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Monthly Magazine of All India Transporters Welfare Association

Parivahan Pragati

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

Technological Advancements

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Go to Technologies for Supply Chain Industry

Ashok Gupta

The logistics industry in India is evolving rapidly and estimated that the market will grow to 563 billion dollars in 2030, at a compound annual growth rate of 9.4 per cent. Regarded as the backbone of the Indian economy, the size of the Indian logistics market was around 274 billion U.S. dollars in 2022. However, to reach the expected growth rate, the industry would require evolutionary changes like technological innovations to meet consumer's demands.

A few technologies that can change the landscape of the supply chain industry are Blockchain, Big Data Analytics, Artificial intelligence (AI), Automating Warehouses, Autonomous Vehicles and Sustainability through Technology. Effective implementation of these technologies will surely bear fruits for the industry.

However, it is crucial to understand that technology adoption in the transportation industry is a dynamic process requiring agile management practices.

The ultimate goal of technology in the Logistics Information Structure (LIS) is to provide real-time information to management. The LIS collects, analyzes, stores, retrieves, and disseminates data. It provides regular and customized reports. The sole purpose of all this data is to enable data-based decision-making. When failures occur in the supply chain, the first step is to find a solution to keep the freight moving, after that analysis is done to find the root cause of it.

The ultimate goal of technology in the Logistics Information Structure (LIS) is to provide real-time information to management. The LIS collects, analyzes, stores, retrieves, and disseminates data. It provides regular and customized reports. The sole purpose of all this data is to enable data-based decision-making

Blockchain is one of the technologies that assist in finding the root cause of supply chain failure.

Blockchain

Blockchain provides solutions for dispute resolution, order tracking, and administrative efficiency. It is the technology that improves the traceability and visibility of freight along the supply chain. Processes can be automated, and any issues or bottlenecks can be seen, allowing participants to resolve the issue immediately.

Blockchain operates within a network, and no one server holds the data. Instead, all the participants in the network each hold the data. This methodology empowers all network participants and prevents data from being altered. The data remains secure because it exists on many servers, not at a single point. This, in turn, improves data integrity and security. Though Blockchain is not yet universally adopted in the logistics community, networks are being developed, and the interest in it is gaining momentum.

GPS and Telematics

GPS technology is one of the finest technologies for supply chains to have, as it allows fleet managers to track trucks, trailers, and drivers. Through Global Positioning Systems (GPS), companies can harvest real-time data and improve their supply chain visibility. However, companies need a complete Transportation Management System (TMS) to enable the use of GPS as an input into the logistics of the TMS. TMSs refer to the category of software that deals with the planning and execution of the physical movement of goods across the supply chain.

Telematics is an interface that utilizes GPS, and the Internet of Things (IoT), to integrate the data and aid in real-time supply chain monitoring.

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Through a telematics system, fleet managers can re-route drivers based on changing traffic trends, avoid accidents, monitor a driver's attentiveness, find equipment, and be integral in routing autonomous vehicles.

Automating Warehouses

One element of the supply chain that can improve the utilization and efficiency of logistics is warehouse management. Effective warehouse management allows the logistics arm of the supply chain to function optimally.

Electronic Data Interchange (EDI)

Electronic Data Interchange (EDI) is the computer-to-computer exchange of business documents, such as purchase orders and invoices, in a standard electronic format between business partners, such as retailers and their suppliers, banks and their corporate clients, or car-makers and their parts suppliers.

EDI enables the companies to transfer the documents without having any people involved. The primary benefit is the speed and accuracy of the information transmitted. Also, the information is made available in real-time and errors that may have previously been caused during the data entry process are eliminated.

Radio Frequency Identification Device (RFID)

RFID is a technology that uses radio waves to communicate the information contained on a tag attached to an object. t is used in several commercial and industrial applications, from tracking items along a supply chain to keeping track of items checked out of a library, such as the product's origin, date of production, shipment information, pricing info, and any other pertinent information. To transfer this info, both a tag and a reader are needed. There are two types of tags, active and passive. An active tag contains a power source such as a battery and can operate a great distance from the reader. Passive tags use energy from the reader. RFID applications are advantageous for - retail use to protect from theft; toll road payments; identification (i.e. tracking of animals and people); passports; shipment tracking; asset tracking; race timing for marathons and tracking luggage during travel.

We can see that the complexity of the supply chain is rapidly increasing, and understanding how to integrate technology into logistics is crucial. We all must understand how to utilize the technology for our betterment and, how to put it to work effectively.

x

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Brahma Kumaris

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Technologies for Today, Tomorrow and Forever!

Ramesh Agarwal
National President, AITWA

Though the Indian logistics industry is doing reasonably well it has far more potential than it has achieved. In early 2020, the Indian logistics market had an estimated value of $200 billion and it was expected to increase at a compound annual growth rate of more than 10% to at least $320 billion by 2025. This was a prediction made by McKinsey Global Institute (MGI) in the year 2019.

Therefore, it is believed that the logistics industry needs better technology, efficient route planning, and stronger integration of transportation modes, to grow at a faster rate. I believe now is the time to change the gears and undergo a transformative change, to raise and change its approach towards business.

Agreed, that the government of India (GOI) has crafted strategies to boost the industry. Through **National Logistics Policy** the government wants to boost the nation's economy and corporate competitiveness by establishing an integrated, sustainable and cost-efficient logistics network. The policy is expected to reduce the logistics cost, which stands at 14% of GDP to 9-10%.

It has also implemented **National Logistics Law**, which will make it possible to assign a distinct logistics account number in place of cumbersome registration processes.

The **Logistics Master Plan**, which will be supervised by an Inter-Ministerial Committee is also being introduced. Where state wise local logistics strategies will be created in coordination and cooperation with the federal plans.

Plus, the government has finalized the standards for the National Logistics Platform (iLOG) in conjunction with the Ministry of Electronics and Information Technology (MEiTY). The iLOG will work to integrate a single platform for the various IT solutions that have been developed by various stakeholders, including logistics service providers.

Further, **PM Gati Shakti's National Master Plan** is also being introduced in the Union Budget 2023, which has doubled the funding of the plan and has announced an outlay of ₹2.4 lakh crore for the Indian Railways. This is planned as Railways can offer an economic mode of logistics movement, given their pan-India network, and play an important role in enabling a coordinated and integrated logistics system.

But will these be enough without the implementation of the latest technologies? In my words, NO.

Technologies can impact the logistics industry drastically to scale high in the growth path. Improved technology means increased productivity in the supply chain and fewer costs and errors. These advances benefit all areas of the logistics industry: trucking transportation, international transportation (ocean and air), supply chain management, and shipment tracking.

Technologies such as AI, IoT and Machine Learning have been helping the cause of transporters significantly.

Now, AI is more accurate than ever, which means, that when it is used in logistics, it will allow for the best possible data utilization in shipping. AI maximizes resources and reduces costs by preventing dangers and developing more effective solutions.

AI Enhances Safety: Intelligent planning and effective warehouse management are made possible by AI-based automated technologies, which can improve worker and material safety. AI may also examine data on workplace safety and alert manufacturers to potential dangers. It can update operations, record stocking parameters, and perform essential feedback loops and preventative maintenance. This enables manufacturers to respond quickly and forcefully to maintain the safety and compliance of warehouses.

AI Helps to Deliver On Time: AI systems can assist in reducing reliance on manual efforts, resulting in a faster, safer, and more intelligent overall process. This makes it easier to fulfil the promise of prompt delivery to the consumer. Traditional warehouse processes are accelerated by automated technologies with the least amount of effort to meet delivery deadlines.

AI Reduces Operation Costs: The supply chain can significantly benefit from AI systems to reduce operational expenditure. Automated intelligent processes can operate without errors

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for extended periods, decreasing the number of mistakes and workplace incidents from customer service to the warehouse. With their increased speed and accuracy, warehouse robots are more productive.

AI offers Better Transportation Prediction:

Transportation forecasting is one of the technologies every business owner finds most exciting. It involves using AI and machine learning algorithms to forecast the price variations in the current logistics market and how much capacity will be available in the future for carriers, modes, and lanes, offering a helping hand to address future shipping capacity needs. One who applies this can become proactive about reserving accommodation at a fair price by gathering enormous caches of market data from every available touchpoint on the value chain.

The incorporation of sensors and **IoT technology** in logistics brings several benefits.

The use of IoT devices and sensors allows companies to track and monitor their supply chains in real-time, providing them with increased visibility into their operations. This increased visibility helps companies to identify bottlenecks, reduce errors, and optimize their logistics processes.

IoT devices and sensors enable logistics companies to automate and optimize their operations. Logistics companies can optimize their supply chain to improve efficiency and reduce costs by monitoring critical parameters, including temperature, humidity, and location.

IoT devices and sensors can be used to monitor and secure warehouses, vehicles, and cargo. By implementing IoT-based security systems, logistics companies can prevent theft, track stolen goods, and secure their supply chain.

Blockchain technology offers various advantages to supply chains. The following are a few;

Traceability: Blockchain enables the mapping and visualizing of steps in a supply chain easily because of its interconnected and encompassing bridging of actions. This enhances the traceability of each element constituting a supply chain, such as keeping track of supplier information, procurement, delivery of goods, etc.

Transparency: Another advantage of Blockchain is that it builds trust among the parties included in a supply chain because it provides open access to key data points it captures. Also, its traceability enhances its transparency.

Speed: Blockchain encapsulates smart contracts, i.e., chunks of code within a single block in a blockchain. Smart contracts automatically update actions when predetermined conditions of the actions are met. This feature enables replacing slow and manual processes that require time-consuming confirmations.

Immutability: Since Blockchain is a distributed ledger consisting of multiple copies, it is almost impossible to tamper with a specific transaction because one has to alter all the copies simultaneously. This makes Blockchain use in the supply chain highly trustworthy and resistant to fraud.

Consensus: For transactions to successfully follow one another within a supply chain, all parties should agree on the actions. Without consensus, work is impossible. Blockchain is also advantageous for ensuring and sustaining consensus over the process because all the parties know that the transactions are automated and valid.

Besides, the government of India (GOI) never overlooked the drivers' comfort and thus has brought a great initiative. As per the initiative, it will instruct commercial vehicle manufacturers to make all commercial vehicles with air-conditioned (AC) cabins. Of course, this decision may not be good news for the transport owners but it is great news for the health of the logistics sector as a whole. This initiative of the GOI surely will contribute towards solving the issue of driver shortage, as it will enhance the drivers' comfort - a necessary step as they operate commercial vehicles for 11-12 hours in hot and sweaty confines. In addition, they constantly require operating and driving around hot temperatures between 43 to 47 degrees C. These inevitable situations of tough and long working conditions continuously have been resulting in drivers' fatigue and accidents.

In short, the high-end technologies in the logistics/ transport sector and commercial vehicles (trucks) with modern features will resolve a lot of issues to help the logistics/transport industry scale new high in terms of business.

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The Logistics Sector and the increasing influence of Technology

Abhishek Gupta
General Secretary, AITWA

Change is the only consistent in this world, and more often than not it brings betterment for society. Justifying the statement is the technological evolution, which is pushing the boundaries and changing how the world does business.

Today's customers are accustomed to online booking, shopping and getting things delivered right at their doorsteps. In a way, nothing is too far and everything is just at our fingertips for immediate access. Online shopping Apps and booking Apps are gaining popularity, as they deliver services instantly. Another positive angle to improved technology is, that it has also increased productivity in the supply chain, minimizing costs and errors. These advances benefit all areas of the logistics industry: trucking transportation, international transportation (ocean and air), supply chain management, and shipment tracking.

A few technological advances that are changing the future of the logistics industry are:

User-friendly Shipment Tracking Systems

Earlier bookings were done physically or over a phone call but the receipts were handed over physically and there was no provision to track the shipment until a phone call was made to the booking agent. However, today, with the advancement of the internet and software customers now can book their shipments online and receive an estimated delivery date at the same time and also can track the status of 24x7. Of course, this enhances the user experience as well as saves time and money for the company.

There are various Apps tailored for customers that allow them to monitor and manage their shipments. Some of the main features of such Apps are; shipment notifications and messages, customizable reporting, and customer accounts with information specific to the cargo destined to them. No doubt, software advances have allowed us to do everything from the comfort of our office and not complain anymore.

Transporters are using multiple tracking systems to enhance their customer experience. From SIM tracking, GPS, portable devices and others are becoming a norm for doing business.

Internet of Things (IoT)

Years ago, thinking about switching on a ceiling fan or switching off it even while you are out of the house was beyond our imagination. Today, from cell phones to ceiling fans, Air conditioners to cars, many devices are made with built-in Wi-Fi capabilities and sensors. Because Wi-Fi is easily accessible and the Internet can connect everyone to everything, the technology involved is called the Internet of Things (IoT).

IoT is opening up many opportunities for the supply chain. With IOT enterprises can supervise their every product in real-time, and manage their logistics architecture. They not only supervise the circulation in the supply chain and share information, but also analyze the information generated from every procedure and forecast. By forecasting the information from the current procedure of their products, the future trend or the probability that an accident happens is estimated, remedy measures can be adopted or the warning can be given ahead. This can improve enterprises' ability to respond to the market. IoT can affect the whole supply chain. Firstly it can optimize the supply chain management; second, it can make sources be used effectively; thirdly it can make the whole supply chain visible so that it can improve the information of supply chain transparency; fourthly the supply chain can be managed in real-time; the lastly it can make the supply chain high agility and complete integration. IoT affects the supply chain management in manufacturing links, warehousing links, transportation links and selling links. It makes enterprises even the whole supply change respond to the varied market quickly so that the adaptability of the

supply chain to market verification changes is improved.

Many use cases have benefitted truck owners such as fuel sensors, temperature sensors, door open alerts etc

Radio Frequency Identification (RFID) in IoT

Although RFID has been around for more than a half-century, it is only in recent years that this technology has been gaining significant momentum due to the convergence of lower cost and increased capabilities of RFID tags. Currently, RFID is emerging as an important technology for revolutionizing a wide range of applications, including supply chain management, retail, aircraft maintenance, anti-counterfeiting, baggage handling, and healthcare.

Many organizations have already exploited RFID in their main operations to take advantage of the potential for more automation, efficient business processes, and inventory visibility. Some news articles show that Wal-Mart has reduced out-of-stock by 30 per cent on average after launching its RFID program. Many predictions agree that RFID will be worth billions of dollars in new investments.

While RFID has previously been considered a forward-looking technology, its adoption across a variety of industries has seen it become a lot more commonplace. As RFID is becoming more prevalent across a variety of industries, logistics organizations seeking to gain a competitive advantage are already utilizing the technology in a variety of innovative ways the industry has not seen before. The question that many providers are now asking is: where is RFID going? The answer, it seems, is that the technology has a bright future with more value-added features appearing at similar costs.

Fastag is a great example of RFID usage in India and abroad where toll is debited from your RFID tag-linked account in seconds. Many large warehouses use RFID-based pallet tracking and retrieval too.

Autonomous Trucks and Drones

A world where a computer drives you from Point A to Point B or you receive a package from a flying unmanned aerial vehicle sounds like something out of a movie, but that is where we're headed. Autonomous cars are already a reality with trucks not too far behind. Embark and Uber have already made long hauls using autonomous trucks, with Tesla releasing a truck this year. While it wasn't completely driverless, with a driver in the passenger seat to monitor the computer, it is a huge step in this breakthrough technology and has the potential to increase efficiency in the delivery process.

Amazon has announced the future of packages being delivered right to the doorstep by drones, called Amazon Prime Air. Drones deliveries are still a few years out due to regulatory measures and associated costs, but the thought of not having to sit around for four hours waiting for a package is pretty appealing.

While it may take time for drones to deliver truckloads of cargo, Advanced Driver Assistance Services (ADAS) is gaining popularity in India. ADAS systems help maintain road safety through a human-machine interface using cameras and sensors.

Enhanced GPS Accuracy

Long gone are the days when you carried a direction map to reach the destination. Now almost everyone uses GPS, whether built-in on their vehicles or their cellphones. The accuracy of these devices has drastically increased throughout the years, not only helping frustrated, lost drivers but also improving the supply chain. The advanced accuracy of GPS allows for increased productivity and satisfied customers, by tracking trucks' locations and improving hauls through access to updated traffic data.

With newer vehicles being developed with the latest technology, GPS is also becoming a standard in every truck. Though 3rd party devices are preferred by many for analytics it is at least easier now to get the tracking in real time than before.

WhatsApp

Social media has evolved as the new age power to reach out to customers. Not to mention that it is also optimizing the logistics industry and operations as a whole. WhatsApp has been one of the main platforms of social media, making communication most efficient for companies. Companies have been using it to communicate with customers and their peers, conveying urgent information, industry news, and customer responses quickly. The platform has been used by most Indians but most importantly many use it to manage their businesses better.

Transporters use this platform in many ways from general communication, getting offers, broadcasting updates, giving quotations, tracking, etc. Interestingly, several large transportation companies have started using WhatsApp bots, to enable automated communication with customers or suppliers to get a lot of the mundane work done digitally.

Besides WhatsApp, LinkedIn, Facebook and Twitter are also popular mediums of social media used by business houses for recruitment, advertisement and reaching out to customers.

The logistics industry is benefiting immensely from the latest technologies and will continue to grow while remaining competitive and enhancing efficiency. The breakthroughs in technology will continue to push the boundaries for years to come.

Technology in Supply Chain and Top Electric Trucks of 2023

Technology is the key to helping businesses reshape. Supply Chain technology is any technology that allows players in the logistics industry to manage the flow of goods, from manufacturing and production to reaching the end-user as quickly and efficiently as possible. It involves both machinery and vehicles and computing software.

Needless to mention improved technology has also increased productivity in the supply chain, minimizing costs and errors. These advances benefit all areas of the logistics industry: trucking transportation, international transportation (ocean and air), supply chain management, and shipment tracking.

However, it all started in the pre-pandemic years. Technology was already beginning to reshape supply chains, but it was a slow and gradual process. Back then, global production and supply networks were designed to optimise costs and efficiency. Nevertheless, weaknesses in the supply model were exposed by Covid.

In today's context, the supply chain industry must have the following technologies to grow at a rapid pace.

5G Technology

5G technology provides faster, more reliable connectivity, enabling organisations to improve communication and collaboration across the supply chain. The use of 5G in supply chain operations helps provide visibility. Today, smart sensors can be used to collect and analyse supply chain data in near real-time. Products with 5G-enabled IoT sensors are placed on a truck, say, at the factory. Because of 5G's potential to support mobile devices at scale, it's then possible to track a company's entire supply chain with greater accuracy. A manager can even check in and see the exact location of the products and the temperature or other environmental causes of a delay that arise in near real-time.

Augmented/Virtual Reality

VR and AR technology help organisations visualise and simulate supply chain operations, improving decision-making and reducing errors. AR can create virtual stockrooms for organisations by projecting holographic products onto shelves. Employees can check specifications like colour and size without accessing a physical product, and make an informed decision when placing an order, so saving organisations store room space and money on unwanted products.

Autonomous vehicles

Autonomous vehicles, such as drones and self-driving trucks, can reduce costs and improve delivery times by reducing human error and optimising routes.

Big Data

Big data is high-volume and/or high-variety information that enables enhanced insight, decision making and process automation. Data analytics is the science of analysing raw data in order to make conclusions about that information. Many of the techniques and processes of data analytics have been automated into mechanical processes and algorithms that work over raw data for human consumption. Until relatively recently, the lack of capabilities around manageable data hindered better informed value-based decision making and proactive risk management efforts. But Organisations today have a host of new technologies to help with procurement, supply chain risk management, and S&OP.

Data & Analytics

Advanced analytics helps to provide insights into supply chain operations, enabling organisations to identify inefficiencies and make improvements.

Robotics Process Automation (RPA)

RPA can automate manual and repetitive tasks, freeing up employees to focus on more strategic tasks. Robotics is revolutionising the supply chain and delivering huge value.

It improves speed and accuracy of operations, particularly in warehousing and manufacturing. Robots also increase worker productivity, reduce error rate, cut pick-, sort-, and storing-times, and increase access to difficult or dangerous locations. And with the current labour problems robots are shaping up as the last-mile workers of the future.

Internet of Things (IoT)

IoT comprises billions of sensors that are embedded in various devices, both within the supply chain but also the wider world, like fridges and cars.

IoT allows for data-exchange – both within and between systems – over the Internet, and can leverage actionable data from every step of the supply chain. It's now used for locating materials, servicing equipment and monitoring productivity and efficiency.

In 2013, there were 20 million smart sensors in use in supply chains, feeding live data back to those controlling supply levers. In 2022, that number hit 1 trillion. By 2030, Deloitte predicts that up to 10 trillion sensors will be deployed. IoT technology helps to track and monitor products in

contd...

Looking back is the best way to look forward.

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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real-time, enabling organisations to make informed decisions about their supply chain.

Cloud Computing

Cloud computing technology allows supply chain organisations to store and process large amounts of data, making it accessible from anywhere at any time.

Often people interchange the term 'cloud computing' with SaaS (software-as-a-service). But although closely related, these terms mean different things. Cloud computing (usually referred to simply as 'the cloud') is a broad term that encompasses various models used to deliver computing services through the Internet as a utility, pay-as-you-go model.

SaaS is the best-known model in the cloud, the others being platform-as-a-service (PaaS) and infrastructure-as-a-service (IaaS). The true power of cloud computing lies in the way it changes the economics of computing.

Blockchain

Blockchain is significantly changing how retailers and consumer-packaged-goods manufacturers run their supply chains. The need for secure transactions and the demand for ESG and sustainability transparency are driving how buyers relate to brands. Blockchain is meeting these needs by guaranteeing the provenance of goods, as well as the security of supply chain transactions.

Blockchain can significantly improve the supply chain, which often lacks traceability and transparency. It provides a decentralised and secure database that records every transaction along the supply chain. Picture real-time tracking and traceability of products, with regularised updates on each stated leg of a journey.

The technology provides secure and transparent tracking of goods and products, reducing the risk of fraud and errors

Artificial Intelligence (AI) and Machine Learning (ML)

AI & ML can help in automating processes, reducing costs, and improving operational efficiencies. According to a recent IBM Cognitive Computing Study, 92% of outperforming manufacturing executives say AI and cognitive computing will enhance performance.

Advances in AI will tie everything together, including supply chain management, enterprise resource planning systems, smart factories, and autonomous warehouses.

Supply chain leaders and their teams are making complex decisions on the fly based on data-driven AI and ML solutions. Artificial intelligence is 'an umbrella concept.

AI makes basic inferences and can store data, and learn from it. ML is a subset of AI – an application of it that typically sees unsupervised machines learning from data without human supervisors watching their every move.

Warehouses, for example, but also nonstrategic and time-consuming processes, such as invoice processing and standard contract renewals in procurement. AI touches every field of supply chain management: procurement, manufacturing, fulfilment, logistics, inventory, and ESG compliance.

In addition to these, the government of India's (GOI) role is very crucial for enhancing the business of the supply chain industry. Interestingly, GOI has been introducing various schemes such as the National Logistics Policy and PM Gati Shakti's National Master Plan.

One such initiative is instructing commercial vehicle manufacturers to make all commercial vehicles with air-conditioned (AC) cabins. This is great news for the health of the logistics sector as a whole. This initiative will contribute towards solving the issue of driver shortage, as it will enhance the drivers' comfort - a necessary step as they operate commercial vehicles for 11-12 hours in hot and sweaty confines. In addition, they constantly require operating and driving around hot temperatures between 43 to 47 degrees C.

It is important here to mention that the demand for Electric vehicles also increased. Electric trucks are more efficient and primarily address air pollution control. Electric trucks are in the limelight in India and the government is also taking steps to boost sales. In a recent statement, Nitin Gadkari, Minister of Transport and Highways, said that the price of Electric vehicles will drop to the level of petrol and diesel vehicles. Indeed, this is great news for buyers.

Many heavy-duty vehicle makers have already started working towards this sustainable concept as they are in the spotlight in the Indian market. Here are a few electric truck models for a successful purchase in India:

Tata Ultra T.7

The Tata ULTRA T.7 is an electric truck launched by Tata Motors. As a

commercial vehicle, it became known for its exceptional quality of materials. This model produces over 98 horsepower of torque, enough to perform many functions. It has a payload capacity of 3692kg and also meets BS VI emission standards.

Parking brakes and air brakes are installed on the truck. Also, it is equipped with geared power steering. It also has leaf springs with parabolic auxiliary suspension at the rear and

contd...

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KEY FACTS

Group Turnover	Employee Strength	Vehicles/day Managed on Road	Cargo Ships (Coastal Waters)	Warehouse Covered Area	Own Branch Network
$600 Mn. (in 2017-18)	6000+	12000	6	12 (million sq. Ft.)	1400+

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parabolic springs with anti-roll bar suspension at the front.

ASHOK LEYLAND BOSS 1218HB EV TRUCK

The Ashok Leyland BOSS EV is the newest addition to Ashok Leyland's EV truck segment. The truck brand

offers buyers advanced safety and comfort features and superior engine performance to handle a wide variety of logistical tasks.

The BOSS EV is one of India's most robust electric trucks, powered by a lithium-ion battery. This 6-wheel EV of his has a top speed of 80 km/h and high torque, allowing it to easily move large payloads.

This electric truck in India will be launched in two variants: LE and LX. Competes with Tata 1112 LPT, Tata 1212 LPT, Ashok Leyland 2820 6×2 MAV, and Ashok Leyland 4020 4×2 tractors.

Ashok Leyland BOSS 1218 HB EV is a popular truck in India available without HP for this HP model. It is electric and the displacement is cc. This truck model is equipped with a gearbox to effortlessly work from dry to wet farmlands.

EICHER PRO 2049 EV TRUCK

The Eicher Pro 2049 is a 4.9-tonne capacity Light Commercial Vehicle

(LCV) available on diesel and CNG fuels. This iconic sub 5t truck is suitable for delivering appliances, industrial goods, LPG cylinders, poultry products, and more.

This truck is built with next-generation technology and meets the latest BS6 fuel emission standards. It also meets the end-to-end transportation needs of e-commerce, FMCG, courier, and logistics with best-in-class mileage and innovative driver comfort.

The price range of the Eicher Pro 2049 is from Rs.12.16 to 12.91 lakh (ex-showroom). The price of the Eicher Pro 2049 on the streets may vary from state to state as it travels through different tax jurisdictions.

TATA ULTRA E.9 TRUCK

The Tata Ultra E.9 is the best-in-class truck manufactured by Tata. It is a

great option for clean transportation. The truck is priced cheaply based on its specs. Equipped with a zero-tailpipe motor and standard 3-phase permanent magnet traction motor. The Tata Ultra E.9 has a battery capacity of 110 kWh. Additionally, the truck develops 340 horsepower and 950 NM of torque. Equipped with an automatic transmission (direct drive).

The truck has a range of 120-150 km on a single charge. In addition, the charging time of the Tata Ultra E.9 takes from 1.5 hours to 2 hours, which reduces the time required. This Tata Ultra E.9 is of lithium-ion battery type.

OSM M1KA 3.0 TRUCK

The OSM M1KA 3.0 is the best truck in its class from OSM. This truck from

OSM is suitable for clean transport. The price of the OSM M1KA 3.0 truck is cheap based on its specifications.

Equipped with a standard permanent magnet synchronous motor with a zero-tailpipe motor. The OSM M1KA 3.0 has a battery capacity of 96.77 KWh. Additionally, the truck develops 174 horsepower and 415 NM of torque. It has an automatic transmission.

This truck has a range of 180 km/h. Also, the OSM M1KA 3.0 has fast loading times. This OSM M1KA 3.0 has a 537.6 V LiFeP04 battery. The capacity of OSM M1KA 3.0 GVW is 5500 KG. In addition, this truck can transport large payloads. Finally, the OSM M1KA has a seating capacity of 3.0 drivers + 2 passengers.

The OSM M1KA 3.0 truck has a wheelbase of 3360 mm and perfectly distributes weight. Additionally, the OSM M1KA 3.0 has a 215/75R17.5 front tire and a 215/75R17.5 rear tire.

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"When you have a dream, you've got to grab it and never let go."— Carol Burnett

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- ✓ बड़े फ्लीट ऑपरेटरों से लेकर पहली बार उपयोग करने वाले।
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- ✓ 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/चूक के कारण।

Decarbonisation of Road Transport Sector

To combat the pollution and decarbonise the transport sector during last five years, Ministry of Road Transport & Highways has notified mass emission standards to introduce alternate fuels viz. blends of ethanol with gasoline, Ethanol blend for diesel vehicles (ED 95), Bio-CNG, Liquefied Natural Gas (LNG), Methanol M15 or M100 and Methanol MD 95, M85 and Di-Methyl Ether (DME or D100), Hydrogen Fuel Cell Vehicle, Hydrogen CNG and Hydrogen as an IC Engine Fuel in BS IV vehicles.

The Ministry of Road Transport and Highways has formulated the Vehicle Scrapping Policy that includes a system of incentives/disincentives for creation of an ecosystem to phase out older, unfit polluting vehicles across the country.

The steps taken by the Ministry of Road Transport & Highways to adopt electric mobility in the country are as under: -

(i) Ministry of Road Transport and Highways has notified GSR 167(E) dated 1st March 2019 for retro-fitment of hybrid electric system or electric kit to vehicles and their compliance standards shall be as per AIS 123.

(ii) Ministry of Road Transport and Highways vide G.S.R 749(E) dated 7th August, 2018, has notified the registration mark for Battery Operated Vehicles to be in Yellow colour on Green background for the transport vehicles and, for all other cases, in White colour on Green background.

(iii) Ministry of Road Transport and Highways, vide S.O. 5333(E) dated 18th October, 2018, has also granted exemption to the Battery Operated Transport Vehicles and Transport Vehicles running on Ethanol and Methanol fuels from the requirements of permit.

(iv) Ministry of Road Transport and Highways, vide GSR 525(E) dated 2nd August, 2021 has exempted Battery Operated Vehicles from the payment of fees for the purpose of issue or renewal of registration certificate and assignment of new registration mark.

(v) Ministry of Road Transport and Highways has issued a notification vide GSR 302(E) dated 18th April, 2023 to issue All India Tourist Permit for battery operated vehicles without payment of any permit fee.

(v) Ministry of Road Transport and Highways has issued an advisory dated 17th July, 2019 to all States and Union Territories regarding incentivisation of electric vehicles and induction of electric vehicles in shared mobility and public transport operations.

(vi) Ministry of Road Transport and Highways has issued an advisory dated 12th August, 2020 to all States and UTs regarding sale and registration of Electric Vehicles without batteries.

(vii) Ministry of Road Transport and Highways has issued an advisory dated 16th June, 2021 to all States and UTs regarding promotion of battery operated vehicles.

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Electric Vehicles in India

Ministry of Heavy Industries has taken following initiatives to promote use of Electric vehicles (EVs) in the country: -

Launched the Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles in India (FAME India) Scheme in 2015 and presently, Phase-II of FAME India Scheme is being implemented for a period of 5 years w.e.f. 01st April, 2019 with a total budgetary support of Rs. 10,000 crores. FAME II focuses on supporting electrification of public and shared transportation through subsidies to 7,090 e-Buses, 5 lakh e-3 Wheelers, 55,000 e-4 Wheeler Passenger Cars and 10 lakh e-2 Wheelers.

Launched the Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles in India (FAME India) Scheme in 2015 and presently, Phase-II of FAME India Scheme is being implemented for a period of 5 years w.e.f. 01st April, 2019 with a total budgetary support of Rs. 10,000 crores. FAME II focuses on supporting electrification of public and shared transportation through subsidies to 7,090 e-Buses, 5 lakh e-3 Wheelers, 55,000 e-4 Wheeler Passenger Cars and 10 lakh e-2 Wheelers

The Government on 12th May, 2021 approved a Production Linked Incentive (PLI) scheme for manufacturing of Advanced Chemistry Cell (ACC) in the country in order to bring down prices of battery in the country. Drop in battery price will result in cost reduction of electric vehicles.

Electric Vehicles are covered under Production Linked Incentive (PLI) scheme for Automobile and Auto Components, which was approved on 15th September 2021 with a budgetary outlay of Rs. 25,938 crores for a period of five years.

Ministry of Road Transport & Highways has taken following initiatives to promote use of Electric vehicles (EVs) in the country: -

1. Battery Operated Transport Vehicles have been granted exemption from the requirements of permit, vide S.O. 5333(E) dated 18th October, 2018.

2. Battery Operated Vehicles have been granted exemption from the payment of fees for the purpose of issue or renewal of registration certificate and assignment of new registration mark vide GSR 525(E) dated 2nd August, 2021.

3. All India Tourist Permit is issued for battery operated vehicles without payment of permit fee vide GSR 302(E) dated 18th April, 2023.

X

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Creating Her Own Era, Inspiring Women's Era

Ms. Sagarika Rukari
Hundekkaree Goods Transport Service (HGTS) – PUNE

Sagarika Rukari is a part of the third-generation family business Hundekkaree Goods Transport Service (HGTS), a 75-year-old company, incorporated in the year 1950. However, the real break came to this company when in the 1970s, the company under the leadership of entrepreneur Late Mr. Namdeorao V. Rukari ventured into the industrial sector, by seizing an opportunity provided to us by M/s Bharat Forge Ltd. Since then, the company has never looked back and grown by leaps and bounds. Currently it is run by 2nd generation entrepreneurs Mr. Sunjjoy Rukare and Santosh Rukari and 3rd generation successors Mr. Pratthamesh Rukare and Ms. Sagarika Rukari.

Sagarika has completed her B.A. in English Literature, Post-graduate program in supply chain management (2020), MSc Management (University of Glasgow, UK) and Mahindra Mpower (IIM-A). She joined HGTS in 2016, during her second year of graduation. The strong-headed lady attended the morning college and used to visit the office after college hours. What motivated her to do this was that she always saw the men of the family talking about the business but being a woman, she wanted to break this stereotype and make a name for herself in this male-dominated industry.

Sagarika Rukari received various awards and recognitions, out of which 'Women Entrepreneur of the year' - Leaders of road transport awards 2022 is the prominent one.

Talking about HGTS, it is a transportation firm which first rendered its services to the farmers for the transportation of their crop and then moved its services to the Industrial sector. Founded in the year 1950, the business started off by transporting fruits and vegetables for the Farming Industry on bullock carts to the nearest railway station. It acted as clearing and forwarding agents for the goods to be further transported by Railway (Deccan Queen) from Pune to Mumbai. The company received a breakthrough in 1970s, when it embarked into a journey of industrial sector. The opportunity offered by M/s Bharat Forge Ltd. was grabbed by HGTS with both hands.

Ever since, the Company has been scaling new heights steadily. Thanks to the current generation management who has been toiling hard to achieve new goals year after year. The best part of this company is its 'ethical business practices' and 'efficient and timely customer service'. The company's current fleet size is 160 vehicles, encompassing operations in industrial goods, heavy machineries and FMCG.

Unveiling some of responses made by Sagarika Rukari to the questions asked by All India Transporters' Welfare Association (AITWA)'s journalist:

What made you enter this Industry?

I have always been inquisitive about the way this industry works. When I was growing up, our dinner table conversations were often revolved around it. Seeing my father and uncle re-build the company to the stage it has right now motivated me to join my family business at an early stage. In the beginning, the only motivation to join the business was to carry forward my family's legacy but it was after I studied the different aspects of this industry, I developed a keen understanding and more interest in this field which has so much potential to be explored. The transportation industry has always been a male-oriented industry, this challenged me to enter the industry with my individualistic and feminist approach. I believe in the power of education and have always taken up courses in different fields to grow my knowledge.

What were the major challenges you faced?

One, the transport industry is a male-oriented industry because it is dominated by men, from the very ground-level. Second, it is an industry driven by unskilled labour. My biggest challenge was to be accepted by the staff, drivers and even customers as a key-coordinator and a female authority. Apart from that, it was challenging for me to introduce new world class business ways in a business which is set in its old age methods. This was an industry where all the theoretical knowledge I had learnt could only be put into use after I had a good practical and on-ground experience of things.

What's your view on women entering the logistics Industry which was earlier male-dominated sector?

I believe women entering the logistics industry is the biggest change that this industry needed. A female coming in the industry brings with them a very different approach that can most often be ignored in a male dominated industry.

How are you managing the Work Life Balance?

I believe a good work life balance flows automatically when your work doesn't feel like a burden. We belong to an industry where maintaining a work-life balance is quite impossible. In a pursuit of managing multiple businesses, my off time is usually spent learning new skills for my personal and professional growth, growth of my company. I'm an absolute people's person so I always look forward to networking and socialising to meet fellow entrepreneurs.

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Everything You Must Know About Mandatory Safety Audits

Road Safety audit (RSA) is an essential part of any National Highway development project. RSA is carried out at different stages namely during design, construction and before issue of completion certificate of the project. Detailed guidelines for carrying out Road Safety audits and implementing the audit recommendations for National Highway Projects have been issued from time to time.

The Government of India has taken initiatives towards setting up of Trauma Care Facilities (TCFs) along the national highways with an overall objective to bring down preventable deaths due to road accidents. During the 11th Five-year Plan, under the scheme namely 'Assistance for Capacity Building for Developing Trauma Care Facilities in Govt.

Hospitals on National Highways', financial assistance was provided to States/Union Territories (UTs) for upgrading/ strengthening trauma care facilities in identified Government Hospitals/Medical Colleges. The scheme continued during 12th Five Year Plan as 'Capacity Building for Developing Trauma Care Facilities in Government. The Programme continued beyond 12th Five Year Plan as 'National Programme for Prevention and Management of Trauma and Burn Injuries' wherein Trauma Care Facilities identified during 11th and 12th Five Year Plan are being supported.

The Vehicles are over speeding beyond the limit even up to speeds of 150-160 Kmph in some cases and changing lanes or overtaking at such high speeds frequently, which led to accidents on the Bangalore – Mysore Access Controlled Highway.

Steps taken –

Speed limit sign boards have been installed at regular intervals all along the Highway as per IRC guidelines.

Additional informatory boards at all the entry-exit locations are also provided for the guidance to the travelers.

4 nos of route patrolling vehicles (2 in each package) are placed on the project stretch. Camera surveillance has been provided.

Overhead informatory Variable Message Sign (VMS) have been provided to avoid over speeds and take utmost precautions to avoid accidents.

2-wheelers, 3-wheelers and other slow-moving vehicles like non-motorized vehicles, agricultural tractors (with or without trailers) have been prohibited from using the Bangalore-Mysuru Access Controlled Highway.

Road Safety Committee for safety inspection of Bengaluru-Mysuru Access Controlled Highway has been constituted by NHAI.

The State Police Department has enforced speed limit with Interceptors.

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Pune's Road Infra Gets a Major Boost as MoRTH Chief Inaugurates 17 Km-long Flyover and Interchange Project

An integrated road infrastructure project at NDA Square in Pune was inaugurated by Union Minister for Road Transport and Highways Nitin Gadkari, in the presence of Deputy Chief Ministers of Maharashtra -- Devendra Fadnavis and Ajit Pawar on 12th August, 2023. The minister also dedicated Khed-Muncher bypass to the nation, at a program held in Pune.

With the inauguration of the much-awaited flyover and interchange project at NDA Chowk, which is considered as the gateway of West Pune, the traffic congestion in the city will be solved in a major way. The flyover bridge is 16.98 km long and the project cost was Rs 865 crore. Under the project, the interchange works of 2.2 km length of a total length of 16 km has been completed. Both sides of the Mumbai-Bangalore highway have two-lanes for internal and external services. A total of eight ramps have been developed for movement in eight directions from one interchange. This will boost the connectivity of the area to all the directions.

Addressing the gathering at the inaugural function, Gadkari said that the Government's motto is to build quality infrastructure at low cost on the basis of latest technology. He said that along with the infrastructure developments, all efforts should be taken to make Pune, which is a development centre of the country, an environment-friendly and pollution-free city. Gadkari emphasised the contribution and importance of Pune city in the country's development. "Pune, where Chatrapati Shivaji Maharaj spent his childhood, has a glorious historic legacy. A rich symbol of history, culture and heritage, Pune needs to be saved from pollution," the Minister said and added that the city needs to get rid of petrol and diesel vehicles and build an electric public transport system that runs on non-polluting fuels like ethanol. The minister also urged the State government to take efforts in that direction.

Expressing his determination to bring India to the top position in the field of automobile industry, Gadkari said that since the role of Pune will be very important in the process, every individual needs to make a concerted effort to make Pune a major development centre of the country.

Speaking on the occasion, Deputy Chief Minister Devendra Fadnavis said that the further development of the infrastructure in Pune will help in increasing the investment in the area. "There is a need to further strengthen the public transport services in the city. At the same time, it is also necessary to have an independent airport for Pune and for that, all the necessary permissions have been obtained from the Central government," he said and added that the land acquisition work for the airport will be started soon by taking the local residents into confidence.

Deputy Chief Minister Ajit Pawar said that the work of the metro between Pune and Pimpri Chinchwad will be fast-tracked in the near future. He said that if funds received from the Centre to build a two-storey flyover and more as needed, it will be used to improve the living conditions of the people of Pune by resolving traffic jams on the highways running through the city.

Union Minister for Road Transport and Highways Nitin Gadkari attended a meeting on road safety in Pune after the inauguration of the bridge at NDA Chowk. The meeting was also attended by both the Deputy Chief Ministers of the State along with senior officers of the concerned departments.

At the outset, a presentation was given by the Ministry of Road Transport and Highways about the accidents on the highways and the reasons behind them. Road accidents are not always caused by human error, technical errors in the vehicles involved in accidents are also a reason for the mishaps. The presentation also showed how the errors in road construction can lead to accidents.

While addressing the dignitaries after the presentation, Gadkari said that extensive measures will be taken with the help of experts to prevent the increasing number of accidents on various national and State highways in Maharashtra. He also suggested a comprehensive solution to tackle the challenge with the help of experts in the vehicle manufacturing industry as well as experts in the field of road construction.

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MoRTH Minister Inaugurates Two National Highway Projects with an Investment of over Rs 3,300 Crore in Lucknow

Increasing the pace of development of Uttar Pradesh, the Union Minister for Road, Transport and Highways, Nitin Gadkari inaugurated two National Highway projects with an investment of more than Rs 3,300 crore in Lucknow.

The Chief Minister of Uttar Pradesh, Yogi Adityanath along with Rajnath Singh, Union Minister of State, General V.K. Singh, Deputy Chief Minister Brajesh Pathak, Union Minister of State, Kaushal Kishore, State Ministers Jitin Prasad, Aseem Arun, Member of Parliament, Subrat Pathak, MP Dr. Ashok Bajpai and other MPs, MLAs and officials were also present on the occasion.

Lucknow is the capital of Uttar Pradesh and one of the important cities of the country. Two National Highway projects have been inaugurated at a cost of more than 3,300 crores in Lucknow. The inaugurated project includes, Madiyav-I.I.M. of Lucknow-Sitapur section on National Highway 24. The newly constructed 4-lane elevated corridor at the crossing has been completed 6 months ahead of time. This will provide better connectivity from Lucknow to Sitapur, avoid heavy traffic jams at Bhitauli Tiraha and Jankipuram Extention and will save more than 30 minutes of time and fuel. Pilgrims will be facilitated to visit Chandrika Devi and Naimisharanya.

The Construction of 4-lane road from Naviganj to Mitrasenpur of Aligarh-Kanpur section will facilitate traffic between Naviganj, Kannauj, Mitrasenpur and further to Delhi. Economic development will get a boost in the perfume hub of Uttar Pradesh, Kannauj and surrounding areas. Small and medium industries will get a boost in areas like Chhibramau, Gursahaiganj, Jalalabad, Manimau. Farmers of Kannauj will have ease of transport till Chhibramau, Naviganj Mandi and direct access to Delhi will be easy.

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Ashok Leyland Embarks on Cross-country Expedition Marking 75th Anniversary

Commercial vehicle manufacturer Ashok Leyland has embarked on a 'Dream Drive' expedition that would cover cities and dealerships across the country marking its 75th anniversary celebrations, said the company, reported ET.

As many as 10 vehicles would be traversing across cities including Bengaluru, Mumbai, Leh, Kolkata, Dibrugarh, on five different routes commemorating the occasion.

The Hinduja Group company is headquartered in Chennai.

"As we embark on the 'Dream Drive' to mark the 75th year anniversary celebrations of Ashok Leyland, we reflect upon the journey that has run parallel to the development of our nation," company executive chairman Dheeraj Hinduja, who flagged off the event, said in a company statement.

"The 'Dream Drive' represents our renewed pledge to further shape the future of the CV industry to support India's economic development for years to come," he added.

Further, Ashok Leyland is confident of maintaining double-digit operating margins for the remaining quarters of the ongoing fiscal year, as the Hinduja Group flagship expects to continue to reap benefits from its cost-saving measures, softening of raw material prices and the pricing power for its newly launched modular AVTR range of trucks.

Besides, Ashok Leyland, the Indian flagship of the Hinduja Group, announced that its Board has approved the acquisition of 100% of Ohm Global Mobility Private Ltd (OHM) fromOHM International Mobility Ltd for a nominal consideration of INR 1 lakh.

Ashok Leyland has also announced that it will be investing up to INR 300 crore as equity into OHM, now a 100% subsidiary, to operationalize the company. In addition, the existing E-MaaS (Electric Mobility as a Service) contracts will be transferred to OHM subject to necessary approvals. Any guarantees or comfort letters to be furnished to secure future orders will be provided by Ashok Leyland, subject to necessary approvals.

ElectraMeccanica and Tevva Announce Proposed Merger for Zero-emission CV Market Leadership

ElectraMeccanica and Tevva have revealed plans for a merger that aims to establish a dominant position in the zero-emission commercial vehicle sector, reported Reuters. The collaboration will initially focus on the United Kingdom market, subsequently expanding into Europe and the United States.

ElectraMeccanica Vehicles, the merging entity, envisions impressive financial goals for 2028. The proposed combined company anticipates achieving a revenue range of USD 1.3 to USD 1.5 billion with mid-teens EBITDA margins.

Upon the successful completion of the merger, the new entity will operate under the name Tevva, Inc. Shareholder distribution will see ElectraMeccanica shareholders owning 23.5% of the combined company, while Tevva shareholders will hold the majority at 76.5% on a fully diluted basis.

The decision has garnered unanimous approval from the boards of directors of both ElectraMeccanica and Tevva, signaling a strong consensus on the merger's potential benefits.

Furthermore, the merger is projected to yield approximately USD 5 million in annual cost savings by the end of 2024.

In terms of market presence, the combined company's shares will be listed on the NASDAQ Capital Market, traded under the ticker symbol TVVA.

The executive leadership of the combined company is expected to be headed by Susan E. Docherty , who is anticipated to assume the role of Chief Executive Officer.

Financially, the merged entity aims to possess a substantial cash balance ranging from approximately USD 70 to USD 80 million, paired with a debt load of approximately USD 26 million.

In line with its ambitious goals, the proposed combined company envisions achieving revenues between USD 1.3 and USD 1.5 billion by 2028, alongside EBITDA margins in the mid-teens.

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Nikola Recalls 209 Battery-electric Trucks, Halts Sales After Fire Probe

Electric-truck maker Nikola said it was recalling about 209 battery-powered electric trucks and suspending sales after an investigation into recent fires found a coolant leak inside a battery pack as the cause.

The preliminary findings of the probe by a third-party investigator were corroborated by a "minor thermal incident" on one pack on a parked engineering-validation truck, the company said, adding that no one was injured.

"Foul play or other external factors were unlikely to have caused the incident," Nikola said in a statement, adding efforts were underway to provide a remedy.

The company had said it suspected foul play when it started an investigation in June after trucks at its Phoenix, Arizona, headquarters caught fire. One damaged truck, kept at the Phoenix site for monitoring, reignited last month.

Internal investigations from Nikola's safety and engineering teams indicate a single supplier component within the battery pack as the likely source of the coolant leak that caused the vehicles to catch fire, the company said.

Struggling with supply chain bottlenecks and weaker demand, Nikola decided to make battery electric trucks only to order and focus on hydrogen fuel cell trucks.

Nikola on Aug. 4 appointed Chairman Stephen Girsky, a former General Motors executive, as its chief executive, its fourth in four years.

The company flagged "substantial doubts" about its ability to continue as a going concern for the next 12 months, reiterating its warning for the third time since February, as it awaits "critical" additional capital.

Nikola asked customers and dealers of its Tre battery electric trucks to take certain immediate safety measures, including considering parking them outside.

Nikola's shares fell as much as 5.6% after the close.

Amazon to Deploy Eicher e-Trucks for e-Commerce Deliveries in India

Eicher Trucks and Buses, a business division of VE Commercial Vehicles Limited (VECV), is collaborating with Amazon to introduce up to 1,000 zero-emission electric trucks across various payload categories into its delivery operations over the next five years, deployed through Amazon's transport service partners.

As a first step, Amazon will progressively deploy 50 Eicher electric trucks in major hubs like Delhi, Manesar, and Gurugram over the coming months. Eicher's electric trucks featuring advanced digital capabilities will be built on Eicher's established electric vehicle platform already in operation in bus applications, the company said in a media release.

The trucks with deck lengths ranging from approximately eight to 24 feet will come equipped with customised cargo stacking configurations. Fast and slow charging options will be provided to meet the needs of specific operations. The service solution also factors in availability of charging infrastructure, operational requirements, charging time constraints, battery capacity, and overall energy management strategies of the fleet, the release said.

Vinod Aggarwal, Managing Director and CEO of VECV, stated, "We are pleased to collaborate with Amazon as we begin pilots for Amazon's e-commerce deliveries in Indore, Delhi, Manesar, and Gurugram. This partnership reflects our commitment to promoting smart sustainable solution and developing a zero-emission transport ecosystem."

Abhinav Singh, VP of Customer Fulfilment, Amazon Transportation Services, Global Specialty Fulfilment, and Supply Chain at Amazon India , said, "We are proud to work with key partners to lead the way in the electrification of a wide range of vehicles within our delivery operations. At this scale, there is no established playbook for fleet transformation, but we are making progress through collaborations like this one to transform our network. We remain committed and are well on our way to integrate 10,000 EVs into our delivery fleet in India by 2025. We continue to invite fellow innovators and solution providers in the electric mobility and sustainable transportation space to join us in accelerating decarbonisation of the logistics industry."

The collaboration between Amazon and VECV marks a significant milestone in the collective effort to decarbonize freight transportation, heralding a pivotal step in advancing electric mobility in India. As an integral part of our e-FAST program, this partnership promises to yield invaluable insights for the broader electric mobility sector in the country. By embracing such initiatives, we pave the way for a sustainable and environmentally conscious future," Sudhendu Jyoti Sinha, Adviser, NITI Aayog, said.

Aligning with its efforts to promote use of electric mobility in its network across the country, Amazon has successfully deployed EVs in its delivery fleet through delivery service partners across more than 400 cities in India. The collaboration between Amazon India and Eicher supports Amazon's commitment to achieving net-zero carbon emissions by 2040, the release said.

CCTV on National Highways

GSR notification 575(E) dated 11th August, 2021 provides for Electronic Monitoring and Enforcement of Road Safety which mandates that State Governments shall ensure installation of electronic enforcement devices at high risk and high-density corridors on National Highways. These electronic enforcement devices include speed cameras, closed-circuit television cameras, speed guns, body wearable cameras, dashboard cameras, Automatic Number Plate Recognition (ANPR), weigh in machines (WIM) and any such other technology specified by the State Government.

The Government of India enacted the Motor Vehicles (Amendment) Act, 2019 with a special focus on road safety, incorporating aspects such as stringent penalties for traffic violations, electronic enforcement, etc. Section 136A of the Amendment Act provides for "electronic monitoring and enforcement of road safety" by the State Governments on National Highways, State Highways, roads or in any urban city within a State and preparation of rules for the same by the Central Government.

Further, the latest road and bridge specifications of this Ministry provide for installation of Advanced Traffic Management System (ATMS) on national highways which is followed in latest construction agreements. It also has the provision of CCTVs and speed cameras. This ATMS can detect speed violations & lane discipline on these NHs.

Further, the latest road and bridge specifications of this Ministry provide for installation of Advanced Traffic Management System (ATMS) on national highways which is followed in latest construction agreements

The Provision of Advanced Traffic Management System (ATMS) has been included in the Technical Schedules of the latest tenders of majority of 4/6 laning projects of NHAI. Further, the functional ATMS system is available on the following stretches:

(i) Eastern Peripheral Expressway, (UP & Haryana)

(ii) Delhi Meerut Expressway (Delhi & UP)

(iii)Trans Haryana project (Haryana)

(iv) NH sections already awarded under TOT.

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Water Logging on Highways

The Ministry is primarily responsible for development and maintenance of National Highways (NHs).

Development and maintenance of NHs is a continuous process. The conditions of NHs are assessed from time to time by the Ministry and its various executing agencies such as National Highways Authority of India (NHAI), National Highways & Infrastructure Development Corporation Limited (NHIDCL), Border Roads Organisation (BRO), Public Works Departments (PWDs) / Road Construction Departments (RCDs) / Corporations of State Governments / Union Territories (UTs). The works on NHs are accordingly taken up from time to time as per traffic density, condition of road, inter-se priority and availability of funds to keep the NHs in traffic worthy condition; such works also include rectification of deficiencies and damages caused due to various reasons, rehabilitation and strengthening of NHs, providing adequate drainage systems, etc.

Various types of Maintenance and Repair (M&R) works taken up on NHs include Ordinary Repairs (OR), Periodical Renewals (PR), Special Repairs (SR) and Flood Damage Repairs (FDR).

The M&R of stretches of NHs, where either Development works have commenced or Operation, Maintenance and Transfer (OMT) Concessions/ Operation and Maintenance (O&M) Contracts have been awarded, are the responsibility of the concerned Concessionaires/ Contractors till the Defect Liability Period (DLP)/ the Concession Period.

M&R of balance stretches of NHs, including Restoration of damages due to severe floods and water-logging, are carried out regularly as per available budgetary outlay, inter-se priority and traffic density to keep such NHs in traffic worthy condition.

Further, the Ministry has decided that, from 2023-24 onwards, all maintenance works on NHs are to be carried out primarily through Performance based Maintenance Contract (PBMC) / Short Term (1-year) Maintenance Contract only. Consequently, all NHs stretches are to be invariably covered under ongoing works of development or maintenance or Defect Liability Period (DLP), with the responsibility of maintenance of such NHs stretches lying with the concerned Contractor /Concessionaire.

Some of the important Technological Interventions used in construction of NHs to make NHs less prone to damages are as follows: -

Road level is fixed based on hydrological modelling, well above the Highest Flood level.

Geo-synthetics are used for fill & cut slope stabilization and erosion protection measures to minimize landslides.

Modern Rock fall protection measures such as wire rope and gabions as river training works are used.

Latest compaction equipment are being used to compact the earth to the maximum and making it less prone to damages against heavy rain and floods.

Soil stabilisation is being widely used to improve the properties of soils.

Stabilisation Technology for soil and aggregate which induces more resistance to water induced distresses.

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High Quality Roads

Ministry has undertaken the development of high quality roads under Bharatmala Pariyojana Phase-I (BMP-I) of 34,800 km length of Greenfield Expressways / Access Controlled Highways / Economic Corridors, Inter-corridor and feeder roads including National Corridors Efficiency improvement projects, Border and International connectivity roads, Coastal and port connectivity roads including subsumed under National Highways Development Projects (NHDP) in order to contribute towards the USD 5 trillion economy.

Ministry carried out a scientific study under Logistic Efficiency Enhancement Program (LEEP) to assess freight movement pattern in the country based on its Origin and Destination (OD) study and accordingly planned different projects for inclusion under Bharatmala Pariyojana (BMP). Identification of

congestion points, connectivity to economic centres including ports and Logistic Parks were also done under BMP.

Ministry has identified the development of 35 Multimodal Logistics Parks (MMLPs) for development as part of BMP to improve "logistic efficiency to the Indian economy". 15 MMLPs has been prioritized for development under BMP-I.

Further, Ministry has undertaken development of 2,078 km of Port connectivity roads in the country, including 372 km in the State of Maharashtra to increase logistics efficiency.

The Ministry has identified a total of 191 congestion points under BMP-I to be rectified for efficient and smooth traffic flow between major economic regions under BMP-I. Out of 191 congestion points, 65 congestion points have been rectified and works have been taken up / awarded in 83 congestion points.

The Ministry through National Highways Authority of India (NHAI) has been raising funds through innovative financing mechanism of securitization of toll revenues like Toll Operate and Transfer (TOT), Infrastructure Investment Trust (InvIT) and Project based Financing by securitising the Toll revenues. So far, Rs. 26,366 Crore has been raised through TOT and Rs. 10,200 Crore through InvIT. In addition, funds amounting to Rs. 33,561 Crore have been raised through Project based Financing.

Improvement and Expansion of Road Network Across the Country

The Ministry is primarily responsible for development and maintenance of National Highways (NHs). NH network in the country has expanded from about 1,32,995 km in March, 2020 to about 1,46,145 km at present.

A number of schemes have been implemented by the Ministry for development of NHs in the country such as Bharatmala Pariyojana including subsumed National Highways Development Project (NHDP), Special Accelerated Road Development Programme for North-East Region (SARDP-NE), Special Programme for development of Roads in Left Wing Extremism affected Area (LWE) including Development of Vijayawada-Ranchi Road and Externally Aided Projects (EAPs). NHs stretches not covered under any of the above schemes are taken up for development under National Highway Original [NH(O)] works depending upon traffic density, condition of road, inter-se priority and availability of funds.

Development of NHs works is taken up through executing agencies e.g. National Highways Authority of India (NHAI), National Highways & Infrastructure Development Corporation Ltd. (NHIDCL), Border Roads Organization (BRO), National Highways Logistics Management Limited (NHLML) and State Governments. Majority of expenditure are incurred by NHAI and NHIDCL.

NHs projects in about 36,071 km have been taken up during the last three years, including NHs projects in about 2,709 km taken up in the State of Uttar Pradesh.

About 34,115 km length of NHs has been constructed during the last three years, including 2,383 km constructed in the State of Uttar Pradesh.

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Construction of Four and Six Lane National Highway in the Country

The projects in the North-Eastern States are generally taken up by the Ministry through its other executing agencies such as National Highways & Infrastructure Development Corporation Limited (NHIDCL), Border Roads Organization (BRO) and various State Public Works Departments (PWDs). In the State of Tripura, one work of around 25 km length with total capital cost of Rs. 2026 crore is under implementation by NHIDCL.

The Ministry keeps on receiving proposals from various State Governments /UTs, for declaration / upgradation of State Roads, including State Highways (SHs), as new NHs. State roads, including State Highways (SHs), are declared as National Highways (NHs) from time to time on the basis of well-established principles. The important criteria for declaration of NHs include the following:

i. Roads running through length / breadth of the country.

ii. Connecting adjacent countries, National Capitals with State Capitals / mutually the State Capitals, major ports, non-major ports, large industrial centers or tourist centers.

iii. Roads having important strategic requirement in hilly and isolated area.

iv. Arterial roads which enable sizeable reduction in travel distance and achieve substantial economic growth.

v. Roads which help in opening up large tracts of backward area and hilly region.

vi. Roads contributing towards achievement of National Highways grid of 100 km.

vii. Synergy with PM Gati Shakti National Master Plan (NMP)

The Ministry considers declaration of some State roads, including State Highways (SHs), as NHs from time to time based on the fulfillment of the criteria, requirement of connectivity, inter-se priority and availability of funds.

Hospitals along National Highways

The Government of India has taken initiatives towards setting up of Trauma Care Facilities (TCFs) along the National Highways. During the 11th Five-year Plan (FYP), under the scheme namely 'Assistance for Capacity Building for Developing Trauma Care Facilities in Government Hospitals on National Highways', administered by the Ministry of Health and Family Welfare, financial assistance was provided to States/Union Territories (UTs) for upgrading/strengthening trauma care facilities in identified Government Hospitals/Medical Colleges.

The scheme continued during 12th FYP as 'Capacity Building for Developing Trauma Care Facilities in Government Hospitals. The Programme continues beyond 12th FYP as 'National Programme for Prevention and Management of Trauma and Burn Injuries' (NPPMT&BI) wherein Trauma Care Facilities identified during 11th and 12th FYPs are being supported. So far, 196 TCFs have sanctioned under the programme by the Ministry of Health and Family Welfare.

During 11th FYP thirteen (13) hospitals/medical colleges in Uttar Pradesh were supported by the Ministry of Health and Family Welfare under the 'National Programme for Prevention and Management of Trauma and Burn Injuries' (NPPMT&BI) namely - BRD Medical College, Gorakhpur; District Hospital, Faizabad; KGM College, Lucknow; LLR Hospital & GSVM College, Kanpur; District Hospital, Jaluan, Orai; MLB Medical College, Jhansi; District Hospital, Basti; SN Medical College, Agra; Shri BA District Hospital, Etawah; District Hospital, Fatehpur; MLN Medical College, Prayagraj; LLRM Medical College, Meerut and District Hospital, Lalitpur.

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BLR Logistiks Acquires Majority Stake in Standard Multimodal Logistics

Mumbai, 22 September, 2023: BLR Logistiks, India's leading integrated 3PL logistics services provider is delighted to announce its recent acquisition of Standard Multimodal Logistics.With this strategic move BLR intends to optimize its routes and expand its trailer fleet at various ports while deploying its recently purchased inventory of 40'HC containers across multiple cabotage trade routes, starting with Mundra to North India trade lanes.

Ms. Ashok Goyal, MD, BLR Logistics

Originally founded as a coastal service provider, Standard Multimodal Logistics has rapidly evolved into a comprehensive end-to-end Multimodal & Intermodal solution provider, boasting an impressive operational capability across 14 ports and 28 ICD/Terminals throughout India. The company's primary objective is to offer eco-friendly logistics solutions and minimize carbon emissions by providing Door to Door Container Coastal, Container Rail, and Container Cabotage inventory as alternatives to long-distance trucking in cost-efficient trade lanes.

This acquisition marks a significant milestone in the growth journey of both BLR and Standard Multimodal Logistics. Under the new leadership, Standard Multimodal Logistics will continue its operations with the same dedication and commitment to excellence. BLR's leadership brings a wealth of industry experience and expertise, ensuring a seamless transition and support for Standard Multimodal Logistics' ongoing initiatives.

Talking about the acquisition, **Mr. Ashok Goyal, Managing Director, BLR Logistiks**, said, "We are delighted to welcome Standard Multimodal Logistics to the BLR family. BLR Logistiks has a long-standing reputation for being an employee-centric organization, prioritizing the welfare and growth of its employees. This commitment also extends to the newly acquired Standard Multimodal Logistics team. We will collaborate closely to ensure a seamless integration that benefits all employees involved. This acquisition holds promising prospects for the logistics industry, and we are excited about the opportunities it presents."

Vikram Lakhotia, Head of Trade Development, Standard Multimodal Logistics, said, " On 12th Sept Tuesday, I reached out to Mr. Goyal and to my astonishment, within just five days, we successfully sealed the deal. The rapid pace at which he conducts business is undoubtedly positioning his organisation as one of the most assertive assets for the Multimodal fraternity."

About BLR:

As one of India's leading 3PL logistics companies, BLR offers customized solutions to all industrial sectors with a focus on saving costs and providing world class Logistics and Transportation services. BLR Logistiks (I) Ltd stands for globally competitive logistics management solutions within a trusting and service oriented environment. Excellence, commitment and honesty are some of our core values, with which we have risen to glorious heights. Today, we provide the best Integrated logistics services in India, giving our clients the highest satisfaction.

With its 65 offices across India , BLR has grown from a small trucking company to leading 3pl logistics service provider. The Company made early investments in the logistics sector with Reliance Capital taking on an equity stake of 32 % in 2007, which is still held by them.

https://www.blrlogistiks.com/

Contact:

Neeti Nayak
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एनएचएआई ने राष्ट्रीय राजमार्ग उपयोगकर्ताओं के लिए एक एकीकृत मोबाइल एप्लीकेशन 'राजमार्गयात्र' की शुरुआत की

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) ने नागरिक-केंद्रित एकीकृत मोबाइल एप्लीकेशन 'राजमार्गयात्रा' की शुरुआत के साथ राजमार्ग का उपयोग करने वाले लोगों के अनुभव को बेहतर बनाने की दिशा में एक महत्वपूर्ण कदम उठाया है। यह उपयोगकर्ता-अनुकूल ऐप अब गूगल प्ले स्टोर और आईओएस ऐप स्टोर दोनों पर डाउनलोड के लिए उपलब्ध है, जो यात्रियों को भारतीय राष्ट्रीय राजमार्गों पर व्यापक जानकारी के साथ ही एक कुशल शिकायत निवारण प्रणाली भी प्रदान करता है। ऐप फिलहाल हिंदी और अंग्रेजी में उपलब्ध है।

राजमार्गयात्रा ऐप की मुख्य विशेषताएं हैं-

व्यापक राजमार्ग सूचना: 'राजमार्गयात्रा' राष्ट्रीय राजमार्ग उपयोगकर्ताओं को एक स्थान पर आवश्यक जानकारी उपलब्ध कराने का कार्य करता है। वास्तविक समय की मौसम की स्थिति, समय पर प्रसारण सूचनाएं और नजदीकी टोल प्लाजा, पेट्रोल पंप, अस्पताल, होटल और अन्य आवश्यक सेवाओं के बारे में जानकारी देता है, जिससे राष्ट्रीय राजमार्गों पर एक निर्बाध और सुरक्षित यात्रा सुनिश्चित होती है।

परेशानी मुक्त शिकायत निवारण: ऐप एक अंतर्निहित शिकायत निवारण और वृद्धि तंत्र से सुसज्जित है। उपयोगकर्ता बेहतर स्पष्टता के लिए जियो-टैग किए गए वीडियो या फोटो संलग्न करके आसानी से राजमार्ग से संबंधित मुद्दों की रिपोर्ट कर सकते हैं। पंजीकृत शिकायतों को समयबद्ध तरीके से निपटाया जाएगा, किसी भी देरी के मामले में सिस्टम-जनरेटेड मामले को उच्च अधिकारियों तक पहुंचाया जाएगा। उपयोगकर्ता पूर्ण पारदर्शिता के लिए अपनी शिकायतों की स्थिति को भी ट्रैक कर सकते हैं।

निर्बाध फास्टैग सेवाएं: 'राजमार्ग यात्रा' ने अपनी सेवाओं को विभिन्न बैंक पोर्टलों से जोड़ा है, जिससे उपयोगकर्ता एक ही प्लेटफॉर्म पर अपने फास्टैग को आसानी से रिचार्ज करा सकते हैं, मासिक पास ले सकते हैं और फास्टैग-संबंधित अन्य बैंकिंग सेवाओं तक आसानी से पहुंच बना सकते हैं।

जिम्मेदार और सुरक्षित ड्राइविंग को प्रोत्साहित करने के लिए ओवर-स्पीडिंग नोटिफिकेशन और आवाज-सहायता।

इन सुधारों के साथ, 'राजमार्ग यात्रा' का लक्ष्य राजमार्ग उपयोगकर्ताओं को एक सहज, अनुकूल वातावरण प्रदान करना और भारतीय राष्ट्रीय राजमार्गों पर एक सुरक्षित तथा अधिक सुखद यात्रा को बढ़ावा देना है।

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जनरल (डॉ.) वी.के. सिंह ने बेहतर सेवाएं प्रदान करने और सड़क दुर्घटनाओं में कमी लाने में राष्ट्रीय राजमार्गों पर दूरसंचार नेटवर्क के महत्व पर जोर दिया

केंद्रीय सड़क परिवहन एवं राजमार्ग और नागरिक उड्डयन राज्य मंत्री जनरल (सेवानिवृत्त) डॉ. वी. के. सिंह ने कहा कि सड़क का उपयोग करने वालों को बेहतर सेवाएं प्रदान करने के लिए राष्ट्रीय राजमार्गों पर दूरसंचार नेटवर्क का बड़े पैमाने पर उपयोग किया जा रहा है। नई दिल्ली में संवाददाता सम्मेलन को संबोधित करते हुए दूरसंचार विभाग की उपलब्धियों और अन्य सभी मंत्रालयों और विभागों पर उनके प्रभाव को रेखांकित करते हुए उन्होंने कहा कि राष्ट्रीय राजमार्गों पर निर्बाध मोबाइल फोन नेटवर्क सुनिश्चित करने के लिए सड़क परिवहन एवं राजमार्ग मंत्रालय दूरसंचार विभाग के साथ समन्वय कर रहा है।

डॉ. सिंह ने कहा, "देश के कोने-कोने तक 4जी सेवाओं की पहुंच सुनिश्चित करने के लिए मोबाइल टावरों की स्थापना करके वंचित गांवों में 4जी कवरेज का विस्तार करने हेतु कदम उठाए जा रहे हैं। इसका सीधा लाभ हमारे सड़क नेटवर्क को मिलेगा, जिसकी बदौलत हम दुर्घटनाओं और हादसों को प्रभावी ढंग से रोकने में सक्षम होंगे।"

डॉ. सिंह ने कहा, "भारत में 5जी नेटवर्क का तेजी से क्रमिक विस्तार हो रहा है। लगभग 1 लाख साइट का कार्य 5 महीनों में, इसके बाद 2 लाख साइट का कार्य 8 महीनों और 3 लाख साइट का काम 10 महीनों में पूरा हो रहा है, जिससे हमारे सड़क नेटवर्क को बहुत लाभ होगा।" उन्होंने कहा, "इसके अतिरिक्त, हम टोलिंग प्रणाली को उपग्रह और कैमरा आधारित बना रहे हैं। दिल्ली-मेरठ एक्सप्रेस पर उपग्रह आधारित प्रौद्योगिकी का उपयोग करने वाली बाधा रहित टोलिंग को लागू करने की एक पायलट परियोजना चल रही है। हम ऑप्टिकल फाइबर नेटवर्क को बेहतर बनाने पर भी काम कर रहे हैं।"

डॉ. सिंह ने कहा कि मोबाइल टावर परियोजनाओं के लिए कुल परिव्यय 43,868 करोड़ रुपये से अधिक है। उन्होंने कहा कि 631 जिलों में 5जी शुरू कर दिया गया है। डॉ. सिंह ने बीएसएनएल पुनरुत्थान पैकेज के बारे में भी चर्चा की।

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GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
UNSTARRED QUESTION NO-1535
ANSWERED ON-02/08/2023

VIOLATION OF TRAFFIC RULES ON HIGHWAYS

1535. SHRI HARBHAJAN SINGH:

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

(a) whether the Ministry is aware of cases of reckless driving, driving in opposite direction and violation of other norms of safety do by some drivers on National Highways which resulted to accidents and deaths;
(b) if so, whether the Ministry has any data in this regard for the last three years;
(c) whether there is any proposal to amend rules to impose stringent punishments for such violations; and
(d) if so, the details thereof?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) & (b) As per available reports, 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.

As per the data received from police department of all States/UTs, number of road accidents and fatalities due to traffic rule violation on National Highways (includes expressways) in the country during the calendar year 2019 to 2021 is given in the table below: -

Traffic Rule Violation	No. of Accidents			No. of Fatalities		
	2019	2020	2021	2019	2020	2021
Over speeding	98294	85616	95785	36566	32873	40450
Drunken driving/consumption of alcohol & drug	5122	3416	2949	2376	1862	1352
Driving wrong side/Lane indiscipline	7076	6050	5568	2726	3099	2823
Jumping red light	984	919	555	266	476	222
Use of Mobile phone	3660	2697	1997	1585	1389	1040
Others	22055	16753	21971	10353	7971	10120

(c) & (d) The Motor Vehicles Act, 1988 contains provisions for penalties in case of dangerous driving. It was amended substantially by the Motor Vehicles (Amendment) Act, 2019 to introduce penalties for new offences and enhanced penalties for existing offences.

बसों में ढोया जा रहा माल, ट्रांसपोर्टर्स और सरकार को नुकसान

सान्ध्य टाइम्स ब्यूरो। दिल्ली में कई बसें सामान भी ढोती हैं। इससे ट्रांसपोर्टर्स को नुकसान पहुंचता है। ऑल इंडिया मोटर एवं गुड्स ट्रांसपोर्ट असोसिएशन का दावा है कि जिन बसों में सामान लादकर एक जगह से दूसरी जगह भेजा जाता है, उनका ई-वे बिल और जीएसटी भी नहीं होता।

असोसिएशन के प्रेजिडेंट राजेंद्र कपूर ने बताया कि दिल्ली में रोजाना 2 हजार बसों में माल भर कर आता और जाता है। मोरी गेट, मजनूं के टीले, ईदगाह, रामलीला ग्राउंड, कुतुब रोड, फतेहपुरी, सेंट स्टीफन हॉस्पिटल रोड, नई दिल्ली-पुरानी दिल्ली रेलवे स्टेशन, मिंटो रोड गवर्नमेंट प्रेस के बाहर, गोखले मार्केट, तीस हजारी कोर्ट, लालकिले के सामने लाजपत राय मार्केट, कश्मीरी गेट, आनंद विहार और सराय काले खां बस अड्डे के आसपास ऐसी बसें बिना रोक-टोक चल रही हैं। राजेंद्र ने सवाल किया कि क्या सिविक एजेंसियां दिल्ली नगर निगम, पुलिस, ट्रैफिक पुलिस या जीएसटी विभाग के अधिकारियों को ये सब नहीं दिख रहा? ये बसें 8 से 9 टन माल ढोकर ले जाती हैं। इसमें राजस्व को नुकसान पहुंचने की आशंका है। ट्रांसपोर्टर्स के मालवाहकों पर आरटीओ, पुलिस और जीएसटी डिपार्टमेंट की नजर होती है, लेकिन इन पर ध्यान नहीं है। एमसीडी के पार्किंग ठेकेदार आम व्यक्ति की गाड़ी को पार्क नहीं करने देते, क्योंकि ये बस वाले रोजाना 500 से 3000 रुपये देते हैं। इन्हें माल के लोडिंग-अनलोडिंग की सुविधा भी मिलती है। असोसिएशन की केंद्र और राज्य सरकार के ट्रांसपोर्ट मंत्री, निगम आयुक्त, परिवहन आयुक्त, जीएसटी आयुक्त, पुलिस आयुक्त, ट्रैफिक पुलिस से गुहार है कि गंभीर मुद्दे पर ध्यान दें, ताकि ट्रांसपोर्टर्स को काम मिले और सरकार को राजस्व का नुकसान ना हो। **(प्रस)**

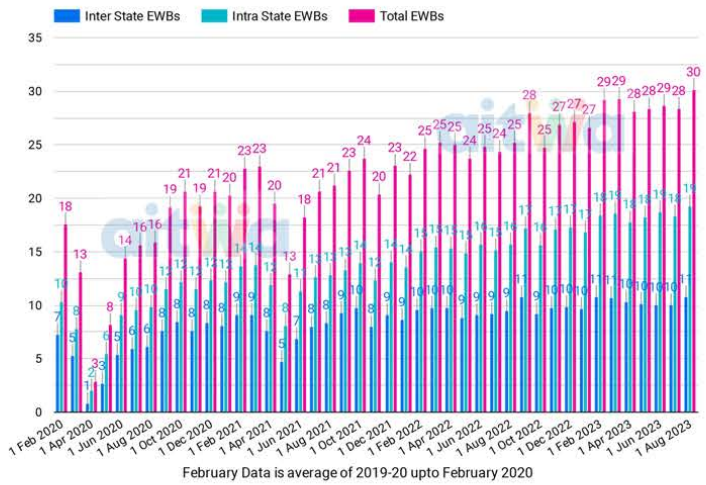
Developed & compiled by

Indian Roads and Transport Development Association

Eway Bill Dashboard

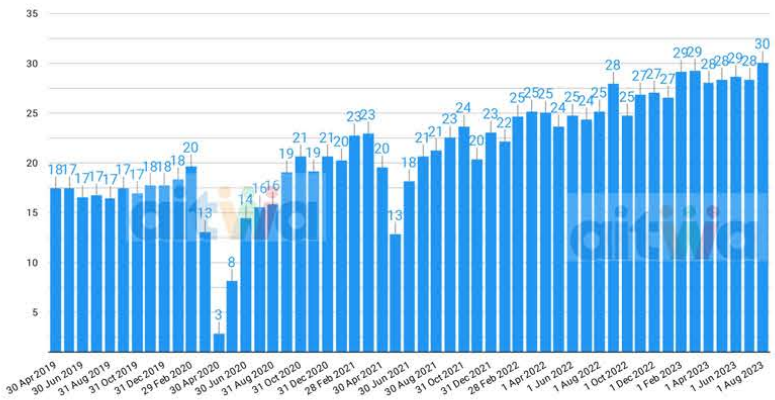
Last updated on 6th Sep 2023 | Data as on 31st August 2023

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

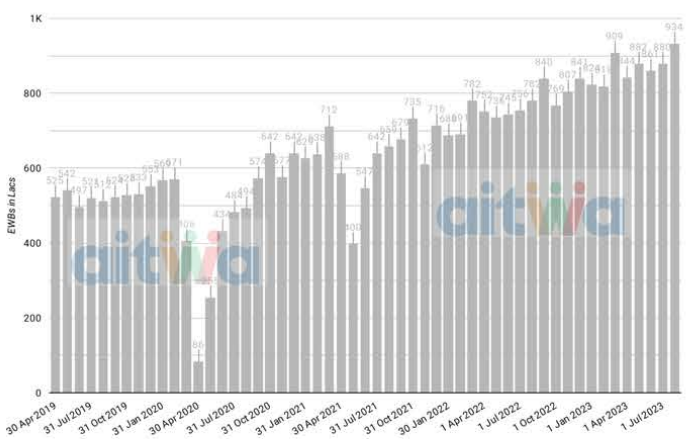


February Data is average of 2019-20 upto February 2020

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

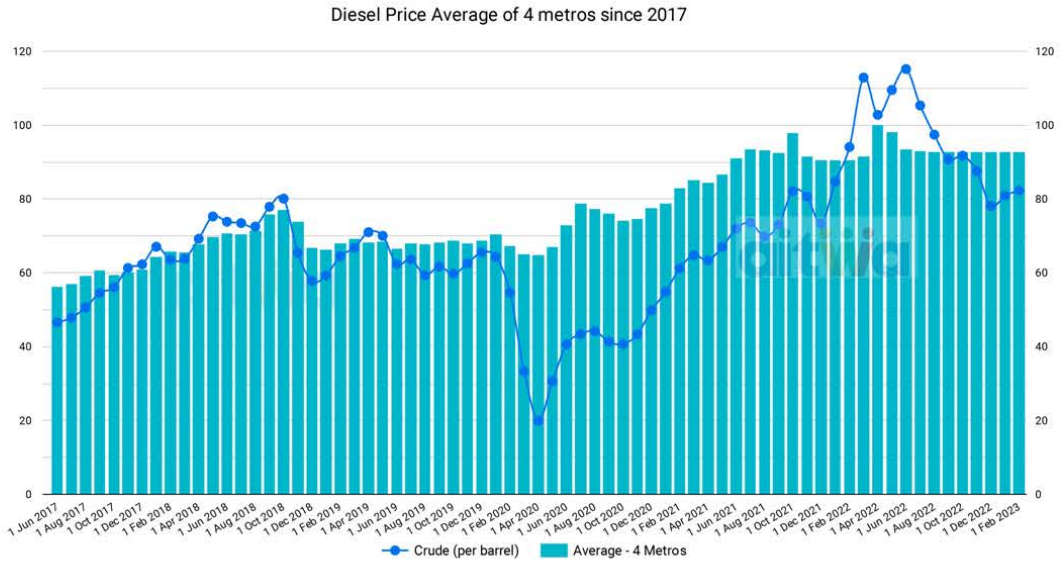


Total number of monthly EWBs generated (in lacs per month)



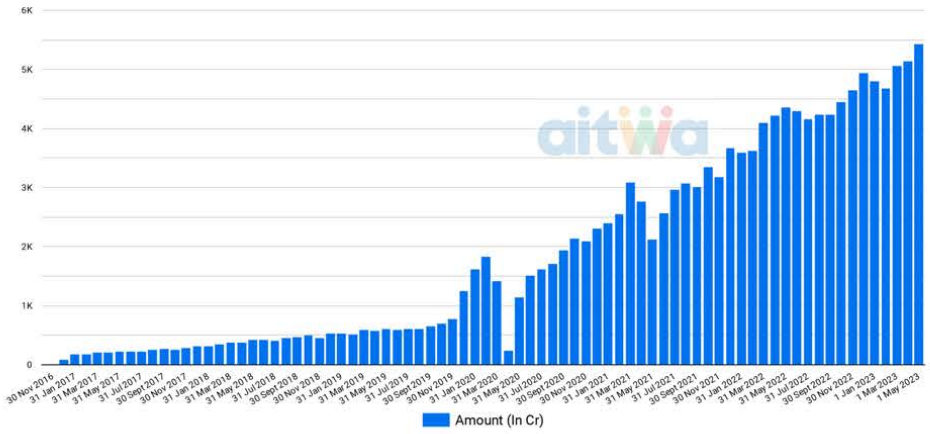
Diesel Dashboard

Last updated on 23rd February 2023 | Data as on 20th February 2023



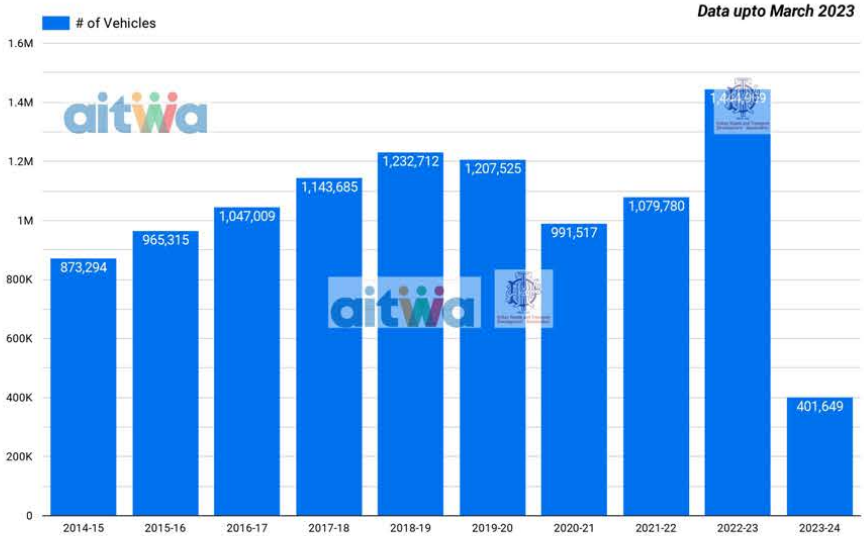
Toll Collection Dashboard

Last updated on 10th Nov 2022 | Data as on 30 September 2022



National Permit Vehicles in India

Data upto March 2023



TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To July		
		July 2023	July 2022	% Change	2023-24	2022-23	% Change
(A) 15 International Airports							
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	Varanasi	468	413	13.3	1541	1455	5.9
9	Amritsar	268	126	-	1291	830	55.5
10	Trichy	533	518	2.9	2108	2056	2.5
11	Portblair	470	590	-20.3	1737	2156	-19.4
12	Imphal	49	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	-
Total		44778	50158	-10.7	181452	197782	-8.3
(B) 6 PPP International Airports							
16	Ahmedabad	8282	7920	4.6	33830	31163	8.6
17	Lucknow	1952	1263	54.6	6494	5108	27.1
18	Guwahati	1643	2248	-26.9	7154	8121	-11.9
19	Jaipur	1714	1634	4.9	5732	5817	-1.5
20	Trivandrum	1552	1409	10.1	6274	5410	16.0
21	Mangalore	156	352	-55.7	562	1384	-59.4
Total		15299	14826	3.2	60046	57003	5.3
(C) 7 JV International Airports							
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
Total		202215	198197	2.0	788485	782907	0.7
(D) 2 ST Govt./Pvt. INTL Airports							
29	Shirdi	31	72	-56.9	135	217	-37.8
30	Goa (MOPA)	81	0	-	129	0	-
Total		112	72	55.6	264	217	21.7
(E) 10 Custom Airports							
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
36	Visakhapatnam	352	458	-23.1	1432	1761	-18.7
37	Surat	492	386	27.5	1990	1870	6.4
38	Madurai	205	252	-18.7	655	1088	-39.8
39	Aurangabad	55	126	-56.3	225	442	-49.1
40	Gaya	0	0	-	0	0	-
Total		6963	8881	-21.6	27197	35694	-23.8
(F) 72 Domestic Airports							
41	Ranchi	486	494	-1.6	1940	2605	-25.5
42	Raipur	399	455	-12.3	1639	1886	-13.1
43	Dehradun	192	83	-	988	446	-
44	Jammu	67	138	-51.4	232	570	-59.3
45	Agartala	259	538	-51.9	634	1709	-62.9
46	Udaipur	17	22	-22.7	56	73	-23.3
47	Leh	146	155	-5.8	689	612	12.6
48	Bhopal	233	281	-17.1	968	1009	-4.1
49	Vadodara	196	183	7.1	827	801	3.2
50	Jodhpur	0	0	-	0	0	-
51	Rajkot	71	85	-16.5	243	287	-15.3
52	Gorakhpur	0	0	-	0	0	-
53	Dibrugarh	106	132	-19.7	424	488	-13.1
54	Darbhanga	48	2	-	183	245	-25.3
55	Prayagraj	2	13	-84.6	9	13	-30.8
56	Rajahmundry	1	1	0.0	9	5	80.0
57	Jabalpur	0	14	-	0	14	-
58	Silchar	56	68	-17.6	208	334	-37.7
59	Hubli	7	5	40.0	24	20	20.0
60	Belgaum	0	8	-	0	18	-
61	Dimapur	132	142	-7.0	373	455	-18.0
62	Kanpur(Chakeri)	7	11	-36.4	35	59	-40.7
63	Jharsuguda	7	4	75.0	26	15	73.3

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To July		
		July 2023	July 2022	% Change	2023-24	2022-23	% Change
(F) 72 Domestic Airports							
64	Gwalior	1	18	-94.4	5	18	-72.2
65	Tuticorin	0	0	-	2	1	-
66	Mysore	0	0	-	0	0	-
67	Gaggal (Kangra)	0	0	-	0	0	-
68	Jorhat	10	13	-23.1	48	20	-
69	Bareilly	0	0	-	0	0	-
70	Juhu	27	21	28.6	107	86	24.4
71	Agra	1	0	-	7	0	-
72	Kolhapur	0	0	-	0	0	-
73	Jamnagar	0	0	-	0	0	-
74	Barapani (Shillong)	0	0	-	0	0	-
75	Jaisalmer	0	0	-	0	0	-
76	Kalaburgi	0	0	-	0	0	-
77	Kandla	0	0	-	0	0	-
78	Deoghar	0	0	-	0	0	-
79	Pondicherry	0	0	-	0	0	-
80	Pantnagar	0	0	-	0	0	-
81	Cuddapah	0	0	-	0	0	-
82	Bhavnagar	0	0	-	0	0	-
83	Kishangarh	0	0	-	0	0	-
84	Agatti	4	4	0.0	21	12	75.0
85	Bhuj	0	0	-	0	0	-
86	Diu	0	0	-	0	0	-
87	Rupasi	0	0	-	0	0	-
88	Hollongi (Donyi Polo)	0	0	-	0	0	-
89	Lakhimpur (Lilabari)	0	1	-	0	4	-
90	Khajuraho	0	0	-	0	0	-
91	Bikaner	0	0	-	0	0	-
92	Hindon	0	0	-	0	0	-
93	Porbandar	0	0	-	0	0	-
94	Bhuntar	0	0	-	0	0	-
95	Tezu	0	0	-	0	0	-
96	Pakyong	0	0	-	0	0	-
97	Keshod (Junagarh)	0	0	-	0	0	-
98	Shimla	0	0	-	0	0	-
99	Gondia	0	0	-	0	0	-
100	Tezpur	0	0	-	0	0	-
101	Hyderabad (Begumpet)	0	0	-	0	0	-
102	Coochbehar	0	0	-	0	0	-
103	Jalgaon	0	0	-	0	0	-
104	Salem	0	0	-	0	0	-
105	Sholapur	0	0	-	0	0	-
106	Ludhiana	0	0	-	0	0	-
107	Kota	0	0	-	0	0	-
108	Safdarjung	0	0	-	0	0	-
109	Bhatinda	0	0	-	0	0	-
110	Pathankot	0	0	-	0	0	-
111	Adampur (Jalandhar)	0	0	-	0	0	-
112	Kanpur (Civil)	0	0	-	0	0	-
(F) 72 Domestic Airports		2475	2891	-14.4	9697	11805	-17.9
(G) 20 St.Govt. / Pvt Airports							
113	Durgapur	57	117	-51.3	210	293	-28.3
114	Lengpui(aizwal)	72	32	-	198	141	40.4
115	Nasik(Hal ozar)	0	0	-	0	0	-
116	Jagdalpur	0	0	-	0	0	-
117	Bilaspur	0	0	-	0	0	-
118	Kurnool	0	0	-	0	0	-
119	Sindhudurg	0	0	-	0	0	-
120	Vijayanagar	0	0	-	0	0	-
121	Bangalore(HAL)	0	0	-	0	0	-
122	Bidar	0	0	-	0	0	-
123	Pasighat	0	0	-	0	0	-
124	Rourkela	0	0	-	0	0	-
125	Jeypore	0	0	-	0	0	-
126	Jamshedpur	0	0	-	0	0	-
127	Nanded	0	0	-	0	0	-
128	Pithoragarh	0	0	-	0	0	-
129	Mundra	0	0	-	0	0	-
130	Ziro	0	0	-	0	0	-
131	Hisar	0	0	-	0	0	-
132	Shivamogga	0	0	-	0	0	-
(G) 20 St.Govt. / Pvt Airports		129	149	-13.4	408	434	-6.0
(H) Other Airports		0	0	-	0	0	-
Grand Total (A+B+C+D+E+F+G+H)		271971	275174	-1.2	1067549	1085842	-1.7

Source: A.A.I.

OCEAN FREIGHT
TRAFFIC HANDLED AT MAJOR PORTS
(DURING APRIL TO AUGUST'2023* VIS-A-VIS APRIL TO AUGUST'2022)

(*) TENTATIVE **(IN '000 TONNES)**

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/ LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers		Coal		Containers		Other Misc. Cargo	TOTAL	% VAR. AGAINST 2022-23
					FIN.	RAW	Thermal & Steam	Coking & Others	Tonnage	TEUs			
KOLKATA													
Kolkata Dock System	TRF APRIL-AUG., 2023	93	207	-	349	-	-	778	4158	264	1408	6993	
	TRF APRIL-AUG., 2022	125	374	-	191	3	-	725	3618	244	1750	6786	3.05
Haldia Dock Complex	TRF APRIL-AUG., 2023	3912	2206	499	42	189	-	8122	923	49	3454	19347	
	TRF APRIL-AUG., 2022	3703	1881	103	55	159	-	7820	939	48	4158	18818	2.81
TOTAL: SMP, KOLKATA	TRF APRIL-AUG., 2023	4005	2413	499	391	189	-	8900	5081	313	4862	26340	
	TRF APRIL-AUG., 2022	3828	2255	103	246	162	-	8545	4557	292	5908	25604	2.87
PARADIP	TRF APRIL-AUG., 2023	16437	785	9157	177	2273	19583	6341	86	5	3919	58758	
	TRF APRIL-AUG., 2022	15302	738	6567	78	1809	20545	5905	80	6	3356	54380	8.05
VISAKHAPATNAM	TRF APRIL-AUG., 2023	7329	785	6428	748	715	3941	3148	5021	310	5026	33141	
	TRF APRIL-AUG., 2022	6597	848	5833	512	665	6950	2490	3481	224	4944	32320	2.54
KAMARAJAR(ENNORE)	TRF APRIL-AUG., 2023	2042	61	-	-	-	9460	1007	5261	273	1218	19049	
	TRF APRIL-AUG., 2022	1998	50	-	-	-	9795	727	4977	258	1731	19278	-1.19
CHENNAI	TRF APRIL-AUG., 2023	5776	650	267	-	148	-	-	12556	651	1529	20926	
	TRF APRIL-AUG., 2022	5945	467	47	-	132	-	-	11768	610	1650	20009	4.58
V.O.CHIDAMBARANAR	TRF APRIL-AUG., 2023	215	525	-	465	322	3766	2960	6295	315	1857	16405	
	TRF APRIL-AUG., 2022	148	450	-	309	283	3949	2305	6761	338	2039	16244	0.99
COCHIN	TRF APRIL-AUG., 2023	9394	269	-	-	96	-	-	4097	299	613	14469	
	TRF APRIL-AUG., 2022	9284	202	-	-	87	-	-	4221	294	638	14432	0.26
NEW MANGALORE	TRF APRIL-AUG., 2023	10602	1170	1419	258	22	2078	192	1223	87	413	17377	
	TRF APRIL-AUG., 2022	10641	848	881	276	34	1779	448	1006	72	438	16351	6.27
MORMUGAO	TRF APRIL-AUG., 2023	265	244	1326	87	-	1435	2793	-	-	1257	7407	
	TRF APRIL-AUG., 2022	249	71	779	41	-	1708	2626	12	1	1580	7066	4.83
MUMBAI	TRF APRIL-AUG., 2023	16909	691	2357	217	75	3072	-	88	8	4137	27546	
	TRF APRIL-AUG., 2022	14860	684	2315	109	-	2851	-	108	10	4040	24967	10.33
J.N.P.A.	TRF APRIL-AUG., 2023	1380	1182	-	-	-	-	-	32086	2600	601	35249	
	TRF APRIL-AUG., 2022	1391	1264	-	-	-	-	-	30576	2479	474	33705	4.58
DEENDAYAL	TRF APRIL-AUG., 2023	26169	4655	558	1442	153	8722	161	3810	200	9492	55162	
	TRF APRIL-AUG., 2022	27634	4680	254	1237	54	8696	151	3462	214	12453	58621	-5.90
ALL PORTS	TRF APRIL-AUG., 2023	100523	13430	22011	3785	3993	52057	25502	75604	5061	34924	331829	
	TRF APRIL-AUG., 2022	97877	12557	16779	2808	3226	56273	23197	71009	4798	39251	322977	2.74
% Variation from previous year		2.70	6.95	31.18	34.79	23.78	-7.49	9.94	6.47	5.48	-11.02	2.74	

Source: I.P.A.

Innovations in Road Construction

Innovations in materials & construction process for road construction is a continuous process. Based on International best practices and outcome of indigenous research, new standards/guidelines are framed by Indian Roads Congress (IRC) and existing standards/guidelines of IRC are amended from time to time. MoRTH/NHAI have also issued policy guidelines on certain innovative materials/processes. Further new/innovative materials are accredited by IRC.

All such materials and processes as allowed by IRC standards/guidelines, International Standards such as American Association of State Highway and Transportation Officials (AASHTO), American Society for Testing of Materials (ASTM), Euro Codes, British Codes as well as materials accredited by IRC are allowed in National Highways Projects. NH Projects are generally implemented on EPC/HAM/BOT modes where contractor/ concessionaire carry out their own design in accordance with applicable manual, standards/guidelines/codes etc. and then these are reviewed/ approved by AE/IE before its actual use in the Project.

Road Safety Audit (RSA) is an essential part of any National Highway development project. RSA is carried out at different stages namely during design, construction and before issue of completion certificate of the project.

Ministry vide its Notification No. RT-25043/03/2017-RS dated 19.12.2019 has created Member of Parliaments' Road Safety Committee in each district of the country under the Chairmanship of Hon'ble Member of Parliament (Lok Sabha) from the district. The terms of reference (ToR) of the Committee include monitoring of road safety activities, monitoring of road accidents data, reviewing and monitoring of identification & rectification of black spots, promoting road safety campaign etc.

Electric Trucks to Transform the Trucking Industry in India

The transport sector has been integral to the success of India's economy. About 90% of passenger traffic and 67% of freight rely on road transportation, as per recent data. In fact, the road transport industry is poised to hit $330 billion by 2025, fueled by an impressive 8% CAGR over the next three years.

However, the environmental impact of vehicles on Indian roads, especially trucks, calls for thoughtful consideration. Indian logistics companies now face a crucial decision on how to approach truck transportation sustainably. Before moving ahead, let's look at the current scenario and understand the challenges that the overall EV industry is facing.

The projected adoption rates for electric commercial vehicles present an interesting outlook for the future, with light trucks and buses expected to see significant growth. By 2030, it is estimated that approximately 20-25% of all commercial light trucks and 15-20% of buses will have transitioned to electric power, resulting in an impressive fleet of around 930,000 light commercial electric vehicles and about 175,000 electric buses.

While these figures indicate substantial progress towards a greener and more sustainable transportation

sector, it's worth noting that the adoption of electric vehicles for heavy trucks has been relatively slow worldwide. Despite the rapid advancements in electric vehicle technology and the increased focus on eco-friendly solutions, heavy trucks seem to face unique challenges in their electrification journey.

x

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