Further, a reduction of about 6.5% in the base premium rate has been proposed for 3-wheeled passenger carrying vehicles. Comments and suggestions are invited from all stakeholders within a period of thirty days.

Here're glimpses of the Gazette notification:

G.S.R. 441(E).—The following draft of certain rules proposed to be made in exercise of the powers conferred to the Central Government by subsection (2) of section 147 of the Motor Vehicles, Act, 1988 (59 of 1988) and in suppression of the notification of the Government of India in the Ministry of Road Transport and Highways published in the Gazette of India, Extraordinary, Part II, Section 3, Sub-Section (ii) vide number G.S.R. 394(E) dated the 25th May, 2022, excepts as respect things done or omitted to be done before such supersession is hereby published as required by sub-section (1) of section 212 of the said Act for information of all persons likely to be affected thereby and notice is hereby given that the said draft rules shall be taken into consideration after the expiry of a period of 30 days from the date on which the copies of this notification as published in the Gazette of India, are made available to the public

Objections and suggestions to these draft rules, if any, may be sent to the Additional Secretary (MVL, Transport & RS), Ministry of Road Transport and Highways, Transport Bhawan, Parliament Street, New Delhi-110 001 and Insurance Regulatory and Development Authority of India (IRDAI), Sy No. 115/1, Financial District, Nanakramguda, Gachibowli, Hyderabad – 500032 or on the email: comments-morth@gov.in and mtp-irdai@irdai.gov.in;

- 1. Short title and commencement. (1) These rules may be called as the Motor Third Party Premium and liability rules for the Financial Year (FY) 2023-24.
  - (2) They shall come into force with effect from ., 2023.
- (3) The base premium rates for Motor Third Party Insurance Cover for unlimited liability for the various classes of vehicles are tabulated below for the Financial Year 2023-24 and beyond, till the time new rates are notified.

#### 1 जनवरी 2025 से निर्मित होने वाले एन2 और एन3 श्रेणियों से संबंधित मोटर वाहनों के केबिन में वातानुकूलित प्रणाली लगाने को अनिवार्य बनाते हुए मसौदा अधिसूचना जारी की गई

सड़क परिवहन एवं राजमार्ग मंत्रालय ने 10 जुलाई 2023 को एक मसौदा अधिसूचना जारी की है, जिसमें 1 जनवरी 2025 से निर्मित होने वाले एन2 और एन3 श्रेणियों से संबंधित मोटर वाहनों के केबिन में वातानुकूलित प्रणाली लगाने

को अनिवार्य बना दिया गया है। वातानुकूलित प्रणाली से युक्त केबिन के प्रदर्शन का समय-समय पर संशोधित आईएस 14618:2022 के अनुसार परीक्षण किया जाएगा। अधिसूचना जारी होने की तिथि से 30 दिनों के भीतर हितधारकों से टिप्पणियां/सुझाव आमंत्रित किये गये हैं। इन्हें comments&morth[at]gov[dot]in पर भेजा जा सकता है।

राजपत्र अधिसूचना के अनुसारः

सा.का.िन. 492(अ).—केंद्रीय मोटर यान नियम, 1989 में और संशोधन करने के लिए निम्नलिखित प्रारूप नियम, जिसे केंद्रीय सरकार, मोटर यान अधिनियम, 1988 (1988 का 59) की धारा 110 द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए बनाने का प्रस्ताव करती है, को उक्त अधिनियम की धारा 212 की उप-धारा (1) द्वारा यथापेक्षित उनके द्वारा संभाव्य प्रस्तावित सभी व्यक्तियों की जानकारी के लिए प्रकाशित किया जाता है और नोटिस दिया जाता है कि उक्त प्रारूप नियमों पर उस तारीख से जब इस अधिसूचना की प्रतियां, भारत के राजपत्र में यथा प्रकाशित, आम जनता को उपलब्ध कराई जाती हैं, से तीस दिन की अवधि की समाप्ति के पश्चात विचार किया जाएगा।

इन प्रारूप नियमों के बारे में आपत्ति या सुझाव, जो किसी व्यक्ति से उक्त प्रारूप नियमों के संबंध में इस प्रकार विनिर्दिष्ट अवधि की समाप्ति के भीतर प्राप्त किए जाते हैं, पर केंद्रीय सरकार द्वारा विचार किया जाएगा।

आक्षेप या सुझाव, यदि कोई हों, अपर सचिव (एमवीएल), सड़क परिवहन और राजमार्ग मंत्रालय, परिवहन भवन,1, संसद मार्ग, नई दिल्ली-110001 को ऊपर विनिर्दिष्ट अवधि के भीतर भेजे जा सकेंगे अथवा Email: comment-morth@gov.in; पर ई-मेल किए जा सकेंगे।

#### प्रारूप नियम

- 1. संक्षिप्त नाम एवं प्रारंभ (1) इन नियमों को केन्द्रीय मोटर यान (... ... संशोधन) नियम, 2023 कहा जाएगा है।
  - (2) ये नियम आधिकारिक राजपत्र में अपने अंतिम प्रकाशन की तारीख से प्रवृत्त होंगे।
- 2. केन्द्रीय मोटर यान नियम, 1989 के नियम 125ग में, उप नियम (4) में, द्वितीय परंतुक के बाद निम्नलिखित अन्तःस्थापित किया जाएगा:-

"बशर्ते कि 1 जनवरी 2025 को या उसके बाद निर्मित वाहनों में एन2 और एन 3 श्रेणी के वाहनों के केबिन के लिए एयर कंडीशर्निंग सिस्टम लगाया जाएगा। एयर कंडीशर्निंग सिस्टम से सुसज्जित केबिन का परीक्षण समय-समय पर यथा संशोधित आयएस14618:2022 के अनुसार किया जाएगा।"

[फा. सं. आरटी-11028/02/2016-एमवीएल]

महमूद अहमद, अपर सचिव

टिप्पण.—मूल नियम अधिसूचना संख्या सा.का.नि. 590 (अ), दिनांक 02 जून, 1989 के माध्यम से भारत के राजपत्र, असाधारण, भाग II, धारा 3, उप-धारा (i) में प्रकाशित किए गए थे और पिछली बार अधिसूचना संख्या सा.का.नि.......(अ) दिनांक ...... के माध्यम से संशोधित किए गए थे।



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## पिछले नौ वर्षों में देश में राष्ट्रीय राजमार्गों की कुल लंबाई लगभग 59 प्रतिशत बढ़ी

केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने कहा कि पिछले नौ वर्षों में देश में राष्ट्रीय राजमार्गों को कुल लंबाई लगभग 59 प्रतिशत बढ़ी है। इस विस्तार के साथ ही भारत के पास अब अमेरिका के बाद दूसरा सबसे बड़ा सड़क नेटवर्क है।

एक प्रेस कॉन्फ्रेंस को संबोधित करते हुए गडकरी ने कहा "2013-14 में राष्ट्रीय राजमार्गों की कुल लंबाई 91,287 किलोमीटर थी जो 2022-23 में बढ़कर 1,45,240 किलोमीटर हो गयी जो, इस अविध में 59 प्रतिशत से अधिक की वृद्धि है"।

उन्होंने यह भी कहा कि पिछले नौ वर्षों में फोर-लेन राष्ट्रीय-राजमार्ग में वृद्धि लगभग दोगुनी हो गई है। 2013-14 में फोर-लेन राष्ट्रीय-राजमार्ग की यह लंबाई 18,371 किलोमीटर थी जो, पिछले नौ वर्षों में बढ़कर 44,654 किलोमीटर हो गयी है।

प्रेस कॉन्फ्रेंस में सड़क परिवहन और राजमार्ग मंत्रालय के सचिव, अनुराग जैन और एनएचएआई के अध्यक्ष, संतोष कुमार यादव भी उपस्थित थे।

गडकरी ने कहा कि फास्टैग को शुरु करने से टोल संग्रह में महत्वपूर्ण उछाल आया है। उन्होंने आगे बताया कि टोल से राजस्व संग्रहण 2013-14 के 4,700 करोड़ से बढ़कर 2022-23 में 41,342 करोड़ हो गया है। गडकरी ने आगे जोड़ते हुए कहा कि सरकार का लक्ष्य 2030 तक टोल राजस्व संग्रहण को 1,30,000 करोड़ तक पहुँचना है।

गडकरी ने कहा कि इसके परिणामस्वरूप टोल प्लाजा पर प्रतीक्षा समय भी कम हो गया है, "2014 में टोल प्लाजा पर प्रतीक्षा समय 734 सेकेंड था जबिक 2023 में यह घटकर 47 सेकंड रह गया है। हमें उम्मीद है कि हम जल्द ही इसे घटाकर 30 सेकेंड कर लेंगे"।

गडकरी ने भारत में यात्रा अनुभवों पर फास्टैग के परिवर्तनकारी प्रभाव के बारे में बात करते हुए कहा कि इसने टोल भुगतान की अवधारणा में नगद लेनदेन की आवश्यकता को समाप्त कर क्रांति ला दी है। एक शोध के अनुसार इस



जबरदस्त कदम से टोल प्लाजा पर इंतजार के कारण बर्बाद होने वाले ईधन खर्च में लगभग 70,000 करोड़ रुपए की बचत हुई है।

गडकरी ने कहा कि उत्तर पूर्व क्षेत्र में सड़क राजमार्ग नेटवर्क के विस्तार पर विशेष जोर दिया जा रहा है उन्होंने कहा कि इस क्षेत्र में 2 लाख करोड़ से अधिक लागत की परियोजनाएं चलाई जा रही हैं। उन्होंने यह भी कहा कि राष्ट्रीय राजमार्गों पर यात्रा के सुखद अनुभव प्रदान करने के उद्देश्य से सड़क किनारों पर 670 सुविधाएं विकसित की जा रही हैं।

गडकरी ने कहा कि एनएचएआई के आईएनवीआईटी (इंफ्रास्ट्रक्चर इन्वेस्टमेंट ट्रस्ट) मॉडल के तहत एक बॉन्ड इशू लॉन्च किया गया और इसे जबरदस्त प्रतिक्रिया मिली है। मुंबई स्टॉक एक्सचेंज पर इसकी उपलब्धता के पहले दिन के भीतर बांड को सात गुना अधिक अभिदान मिला। नितिन गडकरी ने निवेशकों से एनएचएआई आईएनवीआईटी में निवेश करने का आग्रह किया जो पारंपरिक बैंक दरों से ज्यादा 8.05 प्रतिशत की आकर्षक ब्याज दर प्रदान कर रहा है।

इसके अतिरिक्त उन्होंने कहा एनएचआई ने तकनीकी प्रगति के प्रति अपनी प्रतिबद्धता और संयुक्त राज्य अमेरिका के बाद भारत को दुनिया के दूसरे सबसे बड़े सड़क नेटवर्क के रूप में स्थापित करने की अपनी महत्वाकांक्षा को प्रदर्शित करते हुए सात विश्व रिकॉर्ड हासिल किए हैं।

हरित पहल के मुददे पर गडकरी ने कहा कि एनएचएआई ने पिछले नौ वर्षों में 68,000 से अधिक पेड़ों का प्रत्यारोपण किया जबिक 3.86 करोड़ नए पेड़ लगाए। जल पुनर्जीवन पहल, के बारे में बात करते हुए उन्होंने कहा एनएचएआई ने देश-भर में राष्ट्रीय राजमार्ग के किनारे 1500 से अधिक अमृत सरोवर विकसित किए हैं।

गडकरी ने बताया कि मंत्रालय ने दिल्ली रिंग रोड परियोजना के लिए सड़क निर्माण में 30, लाख टन कचरे का उपयोग किया है, जो अपशिष्ट प्रबंधन और टिकाऊ बुनियादी ढांचे के विकास के प्रति एक सिक्रय ष्टिकोण है। इसके अलावा उन्होंने बांस क्रेश बैरियर्स की शुरुआत पर प्रकाश डाला, जो रोजगार के अवसर पैदा करने और टिकाऊ पर्यावरण को बढ़ावा देने के साथ-साथ मजबूती और स्थायित्व भी प्रदान करते हैं।

स्थायी भविष्य के लिए सरकार की प्रतिबद्धता के अनुरूप नितिन गडकरी ने अगले पांच वर्षों में अधिक से अधिक इलेक्ट्रिक वाहन अपनाने, स्वच्छ ऊर्जा को बढ़ावा देने और कार्बन उत्सर्जन को कम करने के एक योजना का परिचय दिया।



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## GOVERNMENT OF INDIA MINISTRY OF ROAD TRANSPORT AND HIGHWAYS RAJYA SABHA UNSTARRED QUESTION NO-2351 ANSWERED ON-09/08/2023

#### NO-FIXED WORKING HOURS FOR DRIVERS

#### 2351. DR. AMEE YAJNIK:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :-

- (a) whether it is a fact that one of the biggest reasons for road accidents is no-fixed working hours for drivers, if so, the details of the action taken by Government so far and the monitoring mechanism;
- (b) whether the Minister had announced that a law would be brought to fix working hours for truck drivers, if so, the reasons for not introducing the law so far and timeframe for enacting the law; and
- (c) the details of the mandatory facilities to be provided to the drivers and the monitoring mechanism for implementing these facilities?

#### **ANSWER**

#### THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

#### (SHRI NITIN JAIRAM GADKARI)

(a) to (c) As per analysis of road accident data received from the Police Department of the States/UTs, road accidents occur due to multiple causes such as over speeding, use of mobile phone, drunken driving/consumption of alcohol and drug, driving on wrong side/ lane indiscipline, jumping red light, non-use of safety devices such as helmets and seat belts, vehicular condition, weather condition, road condition, fault of driver / cyclist/ pedestrian etc.

Section 25 of the Occupational Safety, Health and Working Conditions Code, 2020 (37 of 2020) passed by the Parliament provides hours of work including that of motor transport workers.

Ministry has issued policy guidelines on 11th February, 2021 for development of way side amenities along National Highways and Expressways. As per the guidelines, the facilities for Trucks/Goods vehicles at the Wayside Amenities (WSAs) include truck parking, dhabas for truckers, toilet facilities (separate for ladies, gents & Divyangjan), dust bin, baby care room, drinking water, first aid box, dedicated area for local artisans in form of kiosk, landscaping, and safety awareness corner. Till now 182 WSAs have been awarded by Highways Authorities out of which 43 Numbers are operational.

χ.

### केंद्रीय मंत्री ने टोल टैक्स पर लिया एक और बड़ा फैसला, हाइवे पर गाड़ी चलाने वालों की लगी लॉटरी

#### फास्टैग से भी फास्ट होगी टोल बूथ पर ये सर्विस, गाड़ी भी नहीं रुकेगी और कट जाएगा पैसा

नई-दिल्ली, 2 अगस्त।

केंद्रीय मंत्री नितिन गडकरी की तरफ से देशभर में टोल टैक्स को लेकर कई तरह के बदलाव किए गए हैं। अब सरकार की तरफ से टोल टैक्स को लेकर एक और बड़ा प्लान बनाया जा रहा है, जिसके बाद में हाइवे पर चलने वालों की मौज होने वाली है। केंद्र सरकार जल्द ही बैरियर-रहित टोल संग्रह प्रणाली शुरू करने की योजना बना रही है। इसके लागू होने पर वाहन चालकों को टोल वृथ पर आधा मिनट के लिए भी खड़ा नहीं होना पड़ेगा।

केंद्रीय मंत्री नितिन गडकरी की तरफ से देशभर में टोल टैक्स को लेकर कई तरह के बदलाव किए गए हैं। अब सरकार की तरफ से टोल टैक्स को लेकर एक और कड़ा प्लान बनाया जा रहा है, जिसके बाद में हाइवे पर

चलने वालों की मौज होने वाली है। केंद्र सरकार जल्द ही बैरियर-रहित टोल संग्रह प्रणाली शुरू करने की योजना बना रही है। इसके लागू होने पर वाहन चालकों को टोल वृथ पर आधा मिनट के लिए भी खड़ा नहीं होना पड़ेगा।



केंद्रीय सड़क परिवहन एवं राजमार्ग राज्यमंत्री वी के सिंह ने बुधवार को यह जानकारी देते हुए कहा कि बैरियर-रहित टोल संग्रह प्रणाली की इस समय पर टेस्टिंग चल रही है। उन्होंने कहा है कि टेस्टिंग सफल होते ही हम इसे जल्द लागू कर देंगे।

#### सफर के दौरान लगेगा कम समय

सिंह ने संवाददाता सम्मेलन में कहा कि देश में सड़कों पर तय की गई दूरी के आधार पर टोल भुगतान की व्यवस्था भी लागू की जाएगी। उन्होंने कहा कि टोल संग्रह की नई व्यवस्था लागू होने पर इसकी दक्षता बढ़ेगी और यात्रा के समय में भी कमी आएगी। उन्होंने कहा कि वाहनों में फास्टैंग के इस्तेमाल से टोल बूथ पर लगने वाला समय घटकर 47 सेकंड रह गया है, लेकिन सरकार इसमें और भी कटौती करते हुए इसे 30 सेकंड से भी नीचे लाना चाहती है।

#### कैमरा आधारित टेक्नोलॉजी को किया जा रहा इस्तेमाल

इसके लिए दिल्ली-मेरठ एक्सप्रेसवे पर पायलट (प्रायोगिक) परीक्षण जारी है जिसमें उपग्रह और कैमरा आधारित प्रौद्योगिकी का इस्तेमाल किया जा रहा है। सिंह ने कहा है कि जब आप किसी राजमार्ग पर प्रवेश करते हैं और आपके वाहन पर लगी पंजीकरण संख्या को वहां लगा कैमरा स्कैन करता है तो उसके आधार पर यह पता लगाया जा सकता है कि टोल बूथ तक पहुंचने के लिए आपने कितने किलोमीटर लंबा सफर तय किया है।

#### टोल के नियमों के आधार पर होगा पेमेंट

उन्होंने कहा है कि यह मौजूदा व्यवस्था से अलग है जिसमें इससे कोई लेना-देना नहीं होता है कि आपने राजमार्ग पर कितना किलोमीटर सफर तय



किया है। यह भुगतान टोल के नियमों पर आधारित होता है।

#### केंद्रीय मंत्री ने दी ये जानकारी

केंद्रीय मंत्री ने कहा कि मौजूदा सरकार के दूरसंचार समेत तमाम क्षेत्रों में किए गए कार्यों की वजह से ही ऐसी प्रगति हो पा रही है। दूरसंचार नेटवर्क में सुधार होने से टोल प्लाजा पर वाहनों के आंकड़े जुटाने में मदद मिल रही है।

#### फास्टैग से भी फास्ट होगी टोल बूथ पर ये सर्विस, गाड़ी भी नहीं रुकेगी और कट जाएगा पैसा

सरकार बैरियर-रिहत टोल टैक्स कलेक्शन सिस्टम शुरू करने की योजना बना रही है। केंद्रीय सड़क परिवहन एवं राजमार्ग राज्यमंत्री वी के सिंह ने बुधवार को यह जानकारी देते हुए कहा कि बैरियर-रिहत टोल टैक्स कलेक्शन सिस्टम का इस समय परीक्षण चल रहा है। दिल्ली-मेरठ एक्सप्रेसवे पर चल रहे परीक्षण के सफल होते ही इसे लागू कर दिया जाएगा। सिंह ने बताया कि देश में सड़कों पर तय की गई दूरी के आधार पर टोल भुगतान की व्यवस्था भी लागू की जाएगी। उन्होंने कहा कि टोल कलेक्शन की नई व्यवस्था लागू होने पर इसकी कैपेसिटी बढ़ेगी और यात्रा के समय में भी कमी आएगी।

#### टोल टैक्स के लिए नहीं करना होगा इंतजार

टोल टैक्स के लिए सरकार अभी दोनों माध्यम का इस्तेमाल कर रही है। ऑफलाइन कलेक्शन टोल टैक्स पर मौजूद कर्मचारी के द्वारा तथा ऑनलाइन कलेक्शन फास्टैग की मदद से किया जा रहा है। उन्होंने कहा कि वाहनों में फास्टैग के इस्तेमाल से टोल बूथ पर लगने वाला समय घटकर 47 सेकंड रह गया है, लेकिन सरकार इसमें और भी कटौती करते हुए इसे 30 सेकंड से भी नीचे लाना चाहती है। इसके लिए दिल्ली-मेरठ एक्सप्रेसवे पर पायलट टेस्टिंग जारी है, जिसमें सैटेलाइट और कैमरा आधारित टेक्नोलॉजी का इस्तेमाल किया जा रहा है। आसान भाषा में कहें तो जैसे चालान काटने के लिए ट्रैफिक पुलिस सीसीटीवी कैमरे की मदद लेती है वैसे ही अब टोल टैक्स कलेक्ट करने के लिए भी ऐसा कैमरा बनाया गया है जो चलती गाड़ी का टोल टैक्स कलेक्ट कर सके। बता दें कि यह गाड़ी में दिख रहे नंबर प्लैट के आधार पर संभव हो सकेगा।



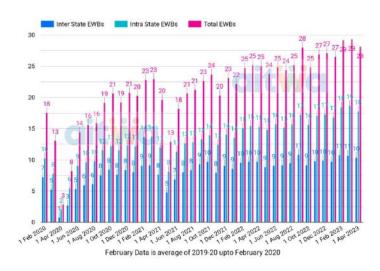
#### Eway Bill Dashboard

Developed & compiled by



Last updated on 6th May 2023 | Data as on 30th April 2023

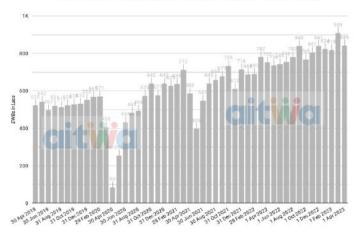
Number of daily EWBs generated across different types (in lacs per day) - Monthly

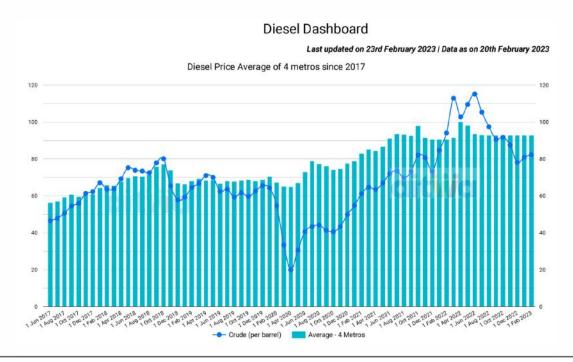


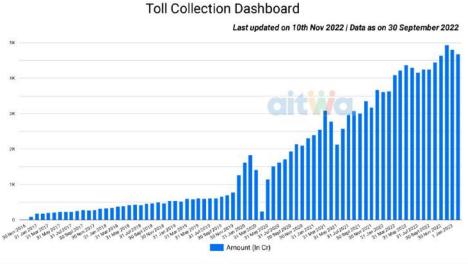
Total number of daily EWBs generated (in lacs per day)

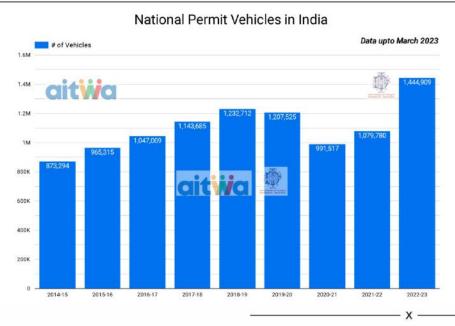


#### Total number of monthly EWBs generated (in lacs per month)









#### TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)

C		100		Freight (			
S.	Airport	55000	The Mon			Period Apr	
no.		July 2023	July 2022	% Change	2023-24	2022-23	% Change
(A)	15 International			8-			0-
1	Chennai	27644	31055	-11.0	112252	122406	-8.3
2	Kolkata	10676	12128	-12.0	44139	47860	-7.8
3	Goa	498	513	-2.9	2041	2043	-0.1
4	Srinagar	912	832	9.6	3884	4755	-18.3
5	Bhubaneswar	926	902	2.7	3380	3515	-3.8
6	Calicut	1499	1300	15.3	5822	4446	30.9
7	Coimbatore	785	934	-16.0	2198	3133	-29.8
8 9	Varanasi	468	413	13.3	1541	1455	5.9
10	Amritsar	268	126	2.9	1291 2108	830	55.5
11	Trichy Portblair	533 470	518 590	-20.3	1737	2056 2156	2.5 -19.4
12	Imphal	470	725	-93.2	856	2714	-68.5
13	Vijayawada	49	114	-57.0	196	358	-45.3
14	Tirupati	1	8	-87.5	7	55	-87.3
15	Kushinagar	0	0	-	0	0	-
Tota		44778	50158	-10.7	181452	197782	-8.3
	6 PPP Internation			10.7	101102	171102	0.0
	Ahmedabad	8282	7920	1.6	33830	31163	8.6
16 17	Lucknow	1952	1263	4.6 54.6	6494	51103	27.1
18	Guwahati	1643	2248	-26.9	7154	8121	-11.9
19	Jaipur	1714	1634	4.9	5732	5817	-11.5
20	Trivandrum	1552	1409	10.1	6274	5410	16.0
21	Mangalore	156	352	-55.7	562	1384	-59.4
Fota		15299	14826	3.2	60046	57003	5.3
	7 JV Internationa			27,00	00010	2.000	
22	Delhi (DIAL)	81143	76821	5.6	311000	302731	2.7
23	Mumbai (MIAL)	65552	65891	-0.5	266388	266352	0.0
24	Bangalore (BIAL)	37647	37163	1.3	140232	138970	0.9
25	Hyderabad (GHIAL)	12182	12205	-0.2	48229	49775	-3.1
26	Cochin(CIAL)	4844	4728	2.5	19217	20520	-6.3
27	Nagpur (MIPL)	583	1013	-42.4	2219	3193	-30.5
28	Kannur (KIAL)	264	376	-29.8	1200	1366	-12.2
Γota	1	202215	198197	2.0	788485	782907	0.7
(D)	2 ST Govt./Pvt.	INTL Air	norts				
29	Shirdi	31	72	-56.9	135	217	-37.8
30	Goa (MOPA)	81	0	-50.9	129	0	-37,0
Tota		112	72	55.6	264	217	21.7
	10 Custom Airpo		12	33.0	204	217	21./
31	Pune	3038	3584	-15.2	11899	13864	-14.2
32	Patna	803	1075	-25.3	2859	4604	-37.9
33	Chandigarh	489	1267	-61.4	1849	5284	-65.0
34	Indore	812	917	-11.5	3437	3735	-8.0
35	Bagdogra	717	816	-12.1	2851	3046	-6.4
	Visakhapatnam	352		-23.1	1432		
30			458		1434	1761	-18.7
			458 386			1761 1870	-18.7 6.4
36 37 38	Surat Madurai	492	386	27.5	1990	1761 1870 1088	6.4
37 38	Surat	492 205 55				1870	
37	Surat Madurai	492 205 55 0	386 252 126 0	27.5 -18.7	1990 655 225 0	1870 1088 442 0	6.4 -39.8 -49.1
37 38 39 40 Fota	Surat Madurai Aurangabad Gaya	492 205 55 0 6963	386 252 126	27.5 -18.7	1990 655 225	1870 1088 442	6.4 -39.8
37 38 39 40 Γota	Surat Madurai Aurangabad Gaya l 72 Domestic Air	492 205 55 0 6963 ports	386 252 126 0 8881	27.5 -18.7 -56.3 21.6	1990 655 225 0 27197	1870 1088 442 0 35694	6.4 -39.8 -49.1 23.8
37 38 39 40 Γota (F)	Surat Madurai Aurangabad Gaya  72 Domestic Air	492 205 55 0 6963 ports	386 252 126 0 8881	27.5 -18.7 -56.3 -21.6	1990 655 225 0 27197	1870 1088 442 0 35694	6.4 -39.8 -49.1 -23.8
37 38 39 40 Fota (F) 41 42	Surat Madurai Aurangabad Gaya 172 Domestic Air Ranchi Raipur	492 205 55 0 6963 ports 486 399	386 252 126 0 8881 494 455	27.5 -18.7 -56.3 -21.6 -1.6 -12.3	1990 655 225 0 27197 1940 1639	1870 1088 442 0 35694 2605 1886	6.4 -39.8 -49.1 23.8
37 38 39 40 Fota (F) 41 42 43	Surat Madurai Aurangabad Gaya  72 Domestic Air Ranchi Raipur Dehradun	492 205 55 0 6963 ports 486 399 192	386 252 126 0 8881 494 455 83	27.5 -18.7 -56.3 -21.6 -1.6 -12.3	1990 655 225 0 27197 1940 1639 988	1870 1088 442 0 35694 2605 1886 446	6.4 -39.8 -49.1 -23.8 -25.5 -13.1
37 38 39 40 Γota (F) 41 42 43 44	Surat Madurai Aurangabad Gaya I 72 Domestic Air Ranchi Raipur Dehradun Jammu	492 205 55 0 6963 ports 486 399 192 67	386 252 126 0 8881 494 455 83 138	27.5 -18.7 -56.3 - -21.6 -1.6 -12.3 - -51.4	1990 655 225 0 27197 1940 1639 988 232	1870 1088 442 0 35694 2605 1886 446 570	6.4 -39.8 -49.1 -23.8 -25.5 -13.1 -59.3
37 38 39 40 Fota (F) 41 42 43 44 45	Surat Madurai Aurangabad Gaya  72 Domestic Air Ranchi Raipur Dehradun Jammu Agartala	492 205 55 0 6963 ports 486 399 192 67 259	386 252 126 0 8881 494 455 83 138 538	27.5 -18.7 -56.3 -21.6 -12.3 -51.4 -51.9	1990 655 225 0 27197 1940 1639 988 232 634	1870 1088 442 0 35694 2605 1886 446 570 1709	6.4 -39.8 -49.1 -23.8 -25.5 -13.1 -59.3 -62.9
37 38 39 40 Fota (F) 41 42 43 44 45 46	Surat Madurai Aurangabad Gaya  72 Domestic Air Ranchi Raipur Dehradun Jammu Agartala Udaipur	492 205 55 0 6963 ports 486 399 192 67 259	386 252 126 0 8881 494 455 83 138 538 22	27.5 -18.7 -56.3 -21.6 -1.6 -12.3 -51.4 -51.9 -22.7	1990 655 225 0 27197 1940 1639 988 232 634 56	1870 1088 442 0 35694 2605 1886 446 570 1709 73	6.4 -39.8 -49.1 -23.8 -25.5 -13.1 -59.3 -62.9 -23.3
37 38 39 40 Fota (F) 41 42 43 44 45 46 47	Surat Madurai Aurangabad Gaya  72 Domestic Airy Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh	492 205 55 0 6963 ports 486 399 192 67 259 17	386 252 126 0 8881 494 455 83 138 538 22 155	27.5 -18.7 -56.3 -21.6 -1.6 -12.3 -51.4 -51.9 -22.7 -5.8	1990 655 225 0 27197 1940 1639 988 232 634 56 689	1870 1088 442 0 35694 2605 1886 446 570 1709 73 612	6.4 -39.8 -49.1 -23.8 -25.5 -13.1 -59.3 -62.9 -23.3 12.6
37 38 39 40 Fota (F) 41 42 43 44 45 46 47 48	Surat Madurai Aurangabad Gaya  72 Domestic Air Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal	492 205 55 0 6963 ports 486 399 192 67 259 17 146 233	386 252 126 0 8881 494 455 83 138 538 22 155 281	27.5 -18.7 -56.3 -21.6 -12.3 -51.4 -51.9 -22.7 -5.8 -17.1	1990 655 225 0 27197 1940 1639 988 232 634 56 689 968	1870 1088 442 0 35694 2605 1886 446 570 1709 73 612 1009	6.4 -39.8 -49.1 -23.8 -25.5 -13.1 -59.3 -62.9 -23.3 12.6 -4.1
337 338 39 40 Fota (F) 41 42 43 44 44 45 46 47 48 49	Surat Madurai Aurangabad Gaya  72 Domestic Air Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal Vadodara	492 205 55 0 6963 ports 486 399 192 67 259 17 146 233 196	386 252 126 0 8881 494 455 83 138 538 22 155 281	27.5 -18.7 -56.3 -21.6 -12.3 -51.4 -51.9 -22.7 -5.8 -17.1 7.1	1990 655 225 0 27197 1940 1639 988 232 634 56 689 968 827	1870 1088 442 0 35694 2605 1886 446 570 1709 73 612 1009 801	6.4 -39.8 -49.1 -23.8 -25.5 -13.1 -59.3 -62.9 -23.3 12.6
337 338 339 440 Fota (F) 41 442 443 444 445 446 447 448 449 550	Surat Madurai Aurangabad Gaya  72 Domestic Airy Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal Vadodara Jodhpur	492 205 55 0 6963 ports 486 399 192 67 259 17 146 233 196	386 252 126 0 8881 494 455 83 138 538 22 155 281 183	27.5 -18.7 -56.3 -21.6 -12.3 -51.4 -51.9 -22.7 -5.8 -17.1	1990 655 225 0 27197 1940 1639 988 232 634 56 689 968 827 0	1870 1088 442 0 35694 2605 1886 446 570 1709 73 612 1009 801	6.4 -39.8 -49.1 -23.8 -25.5 -13.1 -59.3 -62.9 -23.3 12.6 -4.1 3.2
337 338 339 440 Fota (F) 441 442 443 444 445 446 447 448 449 550 551	Surat Madurai Aurangabad Gaya  1 72 Domestic Airy Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal Vadodara Jodhpur Rajkot	492 205 55 0 6963 ports 486 399 192 67 259 17 146 233 196 0	386 252 126 0 8881 494 455 83 138 538 22 155 281 183 0 85	27.5 -18.7 -56.3 -21.6 -12.3 -51.4 -51.9 -22.7 -5.8 -17.1 7.1	1990 655 225 0 27197 1940 1639 988 232 634 56 689 968 827 0 243	1870 1088 442 0 35694 2605 1886 446 570 1709 73 612 1009 801 0 287	6.4 -39.8 -49.1 -23.8 -25.5 -13.1 -59.3 -62.9 -23.3 12.6 -4.1
337 338 339 40 Fota (F) '41 442 43 444 445 446 447 448 449 50 51	Surat Madurai Aurangabad Gaya  1 72 Domestic Airy Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal Vadodara Jodhpur Rajkot Gorakhpur	492 205 55 0 6963 ports 486 399 192 67 259 17 146 233 196 0 71	386 252 126 0 8881 494 455 83 138 22 155 281 183 0 85	27.5 -18.7 -56.3 -21.6 -12.3 -51.4 -51.9 -22.7 -5.8 -17.1 7.1	1990 655 225 0 27197 1940 1639 988 232 634 56 689 968 827 0 243	1870 1088 442 0 35694 2605 1886 446 570 73 612 1009 801 0 287	6.4 -39.8 -49.1 -23.8 -25.5 -13.1 -59.3 -62.9 -23.3 12.6 -4.1 3.2 -15.3
37 38 39 40 Fota (F) 41 42 43 44 45 46 47 48 49 50 51 52 53	Surat Madurai Aurangabad Gaya  72 Domestic Airy Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal Vadodara Jodhpur Rajkot Gorakhpur Dibrugarh	492 205 55 0 6963 ports 486 399 192 67 259 17 146 233 196 0 106	386 252 126 0 8881 494 455 83 138 538 22 155 281 183 0 0 132	27.5 -18.7 -56.3 -21.6 -12.3 -51.4 -51.9 -22.7 -5.8 -17.1	1990 655 225 0 27197 1940 1639 988 232 634 56 689 968 827 0 243 0 424	1870 1088 442 0 35694 2605 1886 446 570 1709 73 612 1009 801 0 287 0 488	6.4 -39.8 -49.1 -23.8 -25.5 -13.1 -59.3 -62.9 -23.3 12.6 -4.1 3.2 -15.3 -15.3
337 338 339 440 Tota (F) 441 442 443 444 445 50 51 552 553 554	Surat Madurai Aurangabad Gaya  72 Domestic Airy Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal Vadodara Jodhpur Rajkot Gorakhpur Dibrugarh Darbhanga	492 205 55 0 6963 ports 486 399 192 67 259 17 146 233 196 0 71 0 106 48	386 252 126 0 8881 494 455 83 138 538 22 155 281 183 0 85 0	27.5 -18.7 -56.3 -21.6 -12.3 -51.4 -51.9 -22.7 -5.8 -17.1 7.1	1990 655 225 0 27197 1940 1639 988 232 634 56 689 968 827 0 243 0 424 183	1870 1088 442 0 35694 2605 1886 446 570 1709 801 0 287 0 488 245	6.4 -39.8 -49.1 -23.8 -25.5 -13.1 -59.3 -62.9 -23.3 12.6 -4.1 3.2 -15.3 -15.3
37 38 39 40 Fota (F) 41 42 43 44 45 46 47 48 49 50 51 52 53 54	Surat Madurai Aurangabad Gaya  72 Domestic Air Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal Vadodara Jodhpur Rajkot Gorakhpur Dibrugarh Darbhanga Prayagraj	492 205 55 0 6963 ports 486 399 192 67 259 17 146 233 196 0 71 0 106 48	386 252 126 0 8881 494 455 83 138 538 22 25 155 281 183 0 0 85 0 132 2	27.5 -18.7 -56.3 -21.6 -1.6 -12.3 -51.4 -51.9 -22.7 -5.8 -17.1 -16.5 -19.7	1990 655 225 0 27197 1940 1639 988 232 634 56 689 968 827 0 243 0 424 183	1870 1088 442 0 35694 2605 1886 446 570 1709 73 612 1009 801 0 287 0 488 245 13	6.4 -39.8 -49.1 -23.8 -25.5 -13.1 -59.3 -62.9 -23.3 12.6 -4.1 3.2 -15.3 -15.3 -30.8
37 38 39 40 Fota (F) 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56	Surat Madurai Aurangabad Gaya  72 Domestic Air Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal Vadodara Jodhpur Rajkot Gorakhpur Dibrugarh Darbhanga Prayagraj Rajahmundry	492 205 55 0 6963 ports 486 399 192 67 259 17 146 233 196 0 71 0 106 488 2	386 252 126 0 8881 494 455 83 138 538 22 155 281 183 0 85 0	27.5 -18.7 -56.3 -21.6 -12.3 -51.4 -51.9 -22.7 -5.8 -17.1 7.1	1990 655 225 0 27197 1940 1639 988 232 634 56 689 968 827 0 243 0 424 183	1870 1088 442 0 35694 2605 1886 446 570 1709 73 612 1009 801 0 287 0 488 245 13	6.4 -39.8 -49.1 -23.8 -25.5 -13.1 -59.3 -62.9 -23.3 12.6 -4.1 3.2 -15.3 -15.3
337 338 339 440 Fota (F) 41 442 443 444 445 446 447 448 449 550 551 552 553 554 555 556 557	Surat Madurai Aurangabad Gaya  1 72 Domestic Airy Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal Vadodara Jodhpur Rajkot Gorakhpur Dibrugarh Darbhanga Prayagraj Rajahmundry Jabalpur	492 205 55 0 6963 ports 486 399 192 67 259 17 146 233 196 0 71 0 106 48	386 252 126 0 8881 494 455 83 138 22 155 281 183 0 0 85 0 132 2 132 134 144	27.5 -18.7 -56.3 -21.6 -12.3 -51.4 -51.9 -22.7 -5.8 -17.1 7.1 -16.5 -19.7	1990 655 225 0 27197 1940 1639 988 232 364 56 689 968 827 0 243 0 424 183 9	1870 1088 442 0 35694 2605 1886 446 570 73 612 1009 801 0 287 0 488 245 13	-23.8 -49.1 -23.8 -25.5 -13.1 -59.3 -62.9 -23.3 12.6 -4.1 3.2 -15.3 -13.1 -25.3 -30.8 80.0
37 38 39 40 Tota (F) 41 442 43 44 445 46 47 48 49 50 51 55 55 55 55 55 55 57 58	Surat Madurai Aurangabad Gaya  72 Domestic Air Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal Vadodara Jodhpur Rajkot Gorakhpur Dibrugarh Darbhanga Prayagraj Rajahmundry	492 205 55 0 6963 ports 486 399 192 67 259 17 146 233 196 0 71 0 106 48 2	386 252 126 0 8881 494 455 83 138 538 22 155 281 183 0 85 0	27.5 -18.7 -56.3 -21.6 -1.6 -12.3 -51.4 -51.9 -22.7 -17.1 -16.5 -19.7 -24.6 -19.7	1990 655 225 0 27197 1940 1639 988 232 634 56 689 968 827 0 243 0 424 183	1870 1088 442 0 35694 2605 1886 446 570 1709 73 612 1009 801 0 287 0 488 245 13	6.4 -39.8 -49.1 -23.8 -25.5 -13.1 -59.3 -62.9 -23.3 12.6 -4.1 3.2 -15.3 -15.3 -30.8
37 38 39 40 Fota (F) '41 42 43 44 44 45 46 47 48 49 50 51 55 55 55 55 55 55 55	Surat Madurai Aurangabad Gaya  72 Domestic Airy Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal Vadodara Jodhpur Rajkot Gorakhpur Dibrugarh Darbhanga Prayagraj Rajahmundry Jabalpur Silchar Hubli	492 205 55 0 6963 ports 486 399 192 67 259 17 146 233 196 0 71 0 106 48 2 1 0 5 6 7	386 252 126 0 8881 494 455 83 138 538 22 155 281 183 0 0 132 2 13 14 68 58 88	27.5 -18.7 -56.3 -21.6 -12.3 -51.4 -51.9 -22.7 -5.8 -17.1 7.1 -16.5 -19.7 -84.6 0.0 -17.6 40.0	1990 655 225 0 27197 1940 1639 988 232 634 56 689 968 827 0 243 0 424 183 9 9	1870 1088 442 0 35694 2605 1886 446 570 1709 801 0 287 0 488 245 13 5 14 334 20 18	6.4 -39.8 -49.1 -23.8 -25.5 -13.1 -59.3 -62.9 -23.3 12.6 -4.1 3.2 -15.3 -30.8 80.0 -37.7 20.0
37 38 39 40 Tota (F) 41 42 43 44 44 45 45 50 51 52 53 54 55 55 56 60 61	Surat Madurai Aurangabad Gaya  72 Domestic Airy Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal Vadodara Jodhpur Rajkot Gorakhpur Dibrugarh Darbhanga Prayagraj Rajahmundry Jabalpur Silchar Hubli Belgaum Dimapur	492 205 55 0 6963 ports 486 399 192 67 259 17 146 233 196 0 71 0 106 48 2 1 0 56 7 0 132	386 252 126 0 8881 494 455 83 138 538 22 155 281 183 0 132 2 13 14 68 5	27.5 -18.7 -56.3 -21.6 -1.6 -12.3 -51.4 -51.9 -22.7 -17.1 -16.5 -19.7 -19.7 -17.0	1990 655 225 0 27197 1940 1639 988 232 634 56 689 968 827 0 243 0 424 183 9 9 0 208 249 0 373	1870 1088 442 0 35694 2605 1886 446 570 1709 73 612 1009 801 0 287 0 488 245 13 5 14 334 20 18	6.4 -39.8 -49.1 -23.8 -25.5 -13.1 -59.3 -62.9 -23.3 12.6 -4.1 3.2 -15.3 -30.8 80.0 -37.7 20.0 -18.0
37 38 39 40 Fota (F) '41 42 43 44 44 45 46 47 48 49 50 51 55 55 55 55 55 56 60	Surat Madurai Aurangabad Gaya  72 Domestic Airy Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal Vadodara Jodhpur Rajkot Gorakhpur Dibrugarh Darbhanga Prayagraj Rajahmundry Jabalpur Silchar Hubli Belgaum	492 205 55 0 6963 ports 486 399 192 67 259 17 146 233 196 0 71 0 106 48 2 1 0 5 6 7	386 252 126 0 8881 494 455 83 138 538 22 155 281 183 0 0 132 2 13 14 68 58 88	27.5 -18.7 -56.3 -21.6 -12.3 -51.4 -51.9 -22.7 -5.8 -17.1 7.1 -16.5 -19.7 -84.6 0.0 -17.6 40.0	1990 655 225 0 27197 1940 1639 988 232 634 56 689 968 827 0 243 0 424 183 9 9	1870 1088 442 0 35694 2605 1886 446 570 1709 801 0 287 0 488 245 13 5 14 334 20 18	6.4 -39.8 -49.1 -23.8 -25.5 -13.1 -59.3 -62.9 -23.3 12.6 -4.1 3.2 -15.3 -30.8 80.0 -37.7 20.0

4.6	VI E-DOM			Freight (			
S.	Airport		The Mon			Period Apr	
no.		July 2023	July 2022	% Change	2023-24	2022-23	% Change
(F) '	72 Domestic Air		2022	Change	8		Junigo
64	Gwalior	1	18	-94.4	5	18	-72.2
65	Tuticorin	0	0	-	2	1	-
66	Mysore Gaggal (Kangra)	0	0	-	0	0	-
68	Jorhat	10	13	-23.1	48	20	-
69	Bareilly	0	0	- 20 (	0	0	- 24.4
70	Juhu Agra	27	21	28.6	107	86	24.4
72	Kolhapur	0	0	-	Ó	0	-
	Jamnagar	0	0	-	0	0	-
74 75	Barapani (Shillong Jaisalmer	0	0	-	0	0	-
76	Kalaburgi	0	0	-	0	0	-
77	Kandla	0	0	-	0	0	-
78 79	Deoghar Pondicherry	0	0	-	0	0	-
80	Pantnagar	0	0	-	0	0	-
81	Cuddapah	0	0	-	0	0	-
82	Bhavnagar Kishangarh	0	0	-	0	0	-
84	Agatti	4	4	0.0	21	12	75.0
85	Bhuj	0	0	-	0	0	-
86	Diu Pupasi	0	0	-	0	0	-
87 88	Rupasi Hollongi (Donyi Pok	0	0	-	0	0	-
89	Lakhimpur (Lilabari	0	1	-	0	4	-
90	Khajuraho	0	0	-	0	0	-
91	Bikaner Hindon	0	0	-	0	0	-
93	Porbandar	0	0	-	0	0	-
94	Bhuntar	0	0	173	0	0	-
95 96	Tezu	0	0	-	0	0	-
	Pakyong Keshod (Junagath)	0	0	-	0	0	-
98	Shimla	0	0	-	0	0	-
	Gondia	0	0	-	0	0	
	Tezpur Hyderabad (Begumpet)	0	0	-	0	0	-
	Coochbehar	0	0		0	0	-
	Jalgaon	0	0		0	0	
	Salem Sholapur	0	0	-	0	0	-
105	Ludhiana	0	0	-	0	0	-
107	Kota	0	0		0	0	_
108	Safdarjung Bhatinda	0	0		0	0	-
111	Pathankot	0	0	-	0	0	-
	Adampur (Jalandhar)	0	0	-	0	0	14.
	Kanpur (Civil)	0	0	-	0	0	-
	Domestic Airports	2475	2891	-14.4	9697	11805	-17.9
-	20 St.Govt. / Pvt		117		4.0	202	20.2
113	Durgapur Lengpui(aizwal)	57 72	117 32	-51.3	210 198	293 141	-28.3 40.4
115	Nasik(Hal ozar)	0	0	-	0	0	-10.4
116	Jagdalpur	0	0	-	0	0	-
117	Bilaspur	0	0	-	0	0	-
	Kurnool Sindhudurg	0	0	-	0	0	-
120	Vijayanagar	0	0	-	0	0	-
121	Bangalore(HAL)	0	0	-	0	0	_
	Bidar Pasighat	0	0	-	0	0	-
124	Rourkela	0	0	-	0	0	-
125	Jeypore	0	0	-	0	0	-
126	Jamshedpur	0	0		0	0	
	Nanded Pithoragarh	0	0		0	0	-
129	Mundra	0	0	-	0	0	-
130	Ziro	0	0	-	0	0	-
	Hisar	0	0	-	0	0	-
	Shivamogga St.Govt. / Pvt Airports	129	149	-13.4	408	434	-6.0
	Other Airports	0	0	-13.4	0	0	-0.0
	otal (A+B+C+D+E+F+G+H)	271971	275174	-1.2	1067549	1085842	-1.7
1	, , , , , , , , , , , , , , , , , , ,	-11/11	-/	71,2	100/04)		e: A.A.I.
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## (DURING APRIL TO JULY'2023\* VIS-A-VIS APRIL TO JULY'2022) TRAFFIC HANDLED AT MAJOR PORTS **OCEAN FREIGHT**

(\*) TENTATIVE

(IN '000 TONNES)

PORT	TRAFFIC	P.O.L.	Other	Iron Ore	Ferti	Fertilizers	Coal	al	Containers	ners	Other	TOTAL	% VAR.
	PERIOD	(Crude,	Liquids	Incl.	FIN.	RAW	Thermal	Coking	Tonnage   TEUs	TEUS	Misc.		AGAINST
		Prod., LPG/ LNG)		Pellets			& Steam	& Others			Cargo		2022-23
KOLKATA													
Kolkata Dock System	TRF APRIL-JULY, 2023 TRF APRIL-JULY, 2022	109	154	1 1	246	1 10	1 1	489	3239	207	1165	5356	-1.44
Holdin Dool. Commission	TRF APRIL-JULY, 2023	2985	1688	395	42	116	1	6515	726		2834	15301	
пакия Dock Complex	TRF APRIL-JULY, 2022	2909	1432	103	55	140		5793	743	37	3490	14665	4.34
TOTAL: SMP, KOLKATA		3048	1842	395	288	116	0	7004	3965	246	3999	20657	
	TRF APRIL-JULY, 2022	3018	1732	103	174	143	0	6313	3681	229	4935	20099	2.78
PARADIP	TRF APRIL-JULY, 2023	12818	704	7459	129	1743	16288	5354	70	4	3134	47699	
	TRF APRIL-JULY, 2022	13127	622	5698	2	1332	15964	4816	72	5	2719	44352	7.55
VISAKHAPATNAM	TRF APRIL-JULY, 2023	5629	664	5481	645	578	3145	2613	3843	242	4014	26612	
	TRF APRIL-JULY, 2022	5516	919	4609	330	562	5468	2032	2789	176	4159	26081	2.04
KAMARAJAR(ENNORE)	TRF APRIL-JULY, 2023	1698	45	1		-	6962	289	4103	213	913	15415	
	TRF APRIL-JULY, 2022	1623	44	E		E	8155	618	4006	208	1422	15868	-2.85
CHENNAI	TRF APRIL-JULY, 2023	4630	526	160		112		I.	1696	502	1159	16278	
	TRF APRIL-JULY, 2022	4836	298	47		127	•	•	9119	472	1346	15773	3.20
V.O.CHIDAMBARANAR	TRF APRIL-JULY, 2023	180	427	1	390	273	3164	2242	5040	252	1522	13238	
	TRF APRIL-JULY, 2022	112	362	E	281	246	3161	2020	5455	273	1441	13078	1.22
COCHIN	TRF APRIL-JULY, 2023	7477	198	-		83			3218	235	546	11522	
	TRF APRIL-JULY, 2022	7404	151	1	1	55	1	1	3419	237	562	11591	-0.60
NEW MANGALORE	TRF APRIL-JULY, 2023	8855	626	1302	258	22	1908	29	996		338	14675	
	TRF APRIL-JULY, 2022	8769	721	771	162	21	1612	215	798	55	374	13443	91.6
MORMUGAO	TRF APRIL-JULY, 2023	205	178	1173	71	1	1248	2063	T	1	1174	6112	
	TRF APRIL-JULY, 2022	203	20	765	38	1	1379	2088	10	-	1396	5899	3.61
MUMBAI	TRF APRIL-JULY, 2023	13349	589	1840	191	75	2299		70	9	3256	21669	
	TRF APRIL-JULY, 2022	11921	557	1925	101	1	2419	1	87	∞	3356	20366	6.40
J.N.P.A.	TRF APRIL-JULY, 2023	1099	914	1	'	1	'	1	25444	2045	455	27912	
	TRF APRIL-JULY, 2022	1105	1056	1		9	•	1	24769	1981	381	27311	2.20
DEENDAYAL	TRF APRIL-JULY, 2023	20982	3528	558	1265	153	7200	132	2914		7987	44719	
	TRF APRIL-JULY, 2022	22152	3711	192	1014	54	6490	151	2849	176	2066	46520	-3.87
ALL PORTS	TRF APRIL-JULY, 2023	79970	10574	18368	3237	3155	- 27	20162	59324		28497	266508	
	TRF APRIL-JULY, 2022	2826	0686	14110	2102	2540	4	18253	57054	-		260381	2.35
% Variation from previous year	year	0.23	6.92	30.18	54.00	24.21	-3.20	10.46	3.98	3.74	-10.94	2.35	

Source: I.P.A.

## NHAI Takes Initiative for Rectification of Accidents Spots Through Short-term Measures

n order to enhance road safety, NHAI has taken initiative and issued guidelines for rectification of accident prone spots on the National Highways by implementing short term measures. Under these guidelines, NHAI Project Directors are now delegated with the power to undertake rectification of accident-prone spots identified and recommended by the respective State Police Chief or by the District Road Safety Committee to the tune of upto Rs. 10 lakh per spot. Short-term measures costing more than Rs.10 lakhs and up to Rs. 25 lakhs have been delegated to the concerned Regional Office.

These financial powers are over and above the guidelines issued earlier by



NHAI, where Project Directors can approve rectification of MoRTH notified blackspots through short term measures up to an amount of Rs. 25 Lakh per black spot. Procurement of the works can also be carried out combining various accident spots pertaining to a project.

Ministry of Road Transport and Highways notify black spots as per defined parameters. However, to enhance road safety and user convenience on the National Highways, NHAI has taken this proactive initiative to rectify accident prone spots with short term measures in addition to the black spots notified by MoRTH.

Short Term Measures include installation of pedestrian facilities like zebra crossings with advance warning signs, Crash barriers & railings, junction improvements, solar lights/blinkers, road signages and implementation of traffic calming measures etc. Improving safety on National Highways is one of the topmost priorities of NHAI and it is committed to ensure safe, smooth, and seamless travel experience for all commuters on the National Highways.

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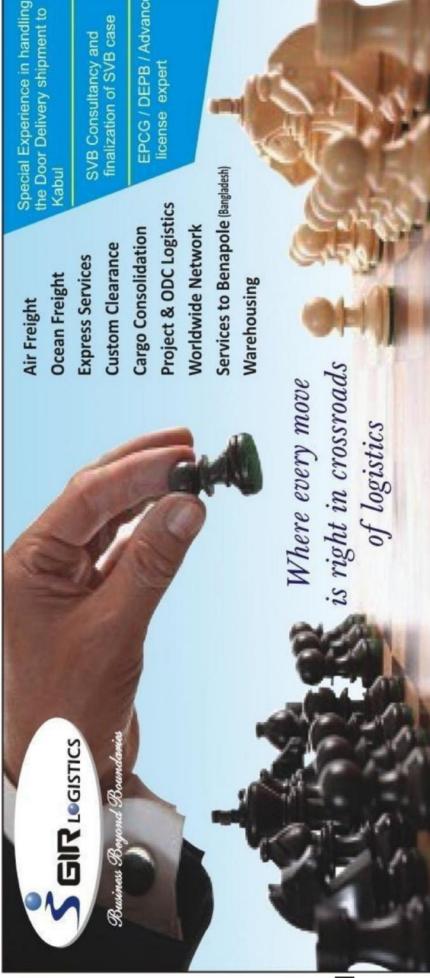
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**Delhi Office** 











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CJ Darcl Logistics is one of the India's leading transportation and logistics company with annual group turnover of over ₹2300 Crores (2018-19) catering to nation's leading private and public sector corporates through a pan India network of nearly 200 branches with a strong and experience team of over 3000 human resource capital covering all major port cities and industrial town in the country. Company's growth genesis can be traced back to more than four decades.

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Company's name changed from Darcl Logistics Limited to CJ Darcl Logistics Limited with effect from 13.09.2017