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Monthly Magazine of All India Transporters Welfare Association

Parivahan Pragati

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



Driving safe in Winter

Foggy Roads? Use Caution At All Times!

Page 14

FUSO Showcases New Products and Services at Japan Mobility Show

Page 22

Ashok Leyland Delivers India's First LNG-powered Haulage Truck – AVTR 1922

Page 28

Construction of Ramban Viaduct in Jammu & Kashmir has been Successfully Completed

Page 42

Plus Other Features: Statistics (Air Data; Ocean Data), AITWA-IRTDA E-way Bill Data And More

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contents

04 Editorial

Road Traffic Accidents in Winters: Common Causes

06 Outlook

Technologies that Can Help Wintertime Driving Easy

Long or Short Distance, Driving in Winter is Tricky

Safe Winter Driving

Outlook

Foggy Roads? Use Caution At All Times!

Must Know

What's Hindering Growth Aspirations of Indian Truckers?

18 Study

Tall Trucks, SUVs are 45% Deadlier to US Pedestrians,

 Large Pickup Trucks Fare Poorly in Protecting Back Seat Passengers

Industry

Daimler Truck e-truck RIZON Achieves Full Homologation in US

FUSO Showcases New Products and Services at Japan Mobility Show

 Daimler Truck Begins Production of Freightliner eM2 at US Subsidiary

26 New Launch

Mahindra Launches Jeeto Strong at a Starting Price of INR 5.2 Lakh

Feat

 Ashok Leyland Delivers India's First LNG-powered Haulage Truck – AVTR 1922



Analytics Report

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From NHAI

 NHAI Upgrades ATMS Standards for Enhanced Road Safety and Digital Enforcement

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 NHAI Takes Measures for Dust Control at National Highway Construction Sites in NCR

 NHAI Accepts First Insurance Surety Bond as Bid Security for NHAI TOT Bid for Monetization

38 Highways For Us

Construction of 224-meter Viaduct (2-lane) at Sherebibi in Jammu & Kashmir with an Estimated Cost of Rs 12 Crore Successfully Completed

 26 National Highway Projects worth Rs. 17,500 Crore in Guwahati, Assam

 Construction of Ramban Viaduct in Jammu & Kashmir has been Successfully Completed

Technology

 Nitin Gadkari will request the FM to incentivize vehicles only based on their emissions

China's Truck Industry is Buying More Driver-assist Technology

45 AITWA - LoTS's Impact

Government Initiative

 सड़क परिवहन और राजमार्ग मंत्रालय ने विशेष अभियान 3.0 के अंतर्गत लंबित सांसद संदर्भो, सार्वजनिक शिकायतों और संसदीय आश्वासनों का निपटान कर लक्ष्य हासिल किया

48 Parliament Session

AITWA - IRTDA Data

Statistics - Air Freight

Statistics - Ocean Freight

Vision

▶ Toyota Plans to Trial New EV Pickup in Thailand

Road Traffic Accidents in Winters: Common Causes

uring 2022, a total of 4,61,312 accidents were recorded in the country, of which, 1,51,997 took place on the National Highways (NH) including Expressways, 1,06,682 on State Highways (SH) and the remaining 2,02,633 on Other Roads. Of course, a major percentage of it comes from the winter season.

As per truck driving is concerned, driving in winter comes with its share of challenges. The enormous-bodied motor vehicle used to lorry cargo becomes relatively tricky to handle when compared to its smaller counterparts, mainly because the road conditions may change dramatically due to ice, snow and harsh weather conditions. Driving in such conditions becomes challenging. Shorter daylight hours, reduced visibility and hazardous conditions including black ice, snow, fog, flood water, heavy rain and stormy conditions can contribute to precarious driving conditions. This means drivers are forced to adapt their driving behaviour and need to take extra care.

As India too is experiencing an unusually long wintertime this year, taking time to prepare your vehicle and yourself will help you stay safe on the road, this winter. This becomes even more important as the number of road traffic accidents during winter is increasing. This concern needs to be addressed and here are a few tips:

Pre-inspection – Pre-inspection is the first step for all professional drivers, particularly in cold weather. It is vital to check the condition of the tires, the tire pressure, engine oil, wiper blades, brakes, battery, fluids, and lights



Ashok Gupta

before hitting the road.

Speed - Speed is one of the most important factors in road traffic accidents. As winter roads are slick, drivers should slow down and alter the pace according to the road conditions. This might take them more time to reach the destination, but it will also allow them to react if things go wrong. So, drivers should go easy on the accelerator in the cold season.

Gap - Maintaining an apt distance between two carriers is a must in winter. It is said that the stopping distance on an icy road should be as much as ten times that of the average halting distance. So, drivers should always keep enough gaps between two trucks and anything in front to give enough time to respond. Also, try not to pass the lane and or any other vehicles unless necessary.

Extra caution - During a snowy night, elevated structures like bridges and highway overpasses, usually freeze first. These raised constructions might not always be treated with salt or sand to melt the snow, which may cause trucks to spin or lose control. Moreover, black ice conditions also make the roads dangerously slippery

and are often found on bridges, so stay observant and careful.

Weather conditions — In winter, listening to weather warnings is essential. It is always advised to avoid driving in dangerous conditions. If the weather condition becomes too severe to drive, it is sensible to stop immediately. Don't think about the schedule and find a safe way to get off the road. Also, start again only if the climate gets better and there is enough visibility and less slipperiness to drive.

In worst cases - Since winter weather is unpredictable and can get unfavourable anytime, a driver should always be prepared for the worst, and keep the truck filled with emergency supplies like a first aid kit, flashlight, a blanket, ice scraper, shovel, extra pair of warm clothes, etc. It is also essential to keep a stock of non-perishable food items like nuts-pistachios, almonds, cashews, energy bars, ready-to-eat food and water. Check fuel levels and be prepared for unexpected delays. Additionally, ensure to have a de-icer and ice scraper in your vehicle and do not attempt to drive until your car is fully deiced.

Clean windows - Always clear windows of ice, snow or mist. If you need to use fog lights, remember to switch them off when visibility improves so you don't dazzle other drivers or obscure your brake lights.

Yes, the above winter driving safety tips seem simple, but remember, if these are not followed, truck drivers can lose control and result in an accident. Drivers must be mindful that the winter road conditions are difficult and consistently unfavourable, so better to be alert.



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Technologies that Can Help Wintertime Driving Easy

ame Edith Louisa Sitwell
DBE, a British poet and critic once wrote "Winter is the time for comfort, for good food and warmth, for the touch of a friendly hand and a talk beside the fire: it is time for home."

Unfortunately, that isn't the case when it comes to driving in the wintertime. For many parts across the globe, winter weather means the beast. It brings with it a specific set of driving woes. Aside from the potential safety risks associated with driving on wet, icy, or snow-covered roads, there are also challenges to comfort that can make for a very unpleasant experience.

For fleet drivers, who spend a large part of their time on the roads, this translates to dangerous driving conditions and gridlock from fog, snow and ice storms. This also can mean vehicle trouble related to harsh drops in the temperature.

Increasingly, fleets are turning to technology to alleviate some of the hassles that come with the colder temperatures and winter weather driving. By relying on the right solutions, you, too, can stay ahead of the weather and keep running safely and efficiently, regardless of what Mother Nature throws your way. Some of these solutions include:

Weather Conditions and Forecasting Apps – Fog, snow and freezing rain can make for slippery and treacherous roadways. One of the most important ways a fleet can prepare for winter weather is by knowing the real-time conditions of the roads they are operating on—both currently and further along down a driver's route.

According to the most recent U.S. Department of Transportation study between 2005 and 2014, 22 per cent of all vehicle crashes were weather-related. In India, most of the road vehicle accidents happen due to fog. In addition, weather-related delays cause a huge loss to freight owners. To eliminate some of these delays, fleets are turning to weather alerting solution that provides drivers with information on current and forecasted road and weather conditions along their route.

Fault Monitoring and Maintenance Alerts - As anyone who has tried to start commercial motor vehicles (CMVs) in brutally cold weather can attest, extremely low temperatures can make it hard for the engine to turn over immediately. So, many fleets take precautionary measures like adding fuel additives to prevent common winter problems like diesel fuel gelling (when the paraffin typically present in the fuel begins to solidify). Unfortunately, the effects of winter weather go well beyond just impacting a truck's fuel tank.

A study revealed that extreme cold weather conditions can "degrade both the safety and performance characteristics of CMVs" including the "engines, tires and mechanical and hydraulic systems." However, with a diagnostics solution provider, fleets can get better visibility into when a specific vehicle has a fault event, whether it is related specifically to cold weather or not. This knowledge allows them to proactively respond and schedule maintenance. Not only does this help to increase efficiencies but it also helps their drivers avoid breakdowns, a potentially dangerous situation should a driver be stranded in



Ramesh Agarwal
National President, AITWA

extreme temperatures while waiting for assistance.

Video Intelligence - All of the benefits of meticulous planning and preparation can go out the window when something unexpected happens. Even after adjusting the driving techniques to meet tough winter conditions, accidents still can happen, especially because you cannot control how other drivers behave on the road. So, more and more fleets are turning to video to help them better understand the circumstances and get a neutral eyewitness to potentially exonerate their driver.

Collision Mitigation Technology -Truck drivers now also use collision mitigation technology to help them in the event of a collision. We all know about the advanced driver assistance systems (ADAS) and collision mitigation technology on commercial vehicles. But the technology is getting advanced day after day. Now, some Class 8 vehicles have as many as 25 or more computers, all of which come with their systems and sensors. But especially in the case of collision mitigation technology, can electronics keep up with the rapidly changing weather that comes with







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winter conditions?

Automatic Emergency Braking (AEB) – Theories suggest that if AEB systems were regularly implemented in commercial vehicles, they could prevent thousands of crashes. However, neither of these studies explicitly studied the impact of slick road conditions regarding the effect AEB or ADAS systems have in mitigating collisions. At best, these technologies merely supplement drivers' decisions or alert them when particular attention is necessary.

In addition to the above-mentioned technologies, there are several products available in the market to make for a comfortable winter ride, helping you to stay warm during the entire trip.

Heated Windshield - This can help disappear fog, melt ice and snow off the windshield improve visibility and increase safety when driving in adverse weather conditions. They also eliminate the need to turn on the car's defroster, which helps to reduce gas consumption and could result in savings.

Heated Steering Wheel Cover -Trying to keep a firm grip on a practically freezing steering wheel can be a torment and a cold steering wheel can make it difficult to maneuver the vehicle, creating potential safety issues. An easy and affordable fix to this problem is to install a heated



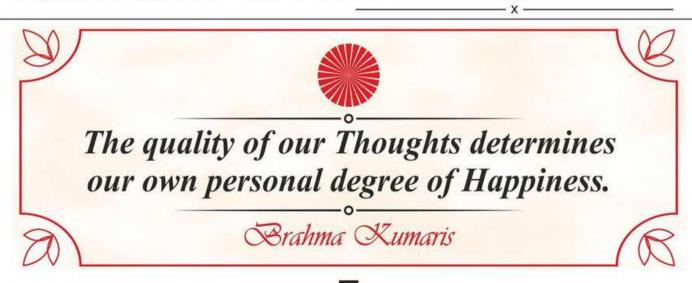
steering wheel cover. It completely covers a steering wheel to keep your hands warm, allowing you to maneuver your car with ease, without having to wear gloves, which can be uncomfortable.

Heated Seat Cushion - A car's cabin can become very cold during the winter, and sitting inside a cold car is not only uncomfortable but also distracting. One great solution to warm your body and make those cold winter drives more enjoyable is to install a heated seat cushion.

Remote Starter - Remote starters can warm up your vehicle before you enter it, by turning the engine on. This allows the temperature within the cabin to reach the desired level before you even leave your home or office, which leads to a more enjoyable ride from the minute you take a seat behind the wheel.

Block Heater

Once winter comes, bringing with it freezing temperatures, along with snow and ice, driving can become a nuisance, and can be dangerous, as well. Luckily, the availability of the features above can make driving in cold weather much more bearable, and even enjoyable. These technologies can improve your winter driving experience and help keep you safe while driving in rough weather conditions.







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Long or Short Distance, Driving in Winter is Tricky



riving in winter comes with its share of problems for automobile owners, especially truck drivers. The enormous-bodied motor vehicle used to lorry cargo becomes relatively tricky to handle when compared to its smaller counterparts, mainly because of the lack of traction on snowy and icy roads. The problem persists from starting, stopping and manoeuvring to even when applying brakes on slippery roads. Poor visibility too is an obstacle for them as the foggy days and nights make it difficult to see around, thereby increasing the chances of collisions and accidents.

This winter, India is experiencing an

unusually long wintertime; so, truck drivers should avoid driving, if they don't have to. The best way to stay safe during winter driving conditions is to avoid them altogether. If it's possible for you to not drive in the snow and ice, let your truck rest. But hunkering down isn't always an option. If you have to hit the road when it's snowy, icy, or wet, make sure both you and your car are prepared for safe winter driving.

You may be a commercial or private driver when you're prepping for a road trip or daily commute, to stay safe you must give **priority to vehicle maintenance**. Always check for oil and antifreeze levels. And make it a habit to top off your gas every time you reach



Abhishek Gupta General Secretary, AITWA

halfway. This way you won't get caught near empty when bad weather causes delays.

It is vital to check the condition of the tires before hitting the road. Worn tires have a higher chance of slipping and sliding in slushy and icy winter

It is vital to check the condition of the tires before hitting the road. Worn tires have a higher chance of slipping and sliding in slushy and icy winter conditions, so it is essential to check the tire pressure. It is also said for every 10°F decline in the temperature the pressure drops by 1 to 2 lbs thus driving mindfully

conditions, so it is essential to check the tire pressure. It is also said for every 10°F decline in the temperature the pressure drops by 1 to 2 lbs thus driving mindfully. Additionally, inflate the tires to the recommended level before starting the trip and invest in winter or

all-season tires as they maintain a better grip in slippery situations.

Ensure that the brakes of the vehicle are in proper condition. If required, request a brake check every time you get an oil change. If you hear a squeak when you hit the brake pedal, take your vehicle to the service/ mechanic as soon as possible. Remember, your brakes need more than maintenance upkeep—using them

correctly on the road is crucial to retaining control on wet, icy, or snowy roads. Practice slow, steady braking that allows you plenty of time to come to a stop before a light or stop sign.

If you hit a slippery patch of road, the best way to slow down is to ease off the accelerator and downshift before applying the brakes. When you do step on the brakes, slowly apply firm, steady pressure to keep your wheels from locking up.

Drivers should always clear snow and ice from the vehicle. Yes, it's tempting to do the minimum when clearing off your car before winter driving, but don't forget, that lingering snow and ice pose a hazard to you and other drivers. Before driving, brush snow off the roof, hood, windows, mirrors, and trunk of your vehicle.

Winter weather is unpredictable and can get unfavourable anytime, so be prepared for the worst, and stock your truck with emergency supplies. Your emergency kit should include a blanket, a first aid kit, a flashlight or flare, jumper cables, an ice scraper, a shovel, sand or kitty litter to give you traction, warm clothes, and snow chains. It is also essential to keep a stock of nonperishable food items like nuts-pistachios, almonds, cashews,



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energy bars, ready-to-eat food and water. Moreover, always carry a phone charger.

In winter weather, **practising** defensive driving is the key to staying alert and engaged with your surroundings.

So, one must slow down a bit, as winter

roads are slick, drivers should slow down and alter pace according to the road conditions. This might take them more time to reach the destination, but it will also allow them to react if things go wrong. So, go easy on the accelerator in the cold season.

In addition, one must listen to the roads, simply because tires make different sounds when driving on snow and ice. This is why one

should keep the radio volume down for safe winter driving. Snowy road noise should be relatively loud because snow is kicked up.

Besides, a driver should always be attentive while crossing bridges, overpasses, and ramps in the winter season. These areas tend to freeze first and stay frozen longer than other stretches of road. Slow down as you approach these areas—as they are prime spots for black ice—and pay extra attention to the sound and feel of the road.

Additionally, what a driver should continuously focus on is not getting distracted. Though this is a good safe driving tip for all driving conditions, it's particularly important when you're facing wet, snowy, or icy roads. Keep your phone turned off or connected to your vehicle's Bluetooth and never take your hands off the wheel or eyes off the road to check it. Turn down the radio or turn it off completely. Make sure you're fully focused on the road and other drivers.

In brief, no matter whether you are on a long-distance or short-distance road trip in winter, remember to keep on top of vehicle maintenance, practice defensive driving, and avoid driving if the conditions are too extreme.



7 Tips For

SAFE WINTER DRIVING

for Truckers



TAKE IT SLOW

When the weather is bad, even the speed limit can be too fast. Go as slow as you have to in order to be safe and keep control of the truck.







GIVE YOURSELF SOME SPACE

Make sure to give as much space between yourself and other vehicles as possible. If visibility is low and you can see the tail lights of the car in front of you, you're too close.





Traffic often travels in "packs", and the last place you want to be is in the middle of one. Space yourself out from the larger clumps of vehicles to reduce the risk of accidents.







PLAN FOR THE WEATHER

Keep an eye on the weather reports, so that you know when difficult conditions are coming and can prepare in advance.



*

STOCK UP ON EXTRA EQUIPMENT



Good snow trucking gear includes chains, bungees, gloves, flashlights, winter boots, warm clothings, washer fluid, and anti-gel.

6

FILL YOUR FUEL TANK

The extra weight will keep your tires on the ground and prevent slipping.





USE GOOD JUDGEMENT

If conditions seem too dangerous for you to make the trip at all, call it off. A missed deadline is better than an accident.





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Foggy Roads? Use Caution At All Times!

ny driver knows that winter conditions are not for the faint of heart. However, while it is difficult enough to drive an automobile through the fog, driving a heavy motor vehicle (truck) is even harder.

While there is little substitute for longterm trucking experience, simply being aware of the most common challenges that are on the road in the cold season can go a long way in protecting truck drivers from an inconvenient truck breakdown or malfunction (or worse, accident).

Fog is one of, if not the most dangerous weather conditions to drive in. Most multi-car accidents (and I am talking about dozens of cars) occur during foggy conditions. You may notice if you look at some videos or stills of fog-related collisions, that these collisions tend to occur in clusters. The car in the most frontal position of a cluster is the one who stopped in time; the rest just rammed into him and others, almost always by driving too fast for conditions.

Fog is a meteorological phenomenon that occurs when moisture in the air condenses into tiny water droplets that form a visible cloud close to the ground. Fog can cause several problems, including:

- 1. Reduced visibility: Fog can significantly reduce visibility, which can make it difficult for drivers, pedestrians, and pilots to see where they are going. This can lead to accidents and collisions, particularly on roads and highways.
- 2. Delays and disruptions: Fog can



Pradeep Singal Chairman, AITWA

cause delays and disruptions to transportation, as flights may be

Fog can cause delays
and disruptions to
transportation, as
flights may be
cancelled or delayed
and roads may be
closed due to
poor visibility

cancelled or delayed and roads may be closed due to poor visibility.

- 3. Health risks: Fog can contain pollutants, such as particulate matter and chemical compounds, which can be harmful to human health when inhaled. People with respiratory conditions, such as asthma, may be particularly vulnerable to the effects of fog.
- 4. Agricultural impacts: Fog can reduce the amount of sunlight that reaches crops, which can affect their growth and development. This can

lead to reduced crop yields and economic losses for farmers.

5. **Environmental impacts:** Fog can contribute to the formation of acid rain, which can damage plants, forests, and bodies of water.

Fog can be caused by a variety of factors, including temperature, humidity, and atmospheric conditions. It is most common in areas with high humidity, such as coastal regions, and is more likely to occur in the fall and winter months. Fog can be difficult to predict and can form and dissipate rapidly, making it challenging to plan for and mitigate its effects.

Studies done in Europe have shown that drivers tend to speed up, when driving in the fog, without realizing it. Because of the lack of contrast (necessary for both speed detection and distance recognition), drivers tend to focus on the roadway, and not on their speedometer. Because of the lack of contrast, they think they are going slower than they are. Roadside collision interviews have shown that drivers were, on average, 10-15 MPH faster than they thought they were doing, and they were unable to react/stop in time to avoid a collision. So, a driver should always follow the following steps to be safe in foggy weather.

Slow the vehicle down:

Although it may be tempting to travel as quickly as possible, you must take things slow when you are dealing with fog. Although this is something that is technically in a driver's control, it still deserves inclusion on this list as it's an easy rule to forget about. But you should remember to take it slow and

steady when there is fog. Remember, slowing the fleet is the first rule of thumb. One must use frequent glances at his/her speedometer to assist in gauging the true speed.

Hazard lights should be on:

If the fog is too dense and it is nearly impossible to notice the nearby signboards, it is suggested to pull the vehicle off the road at a safer place. It is better to wait for a while to let the fog subside. Keep your hazard lights on so that the other drivers can see your vehicles.

Use low beams:

The visibility in front of you will

The visibility in front of you will sharply decrease in fog, so use the vehicle's low-beam lights (if the vehicle does not have fog lights or driving lights). Heavy fog conditions prohibit the use of high-beam headlights. The light from high-beam headlights will be reflected by thick fog. As fog thins, high beams can become more effective. Check periodically to see if the fog has thinned enough to use high beams

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Stay in your lane:

In foggy conditions, it's natural to feel disoriented and lose your sense of direction. However, it's crucial to maintain your lane and avoid drifting into oncoming traffic or other lanes. To stay in your lane, keep your eyes focused on the road ahead, using the painted lines as a guide. Avoid looking at the lights or taillights of other vehicles, as they can disorient you and lead to drifting. If you find it challenging to stay in your lane, slow down and consider pulling over to the side of the road until visibility improves. It's better to arrive late than to risk an accident.

Use frequent horn bursts:

As visibility is a distant possibility in

foggy conditions, one should not mind pressing the horn frequently to alert other drivers to let them know your presence, even if you can't see them, or they, you.

Double the distance: While driving in foggy weather, ensure you keep a safe distance from the vehicle in front of you. Low visibility becomes a major concern for drivers during foggy weather in winter. Make sure you keep enough distance between your vehicle and the vehicle in front of you.

Driving safely in foggy conditions is crucial to avoid accidents and ensure the well-being of all road users. By following the above safety tips you can significantly reduce the risks associated with driving in fog. Remember, the ultimate goal is to ensure the safety of yourself, your passengers, and other road users. While fog can be unpredictable, being prepared and adopting cautious driving habits can make all the difference.

What's Hindering Growth Aspirations of Indian Truckers?



ndia transports 70% of its domestic freight by road, which accounts for ~4.6 billion tonnes, involving a spend of Rs 9.5 lakh crore, according to a 2022 Niti Aayog report. This present demand pegged at 2.2 trillion tonne-km is expected to more than quadruple to 9.6 trillion tonne-km by 2050. Likewise, the reports also see the number of trucks negotiating Indian roads going from 4 million in 2022 to 17 million by 2050. But how the industry capitalises on these projections hinges on its ability to address the elephant in the room - its highly fragmented and unorganised structure.

According to estimates by the credit rating agency - ICRA Ltd, in FY 2023, the heavy and medium truck segment grew by 40% on the back of demand from the mining, construction, and infrastructure sectors, while the light-

duty truck segment saw 23% growth owing to the increased requirement for last-mile transportation, especially from the e-commerce segment. This burgeoning market is presently set on a bumpy road that desperately needs to be paved with concrete plans for an overhaul of the industry.

The NITI Aayog report pointed out that over 75% of road transportation is made up of small owner-operators who own fewer than five commercial goods carriers. Worse, only 10% of the operators own more than 10 trucks. "These small players are dependent on intermediaries - a pool of 1-2 lakh brokers," explained the chief executive officer and co-founder of Raaho, a trucking management company, reported Deccan Herald.

"The mindset of such small players makes for heavy dependence on the spot market or 'mandi' (in colloquial terms)," added the CEO, Gati Ltd, one of the largest logistics players in the country.

Ironically, the fact that this is a highly regulated industry, juggling variant rules of different states, has contributed to its remaining unorganised and fragmented, say stakeholders. So much so, though tech-backed aggregators have entered the fray in the past 7-8 years, they make up barely 2-3% of the market, impacting just a quarter of the trucks in play.

This, in turn, has impacted the scalability of operations and the competitiveness of pricing thereof. Over 25% of trucks are doing dry runs or dead miles (where a truck is loaded under its full capacity or carrying goods only one way and returning empty).

Live tracking and asset management

of trucks has been initiated by a few truckers. "As the tech platform will bring more transparency, many

truckers don't wish to build a transparent model which will e n h a n c e t h e accountability," argued a moving, relocation, and logistics expert.

Lack of education amongst the truckers and their pursuit of "short-term direct benefit solutions" have also curtailed investments in expensive tech solutions, said others.

"The continued reliance on traditional methods of communication and tracking by most truck owners and drivers lead to inefficiencies and delays," pointed out the CEO, Trackon Logistics.

Others, like Imthiaz, believe that the smartphone penetration, digital payments, GST + eWay Bill have opened truckers to being on platforms for bidding for offers and accepting payments. The pandemic fuelled this adoption.

"Technological upgradation has been lagging, as the margins have traditionally been thin. But investment into aggregation is now happening," cheered the founder and CEO of Lobb Logistics, a tech truck aggregator.

"Since formalisation in this sector is still not at mature levels, availability of quality drivers for optimum capacity utilisation of trucking has also been plaguing the sector in the recent past," said Suprio Banerjee, Vice President & Sector Head - Corporate Ratings, ICRALtd.

The driver-to-truck ratio in India is still below 750 per 1000, implying around 25% to 30% of India's trucks

stay idle at any given point in time.

Experts observe that poor compensation makes it difficult to



Experts observe that poor compensation makes it difficult to attract and retain skilled drivers. According to industry players, the average salary of truck drivers is in the range of Rs 15,000- Rs 25,000 a month. The Vice President- Sales, Trackon Logistics, further revealed that the fixed salary is as low as Rs 10,000-12,000 while an additional variable component is based on the fuel savings done by drivers

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> that the fixed salary is as low as Rs 10,000-12,000 while an additional variable component is based on the fuel savings done by drivers.

> Frustrated truck drivers are switching to driving cars or cranes, industry watchers added.

> "What can significantly bring a change is better wages, better social security, in terms of insurance

cover for drivers and a support system for the driver community in terms of medical expenses assistance and accident trauma/care assistance," suggested the Head, CABT Surface, a full truckload —logistics service provider.

"The demand for trucks moves in tandem with economic growth. Encouraging investments that support macroeconomic growth, manufacturing, consumption, industrial and infrastructure activities would ultimately support the growth of the sector," suggested Sruthi Thomas, Assistant Vice President & Sector Head - Corporate Ratings, ICRALtd.

Some are optimistic that the entry of new players bringing in technology to manage the business may propel existing players to upgrade their systems too. Others see a long and arduous road ahead, requiring a multipronged approach to reforming the sector. "While the demand is spiking for quality drivers, it will take another 20-30 years to make an organised industry," the CABT Surface Head predicted.

Tall Trucks, SUVs are 45% Deadlier to US Pedestrians, Study Shows

rucks and sport utility vehicles with hood heights greater than 40 inches are about 45% more likely to cause fatalities in pedestrian crashes than shorter vehicles with sloped hoods, according to new research from the Insurance Institute for Highway Safety, reported Reuters.

Prior studies have shown SUVs and pickups are linked to higher fatality risks in pedestrian crashes. But the new study focused on the risks posed by vehicles with hoods taller than 40 inches using data from nearly 18,000 crashes.

Tall, squared-up hoods are signatures of some of the best-selling and most profitable vehicles sold in the United States such as the Ford Super Duty pickup, the Cadillac Escalade and other large SUVs.

The rise in pedestrian deaths has outpaced the increase in overall US traffic deaths since the easing of pandemic lockdowns.

The number of pedestrians killed in 2021 jumped 13% to 7,342, the highest since 1981, while the number of people on bicycles killed rose 5% to 985, the highest since at least 1975, the National

Highway Traffic Safety Administration said.

Since reaching their lowest point in 2009, pedestrian deaths have increased 80% and account for 17% of all traffic deaths.

The Insurance Institute, an arm of the US insurance industry, has no

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National Highway
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Administration

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The IIHS study found that vehicles that are tall and blunt, such as a large pickup truck, are 43.6% more likely to cause death in a collision with a pedestrian. Vehicles with tall and sloped

hoods are 45% more likely to cause a pedestrian fatality, while medium-height vehicles with blunt front ends, such as a Mazda CX-9 SUV or a Chevrolet Colorado pickup, are nearly 26% more likely to kill a pedestrian, based on the Institute's analysis of crash data.

"Automakers can make vehicles more pedestrian friendly by designing vehicle front ends that are lower and more sloped. The National Highway Traffic Safety Administration can consider evaluations that account for the growing hood heights and blunt front ends of the vehicle fleet in the New Car Assessment Program or regulation," the IIHS study said.

US vehicle fuel efficiency standards administered by NHTSA have encouraged automakers to build larger vehicles. The bigger the vehicle, the lower the fuel efficiency target it has to meet.

US Transportation Secretary Pete Buttigieg has called the rise in traffic deaths "a crisis." The Biden administration this year allocated USD 800 million to infrastructure improvements aimed at improving vehicle and pedestrian safety.

Large Pickup Trucks Fare Poorly in Protecting Back Seat Passengers



our large pickup trucks fared poorly in protecting back seat passengers in tests measuring how those passengers fare in some crashes, said the Insurance Institute for Highway Safety, reported Reuters.

IIHS said the 2023 model Stellantis Ram 1500 crew cab, Ford F-150 crew cab and General Motors Chevrolet Silverado 1500 rated poorly in updated moderate overlap front crash tests, while the 2023 Toyota Tundra crew cab received a marginal rating.

"Like most other vehicle classes, large pickups don't perform as well in the new moderate overlap evaluation as they do in the updated side test," said IIHS President David Harkey. IIHS is an industry group that prods automakers to build safer vehicles by conducting crash tests and issuing ratings.

It started using an updated moderate overlap front test in 2022 after research showed risks of a fatal injury is higher for belted occupants in the second row of newer pickup trucks than in the front.

IIHS said front seat safety has been boosted by improved airbags and advanced seat belts typically not available in the back.

All four pickups provided good protection in the front seat but restraint systems in the back were inadequate, it said.

Toyota declined to comment. GM said "while we are very confident in the overall safety and crash-worthiness of our light-duty Chevy Silverado crew cab, we appreciate what the IIHS has done with its new rear seat test protocols."

Ford noted the recent test changes and said "safety is a top priority." Stellantis said "we routinely consider third-party ratings and factor them into our product-development process, as appropriate."

The updated side test was introduced to address higher-speed crashes that are still causing fatalities. The updated

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Traffic deaths jumped sharply during COVID-19 and remain significantly above pre-pandemic levels. The number of people killed in the first six months of 2023 fell to the lowest number since the same period in 2020 but was still higher than the first half of any pre-pandemic year since 2006.

In traffic crashes in 2021, 60% of pickup drivers who were killed were unrestrained - higher than other categories of vehicles.

Daimler Truck e-truck RIZON Achieves Full Homologation in US



aimler Truck AG 's latest brand, RIZON, offering all-electric class 4 and 5 medium-duty trucks for the US market, has secured full homologation there. This paves the way for the nationwide sale of Daimler electric trucks. The first vehicle deliveries will start in Q4 of 2023 through dealer networks in California, the company said.

RIZON, introduced in May this year, recently obtained Environmental Protection Agency (EPA) certification and dual California Air Resource Board (CARB) Executive Orders, complying with the US Federal Motor Vehicle Safety Standards. CARB

RIZON, introduced in May this year, recently obtained Environmental Protection Agency (EPA) certification and dual California Air Resource Board (CARB) Executive Orders, complying with the US Federal Motor Vehicle Safety Standards

Executive Orders also allow customers in California to benefit from a USD 60,000 baseline incentive per vehicle through the CARB Hybrid and Zero-emission Truck and Bus Voucher Incentive Project (HVIP).

Velocity EV, a part of the Velocity Vehicle Group, exclusively distributes RIZON trucks. Velocity Vehicle Group, an established name in the commercial vehicle industry with around 80 global outlets, will appoint additional RIZON dealers to create a seamless network across the United States.

RIZON offers a selection of seriesproduction zero-emissions trucks in classes 4 and 5, helping customers reduce emissions in their fleets through four model variants - the e18L, e18M, e16L, and the e16M. RIZON Trucks are well-suited for urban and last-mile deliveries, supporting routes of up to 150 miles (240 km) per day and a variety of configurations, including box trucks, flatbeds, stake beds, refrigerated, and other body types.

Daimler Truck prioritizes sustainable commercial transportation, and the RIZON brand plays a crucial role in achieving its sustainability goals.

RIZON at a glance: RIZON, Daimler Truck's newest brand, was unveiled for the first time during the Advanced Clean Transportation (ACT) Expo in May 2023 in Anaheim, California. The class 4 and 5 medium-duty battery-electric vehicles can cover distances from 120 km - 170 km; (M size variant with 2 battery packs) to 170 – 250 km (L size variant with 3 battery packs) on a single charge.

RIZON trucks can be charged by two types of battery charging systems: DC Fast Charging (via CCS1 connector) and the more cost-effective Level 2 AC Charging (via J1772 connector), facilitating the transition to electric mobility.

"Nothing is impossible. The word itself says 'I'm possible!" — Audrey Hepburn



प्रगति को यस कहो

कमर्शियल वाहन ऋण के साथ



प्रयुक्त कमर्शियल वाहन ऋण

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

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

ड्रॉप-लाइन ओवर ड्राफ्ट लिमिट

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

अधिक जानकारी के लिए सम्पर्क करें।

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

FUSO Showcases New Products and Services at Japan Mobility Show

itsubishi Fuso Truck and Bus Corporation (FUSO), a subsidiary of Daimler Truck AG, exhibited various products and services at the Japan Mobility Show from October 28 to November 5, with a focus on sustainability and innovation.

The highlight of FUSO's booth was the fully remodelled heavy-duty Super Great truck, which shares the platform with Daimler Truck heavy-duty trucks and is equipped with the 6R30 high-performance 12.8L engine. The new engine improves fuel economy by up to 10% and provides ample traction on long hills and excellent response during acceleration.

FUSO's Next Generation eCanter, the first all-electric light-duty truck in series production, was also on display, with a variety of body applications, including tipper body with power take-off device (ePTO) and garbage truck configuration.

FUSO and Ample Inc. presented the latest eCanter model with a swappable battery module and a swapping station. This innovative technology could revolutionize the way electric trucks are used, by eliminating the need for long charging times.

In addition to its new vehicles, FUSO also launched a number of new eMobility solutions at JMS. FUSO Green Lease is a leasing program exclusively for the eCanter in Japan, which makes it easier and more affordable for businesses to switch to electric trucks. Truckonnect is a telematics service for vehicle management and monitoring for FUSO products. It can be used to track vehicle location, fuel consumption,



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FUSO's booth was built around the

theme of "Future Together," and featured a building-block motif that symbolizes FUSO's collaborative approach to innovation. The booth also included a number of interactive exhibits that showcase FUSO's latest technologies and solutions.

Overall, the company is showcased a number of new products and services that are designed to help businesses reduce their environmental impact and operate more efficiently. FUSO also demonstrated its leadership in the development of electric trucks and eMobility solutions.

The new FUSO Super Great truck is also equipped with a number of advanced safety features, including Active Brake Assist 6 (ABA 6) and Active Side Guard Assist 2.0, as part of the standard product offering.

FUSO also offered a variety of new options for the Super Great, such as a new super high roof that provides more interior space and storage, and a new LED headlight configuration that integrates fog lamps and turn lamps into a more consolidated area.



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.

Shriram Capital (P) Ltd Shriram Finance Shriram General Insurance Shriram Life Insurance Novac Technology Solutions



Shriram Chits
Shriram Housing Finance
Shriram Asset
Management Company
Way2Wealth
Shriram Insight Share Brokers

Daimler Truck Begins Production of Freightliner eM2 at US Subsidiary

aimler Truck AG, known as Daimler Truck, has commenced production of the Freightliner eM2 at its subsidiary, Daimler Truck North America LLC (DTNA). The battery electric medium-duty truck is tailored for pick-up and delivery applications and is one of ten battery electric vehicles manufactured globally by Daimler Truck.

Rakesh Aneja, head of eMobility at DTNA, said, "The initiation of production for this versatile truck is a significant milestone on our path toward a zero-emissions product line. The positive feedback we've received strengthens our confidence that the Freightliner eM2 will meet and exceed our customers' expectations. Our partners and dealers eagerly anticipate introducing the Freightliner eM2 to their customers, and we look forward to its deployment by customers and fleets."

The production of the Freightliner eM2 is taking place at DTNA's truck manufacturing facility in Portland, Oregon. The first units produced in the U.S. will be delivered to several companies, including Ferguson, Hogan Truck Leasing, Inc., Penske Truck Leasing, PITT OHIO, Ryder System, Inc., TITAN Freight Systems, and Velocity Truck Rental & Leasing. In Canada, the initial units will go to Brossard Leasing and Day & Ross.

The eM2 is constructed on the established Freightliner M2 106 Plus platform, following the introduction of



the battery electric Freightliner eCascadia in 2022, thereby expanding CO2-neutral transportation to the medium-duty sector. DTNA currently holds a leadership position with the eCascadia in the Class 8 market.

The eM2 features a fully integrated battery electric Detroit ePowertrain, with electric motors and a 2-speed transmission positioned directly on the drive axles. This design minimizes energy costs per mile. The driving range varies depending on the two available battery capacity options for the eM2.

The class 6 single-motor model offers up to 190 continuous horsepower, a 194 kWh battery, and a typical range of 180 miles (290 kilometers) on a single charge. In contrast, the class 7 dualmotor variant provides up to 255 continuous horsepower, supported by

a 291 kWh battery, offering a typical range of 250 miles (400 kilometers) on a single charge.

The eM2 adheres to Daimler Trucks' high safety standards thanks to its proprietary battery side impact protection and the Detroit Assurance suite of safety systems. Standard safety features include Active Brake Assist 5 (ABA5), Tailgate Warning, Adaptive Cruise Control (ACC) down to 0 mph, Lane Departure Warning, Intelligent High-Beams, Automatic Wipers/Headlamps, and Side Guard Assist. The eM2 is further enhanced by Detroit Connect, a connected vehicle solution that enables real-time monitoring of battery health, charging status, and energy usage. This connectivity supports efficient route planning, energy optimization, and post-trip data analysis to enhance overall energy efficiency.





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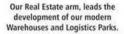














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A joint venture between TCI and Mitsui & Co Ltd. TCI which is a logistics partner for Toyota Kirloskar Motors Ltd. & other Japanese companies in India.

KEY FACTS

Group Turnover



(in 2017-18)

Employee Strength



6000+

Vehicles/day Managed on Road



12000

Cargo Ships



6

Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



1400+

Transport Corporation of India Limited

Corporate Office: TCI House, 69 Institutional Area, Sector - 32, Gurugram - 122001 E-mail: corporate@tcil.com Web: www.tcil.com | CIN: L70109TG1995PLC019116











Mahindra Launches Jeeto Strong at a Starting Price of INR 5.2 Lakh



ahindra Last Mile Mobility Limited (MLMML), a subsidiary of Mahindra and Mahindra, launched "Mahindra Jeeto at INR 5.28 Lakh for diesel and INR 5.55 Lakh for CNG, ex-showroom Pune.

Jeeto Strong is made for last-mile cargo transportation with a payload capacity of 815 kg in diesel and 750 kg in CNG. According to the company, it stands out with best-in-segment mileage (32.00 km/l in diesel, 35.00 km/kg in CNG), a first in a sub-2 tonne ICE cargo 4-wheeler - electric vacuum pump-assisted braking, a user-friendly brand-new digital cluster and improved suspension. Mahindra also

According to the company, it stands out with best-in-segment mileage (32.00 km/l in diesel, 35.00 km/kg in CNG), a first in a sub-2 tonne ICE cargo 4-wheeler - electric vacuum pump-assisted braking, a user-friendly brand-new digital cluster and improved suspension

offers free accidental insurance worth INR 10 Lakh for the driver, ensuring

safety and security of its customers with a 3 Year or 72000 km warranty.

Jeeto Strong is a successor to the Jeeto Plus (diesel & CNG) with 100 kg more payload than the latter.

Suman Mishra, Managing Director and CEO, MLMML, said, "At Mahindra, we constantly listen to customer feedback and their evolving needs. A testimony to our commitment to constant advancement - the Jeeto Strong — with its now unmatched payload capacity, superior mileage as well as attractive pricing makes for a compelling option in its segment. It will not only transform last mile cargo delivery but also the lives of our driver partners, allowing them to deliver more, save more, and achieve more."

"The bad news is time flies. The good news is you're the pilot." - Michael Altshuler

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Ashok Leyland Delivers India's First LNG-powered Haulage Truck – AVTR 1922



shok Leyland, the flagship of the Hinduja Group and India's leading commercial vehicle manufacturer, delivered the first batch of India's first LNG-powered haulage truck, AVTR 1922, to Mahanagar Gas Limited in Hosur, Tamil Nadu.

With this, Ashok Leyland becomes the first Indian Original Equipment Manufacturer (OEM) to unveil an inhouse LNG engine compliant with BSVI Stage II emission standards. This is a significant step from Ashok Leyland towards a sustainable and eco-friendly future of the Indian transportation industry, the company said.

Sanjeev Kumar, President- MHCV,

Ashok Leyland, said, "We are delighted to deliver the first batch of AVTR 1922 LNG-powered haulage truck to Mahanagar Gas Limited. Our steadfast commitment revolves around the dynamic needs of customers in the ever-evolving world of sustainable transportation. For over a decade, we have been at the forefront of the alternative energy landscape, beginning with our ground-breaking CNG buses. We firmly believe that our innovations in alternate energy space will not only provide eco-conscious solutions but also ensure long-term profitability for our esteemed customers."

The AVTR 1922, powered by Liquefied Natural Gas (LNG), is built on the AVTR platform and shares a high degree of commonality with Ashok Leyland's existing diesel truck range. This ensures that the customers benefit from the streamlined service and maintenance processes, the company said in a media release.

With this significant milestone, Ashok Leyland further strengthens its extensive product portfolio by venturing into the alternative fuel segment, setting new standards in the Indian commercial vehicle industry.

Salient features of AVTR 1922: Proven 6-cylinder H-series engine; Built on AVTR – India's first and only fully modular truck platform; Performance optimised for Indian operating conditions; Factory-built cabin meeting all safety norms; and full metal front fascia for increased safety and easy reparability.

Dwell Time Performance: PAN India



Ports/Regions







Pij	pavav
Import	Export
70.4 hrs	102.9 hrs

Hazira	
Import	Export
41.0 hrs	100.7 hrs

MIL	ındra
Import	Export
38.7 hrs	98.8 hrs

Nhava She	va (JNPA)
Import	Export
19.0 hrs	71.4 hrs

Import	Export
38.1 hrs	94.7 hrs

(ioa
Import	Export
-	-

Tu	Tuticorin	
Import	Export	
19.8 hrs	50.9 hrs	

Ko	ochi
Import	Export
40.5 hrs	80.5 hrs

New Mangalore	
Import	Export
95.8 hrs	88.6 hrs

Import	Export
64.0 hrs	62.0 hrs

Import	Export
43.4 hrs	80.6 hrs

Lilliole		
Import	Export	
38.0 hrs	91.9 hrs	

Chennai	
Import	Export
43.1 hrs	85.6 hrs

Kolkata	
Import	Export
37.1 hrs	130.9 hrs

Visakhapatnam	
Import	Export
70.8 hrs	87.4 hrs

Haldia	
Import	Export
65.9 hrs	96.7 hrs

Note: Goa has zero volume.

Source: NICDC Logistics Data Services Limited

X

NHAI Upgrades ATMS Standards for Enhanced Road Safety and Digital Enforcement

road safety and reduce incident response time, National Highways Authority of India, NHAI has released its updated policy to implement upgraded and forward-looking Advanced Traffic Management System (ATMS) Standards and Specifications 2023. Harnessing latest advancements in AI technology, the initiative will enhance road safety and digital enforcement on National Highways and Expressways.

ith an aim to improve

The enhancements include replacing previous VIDS cameras with the newly introduced Video Incident Detection and Enforcement System (VIDES) to emphasize the digital enforcement of traffic rules. VIDES has capability to identify 14 distinct incidents including triple riding, helmet and seatbelt violations, wrong lane or direction driving, presence of animals on the highway, and pedestrian crossings. Depending on the detected incident, VIDES will alert route patrol vehicles or ambulances, generate e-challans, relay alerts to nearby Variable Messaging Boards, or send notifications through 'Rajmargyatra' mobile app to nearby travellers.

For comprehensive coverage, these cameras are slated for installation every 10 km along National Highways, with state-of-the-art Command & Control Centres at every 100 km integrating various camera

feeds. Apart from this, Vehicle Speed Detection System (VSDS) is now integrated into VIDES, optimizing use of Automatic Number Plate Recognition (ANPR) cameras.

In addition, the Traffic Monitoring Camera System (TMCS) will also be



In addition, the Traffic Monitoring Camera System (TMCS) will also be upgraded. Positioned every 1 km on the National Highway, these cameras have been endowed with advanced capabilities like automated detection of accidents and stalled vehicles

upgraded. Positioned every 1 km on the National Highway, these cameras have been endowed with advanced capabilities like automated detection of accidents and stalled vehicles.

Strengthening collaboration with local traffic agencies, NHAI will allocate dedicated workstations in the Command & Control Centre for traffic police representatives. Moreover, provisions have been made to share camera feeds over the network to enhance real-time coordination and response.

ATMS deployment may also play an active role in disaster management by providing inputs for effective planning and implementation. It will also provide online sharing of highway status and other important information that will help both the agencies and the highway users.

The policy also provisions implementation of Digital Highways by developing integrated utility corridors along the National Highways to develop Optic Fibre Cables (OFC) infrastructure. While the ATMS equipment will use OFC to communicate with Command & Control Centre, there are provisions in the policy for 5 G based communication too in the future as the coverage increases.

In line with modern requirements, NHAI's new standards have updated both hardware and software components. In implementing these pivotal changes, NHAI remains steadfast in its mission to develop safer, more efficient, and accident-free highways for the benefit of all travellers across the country.

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NHAI Awards Toll, Operate, Transfer (TOT) Bundles 11 and 12 for Rs. 6,584 Crore



NHAI has awarded two Toll, Operate and Transfer (TOT) bundles 11 and 12 of a combined length of 400 km for Rs. 6,584 crore. The two bundles (11 & 12) consist of Allahabad Bypass on NH19 in Uttar Pradesh and Lalitpur -Sagar -Lakhnadon section in the state of Uttar Pradesh and Madhya Pradesh respectively. The first round of bids for the two bundles was called -off and the bids were re-invited. In the 2nd round, NHAI has received bids for Rs. 553 crore higher than the bids received in the first round. The financial bids were opened on 27th October 2023 and with the approval of the concerned authorities, Letter of Award has been issued to the successful bidder next day of opening of financial bids.

The TOT bundle 11 for the 84 km long Allahabad Bypass on NH19 in Uttar Pradesh has been awarded to Cube Highways and Infrastructure Ltd. for Rs. 2,156 crore. TOT bundle 12 for the 316 km long Lalitpur – Sagar - Lakhnadon section that passes through the states of Uttar Pradesh and Madhya Pradesh has been awarded to IRB infrastructure Trust for an amount of Rs. 4,428 crore.

Commenting on the successful award of the TOT Bundles, NHAI Chairman Santosh Kumar Yadav said "The Government has been very supportive and encouraging to achieve the national monetization targets. I am pleased that we have raised Rs. 6,584 crore from these two bundles, which will greatly contribute towards the development of a world class National Highway Network in the country."

The contract period of TOT is for

20 years in which Concessionaires would be required to maintain and operate the stretch. In lieu of this, Concessionaire will collect and retain user fee for these stretches in accordance with prescribed fee rates under NH Fee Rules.

TOT model has been developed to encourage private participation in Highway sector. NHAI from time to time, has awarded contracts for tolling, operation and maintenance of various National Highway stretches on Toll Operate Transfer (TOT) basis.

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The TOT Bundle-I consisting of nine projects, totaling 681 km of National Highways in States of Andhra Pradesh and Gujarat was awarded in 2018. Till now, NHAI has monetized 1614 km of projects for Rs. 26,366/- crore (excluding ToT bundle 11 & 12) through ToT and 636 km of projects for Rs. 10,200/- crore through InVIT.



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NHAI Takes Measures for Dust Control at National Highway Construction Sites in NCR



o monitor the effective implementation of dust control measures in National Highway projects being implemented by NHAI in Delhi-NCR, NHAI has set up a 'Dust and Control Management Center', pursuant to the directions issued by Commission of Air Quality Management (CAQM) to improve air quality index in the National Capital Region.

NHAI is implementing prestigious projects around NCR such as Dwarka Expressway, UER II Delhi-Amritsar-Katra Expressway and Delhi – Dehradun Expressway. To keep the air quality and dust levels in control, NHAI has directed its contractors/concessioners to review the existing dust control measures at the National Highway construction sites and

To keep the air quality and dust levels in control, NHAI has directed its contractors/ concessioners to review the existing dust control measures at the National Highway construction sites and strictly comply with the directions issued by the CAQM / Central and/ or State Pollution Control Board

strictly comply with the directions issued by the CAQM / Central and/ or

State Pollution Control Board.

Dust control measures to be taken at the construction sites includes deployment of mechanical sweeping machines on completed projects, water sprinkling along the day on all construction sites, Deployment of Anti-Smog Guns on all constructions sites and batching plants, Covering of Construction & Demolition material with green net or cloth.

With a dip in air quality parameters in Delhi-NCR, CAQM has invoked actions as envisaged under the Graded Response Action Plan (GRAP). In line with these guidelines, NHAI is ensuring that all possible measures are taken to maximize dust control at the National Highway construction sites in the region.



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NHAI Accepts First Insurance Surety Bond as Bid Security for NHAI TOT Bid for Monetization



o boost liquidity and capacity of bidders, NHAI has accepted Insurance Surety Bond for the monetization program of the upcoming bid of Toll Operate Transfer (TOT) Bundle 14. This will be the first time this innovative instrument is being utilized as a Bank Guarantee (BG) in the road infrastructure sector for monetization of bids. NHAI has been working closely with Highway Operators Association of India (HOAI), SBI General Insurance and AON India Insurance to implement this initiative.

Insurance Surety Bond has been issued for NHAI monetization bid of TOT bundle 14 @ 0.25% by the insurer without any margin money. This will translate into big saving for Concessionaires, which will further

enhance liquidity in the market, thereby fostering an environment conducive to the growth and development of the road sector.

Issuance of Insurance Surety Bond will set a new benchmark for the industry, highlighting the importance of innovative financial solutions in the evolving landscape of road infrastructure development. It will encourage private participation in the highway sector and will be a significant step towards facilitating 'Ease of Doing Business'.

Since 2022, NHAI has received 1,665 BGs amounting to Rs.15,000 crore. This large volume of BGs offers a huge scope for Insurance Companies and wider adoption of surety bonds will boost availability of capital for road projects. NHAI has urged

insurance companies and contractors to use Insurance Surety Bonds as an additional mode of submitting Bid Security and /or Performance Security. So far, over 40 Surety Bonds have been issued for various NHAI contracts.

Insurance Surety Bonds are instruments where insurance companies act as 'Surety' and provides the financial guarantee that the contractor will fulfil its obligation as per the agreed terms. Ministry of Finance, Government of India has made e-BG and Insurance Surety Bonds at par with Bank Guarantees for all Government procurements.

Instruments like Insurance Surety Bonds will help to strengthen National Highway Infrastructure development, which has cascading positive impact on Indian economy.



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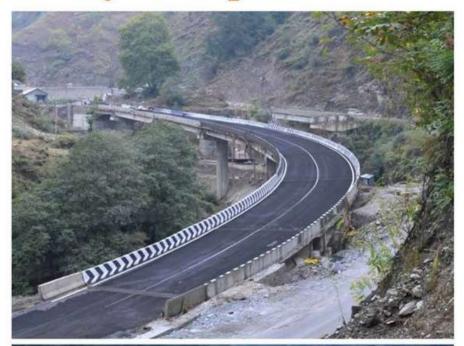


Construction of 224-meter Viaduct (2-lane) at Sherebibi in Jammu & Kashmir with an Estimated Cost of Rs 12 Crore Successfully Completed

nion Minister for Road
Transport and Highways
Nitin Gadkari in a post
said in Jammu &
Kashmir, we have successfully
completed the construction of a
224-meter viaduct (2-lane) at
Sherebibi, with an estimated cost of
12 crores.

Gadkari said this infrastructure is situated along the Ramban to Banihal section of NH-44. This 224- meter segment, as part of the broader project, not only reduces the travel distance by 125 meters, thus mitigating steep gradients, but also avoids the need for a steep cutting with a hill slope angle exceeding 80 degrees. Furthermore, it significantly facilitates the smooth flow of vehicles, bypassing the challenging terrain of Sherebibi Area gradients.

The Minister said it's important to note that this project contributes to the region's economic growth and enhances its overall connectivity. He said under the visionary leadership of the Honourable Prime Minister Narendra Modi, we remain steadfast in our commitment to delivering exceptional highway infrastructure to the state of Jammu & Kashmir.









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26 National Highway Projects worth Rs. 17,500 Crore in Guwahati, Assam







he Union Minister for Roads Transport and Highways Nitin Gadkari inaugurated and laid the foundation stone for 26 National Highway Projects with an investment of more than Rs. 17,500 Crore in Guwahati, Assam. The Union Minister of State for Roads Transport and Highways, General VK Singh, the Chief Minister of Assam, Himanta Biswa Sarma, State Cabinet Ministers, Member of Parliaments, MLAs, and NHIDCL officials were also present on the occasion.

The Dibrugarh-Tinsukia-Ledo project aims to enhance interstate connectivity between Upper Assam and Arunachal Pradesh, boost strategic presence, and promote trade and tourism. The Silchar to Lailapur section will connect the Barak Valley with Mizoram, fostering socioeconomic growth. NH-515 in Dhemaji District will improve connectivity between North Assam and Arunachal Pradesh.

NH-137 will enhance connectivity in the Dima Hasao Region and provide an alternate route to Western Manipur. The Paikan to Guwahati Airport section will facilitate the Multi-Modal Logistics Park in Jogighopa. Additionally, the construction of new bridges will alleviate congestion and enhance trade, tourism, and socioeconomic progress in the region.



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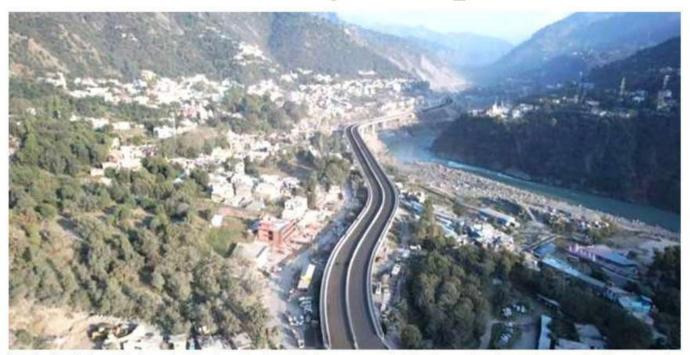








Construction of Ramban Viaduct in Jammu & Kashmir has been Successfully Completed



nion Minister for Road Transport and Highways Nitin Gadkari in a series of posts said in Jammu and Kashmir, we have successfully completed the construction of the

Union Minister for Road Transport and Highways Nitin Gadkari in a series of posts said in Jammu and Kashmir, we have successfully completed the construction of the Ramban Viaduct, a remarkable feat spanning a length of 1.08 kilometer with 4 lanes

Ramban Viaduct, a remarkable feat spanning a length of 1.08 kilometer with 4 lanes. He said the project, built at a cost of ₹ 328 crore, is situated on the Udhampur-Ramban section of National Highway-44.

Gadkari said this extraordinary viaduct is composed of 26 spans and employs a combination of concrete and steel girders in its structural design. Its completion significantly alleviates traffic congestion in Ramban Bazar, facilitating the smoother flow of vehicles, he added.

The Union Minister said embracing the visionary leadership of PM Narendra ModiJi, we stand dedicated to providing Jammu and Kashmir with a superlative highway infrastructure. He said this monumental achievement not only propels regional economic prosperity but also augments its allure as a top-tier tourist haven.



Nitin Gadkari will request the FM to incentivize vehicles only based on their emissions



everal countries across the world have taxes based on the amount of carbon dioxide emitted by vehicles. "I will request our Finance Minister to think on similar lines to bring out a policy where alternative fuels and flex fuels are incentivized and high taxes are imposed on the fuel guzzlers," says Union Minister of Road Transport and Highways Nitin Gadkari in an exclusive conversation with ETAuto.

"The government already has a lot of incentives for less pollution emitters.

There is a 5% GST on electric cars, but for petrol cars, the GST is 48%. The Finance Minister will take further decisions on this," he added.

In India, hybrid vehicles attract the same GST as their internal combustion engine (ICE) counterparts. According to Gadkari, people prefer electric vehicles because they are costeffective pollution-free, and indigenous. But the problem is that one litre of petrol equals 10 rupees of electricity. The cost of electric vehicles compared with diesel and petrol is high.

In the power sector, 38% of generation is through solar power, and we will reach 60% soon. There is also a lot of research and development going on in hydropower, nuclear power, and geothermal power.

"Today we are energy importers; we are atma nirbhar, and I believe we will soon be energy exporters. We have started working on green hydrogen. We will soon be hydrogen and ammonia exporters," he added.

The Minister further explained that India is offering a bouquet of technologies, and whichever works best should be preferred. "We are currently in the process of making CNG and LNG from the crop stubble. I believe that the issue of running buses and tractors in Punjab and Haryana can be solved, as there is a lot of stubble readily available there. In UP, Maharashtra, Karnataka, and Tamil Nadu, an ethanol-based economy can be developed. So whatever is available in the region, it can be used. We are trying at all levels to reduce the dependency on fossil fuels, and we will move to carbon neutrality by 2070," he said.

Presently, the size of the automobile industry is INR 7.5 lakh crore, out of which INR 3 lakh crore is exported. "This industry is giving maximum GST to the state and central governments. This industry has created over 4 crore jobs, and we intend to make this industry worth INR 15 lakh crore," said the Minister.

Gadkari stated that we need to march towards BS-VII with the rest of the world, and we are in talks with the auto industry for its implementation. "We faced a lot of challenges to get to BS-VI, but we have done it successfully, and the auto industry also supported us."

China's Truck Industry is Buying More Driver-assist Technology

hina's truck industry is finding more reasons to buy vehicles with assisteddriving technology.

It's a critical step toward monetization in a nascent business that's drawn many investor dollars, with relatively little to show for it so far.

One broad transformation is that the trucking industry in China is changing from one in which individual drivers dominated, to one with fleets holding the majority share, said Gui Lingfeng, principal at Kearney Strategy Consultants.

He pointed out that five years ago, fleet operators only had about 20% of the Chinese trucking market. Presently it's at 36%, and projected to reach 75% in 2025, he said.

The companies trying to sell trucks to fleet operators are including driverassist tech as a way to make the vehicles more attractive, Gui said.

That early tech integration gives truck manufacturers an edge on the amount of data they can collect — for training autonomous driving algorithms, he said.

In addition, Chinese authorities require all newly manufactured trucks since 2022 to come with basic driver-assist tech for warning against forward collision and lane departure, Gui said.

Chinese driver-assist trucking startup Inceptio claims it already has more than 650 trucks operating in China — mostly for logistics customers — and covered more than 50 million kilometers (31 million miles) in commercial operations.

Inceptio develops the driver-assist tech system, and works with original equipment manufacturers (OEMs) for mass production.

"In terms of customers, there is a sort of a counter-cyclical effect," Inceptio CEO Julian Ma said in an interview in late August. "The economy is getting tighter so the cost saving motivation is getting stronger, not weaker — that makes our customers more anxious to use our products."

China's logistics companies have seen enormous growth over the last several years, thanks to the rise of ecommerce. That's led to price wars, amid slowing slowing economic growth.

Industry giant SF Holdings reported a 5.1% drop in operating revenue to 189 billion yuan (\$25.97 billion) in the first three quarters of the year, including a 6.4% year-on-year decline in the third quarter alone.

But vehicle upgrade cycles can support continued truck sales.

Truck operators typically replace the vehicles every four to five years, Ma said. "In China there are around 7 million heavy duty trucks. Even if the market has zero growth, on the yearly basis there is between 1.2 to 1.5 million new sales."

The startup claims its trucks cost about 5% less than traditional options, on top of safety and environmental benefits.

Already, an average of around 95% or more of a thousand-kilometer truck drive is handled by the computer, meaning the driver is mostly in standby mode, Ma said. "So the workload is much reduced."

Ma said Inceptio's focus over the next three years is on cost-sensitive customers, such as in logistics. He expects driver-assist features will dominate for the next few years, with 2028 the most optimistic scenario for the commercial deployment of fully driverless trucks.

Being able to remove drivers completely will result in the most cost savings for truck operators.

Other startups are testing out different forms of driver-assist trucks in China. Kargobot, backed by ride-hailing giant Didi, operates more than 100 autonomous-driving trucks between Tianjin, near Beijing, and the northern province of Inner Mongolia.

Many of those trucks operate via what's called platooning — having a human driver sit in the front vehicle and having two or three trucks follow behind in fully self-driving mode, with no human staffer inside.

Kargobot CEO Junqing Wei envisions that in the next decade or two, a network of hubs on the edge of cities, connected by highways on which self-driving trucks transport products. That's according to his remarks in October at CNBC's East Tech West conference in the Nansha district of Guangzhou, China.

Besides, analysts at Yole Intelligence are closely watching whether robotruck companies can make good on production and delivery goals set for the next two years.

It's a \$2 trillion market, of which China accounts for about \$650 billion to \$750 billion and the U.S. slightly more than that, said Hugo Antoine, technology and market analyst, computing and software, at Yole Intelligence, which is part of Yole Group.

"This is the reason why we have many investors invest in this market," he said. "Because if you have one percent or two percent of this market it is huge."

However, it remains unclear how quickly regulators will allow fully driverless trucks on most roads, even if operators want to buy them.

"Even when the industry is technically ready, I think in any part of this world the transportation regulator will take another year or even two years, to validate the data and have their own testing before they can issue the driverless license," Inceptio's Ma said.

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सड़क परिवहन और राजमार्ग मंत्रालय ने विशेष अभियान 3.0 के अंतर्गत लंबित सांसद संदर्भों, सार्वजनिक शिकायतों और संसदीय आश्वासनों का निपटान कर लक्ष्य हासिल किया

सडक परिवहन और राजमार्ग मंत्रालय (एमओआरटीएच) ने "विशेष स्वच्छता अभियान 3.0" के अंतर्गत प्रे देश में कई गतिविधियां शुरू की हैं. जिसका उद्देश्य सफाई व्यवस्था को सचारु रूप जारी रखना और मंत्रालय तथा इसके अधीनस्थ कार्यालयों जैसे भारतीय राष्टीय राजमार्ग प्राधिकरण, राष्ट्रीय राजमार्ग एंड इंफ्रास्ट्रक्चर विकास निगम लिमिटेड और इंडियन एकेडमी ऑफ हाईवे इंजीनियर्स (आईएएचई) के भीतर लंबित मामलों को कम करना है। इन गतिविधियों में कार्यालयों, विभिन्न टोल प्लाजा, परियोजना स्थलों आदि पर "स्वच्छता अभियान" (स्वच्छता अभियान), लंबित फाइलों का निपटान, कबाड को हटाना और सडकों को गड़ा मुक्त बनाना शामिल है।

यह अभियान गांधी जयंती 2 अक्टूबर को शुरू हुआ और 31 अक्टूबर को समाप्त हुआ। इस अभियान की

योजना प्रधानमंत्री नरेन्द्र मोदी के दृष्टिकोण के अनुरूप, सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी और सड़क परिवहन और राजमार्ग मंत्रालय के राज्य मंत्री जनरल वी.के. सिंह के मार्गदर्शन में बनाई गई है।

सड़क परिवहन और राजमार्ग मंत्रालय के सचिव अनुराग जैन ने अभियान के दौरान परिवहन भवन में कार्यालयों और भवन परिसर का निरीक्षण किया। निरीक्षण के दौरान, उन्होंने स्वच्छता के उच्चतम मानकों को बनाए रखने की महत्वपूर्ण आवश्यकता पर बल दिया और अधिकारियों को निर्देश दिया कि वे कार्यालयों को बेहतर बनाएं। अनुराग जैन ने



डाक प्रणाली के अंतर्गत आने वाली सार्वजनिक शिकायतों और पीएमओ संदर्भों को देखने वाले मंत्रालय के केंद्रीय रजिस्ट्री (सीआर) अनुभाग (डाक अनुभाग) में जाकर इसकी दक्षता में सुधार के लिए आवश्यक निर्देश दिए। निरीक्षण के दौरान संयुक्त सचिव कमलेश चतुर्वेदी एवं अन्य वरिष्ठ अधिकारी उपस्थित थे।

अभियान से पहले 15 से 30 सितंबर तक "स्वच्छता ही सेवा अभियान" चलाया गया। इसके पश्चात गांधी जयंती की पूर्व संध्या पर 1 अक्टूबर को पूरे देश में एक विशेष स्वच्छता अभियान "एक तारीख, एक घंटा, एक साथ" चलाया गया। 2 अक्टूबर को, महात्मा गांधी की जयंती के अवसर पर "विशेष अभियान 3.0" शुरू करने के लिए परिवहन भवन में स्वच्छता शपथ समारोह और स्वच्छता अभियान आयोजित किया गया। समारोह में सड़क परिवहन और राजमार्ग मंत्रालय के वरिष्ठ अधिकारियों ने भाग लिया।

के वरिष्ठ अधिकारियों ने भाग लिया।
31 अक्टूबर तक मंत्रालय ने 764
लोक शिकायतों, 334 लोक शिकायत
अपीलों, 799 सांसद संदर्भों, 18
प्रधानमंत्री कार्यालय संदर्भों और 49
संसदीय आश्वासनों में से 48 के
निपटान में शत-प्रतिशत लक्ष्य हासिल
कर लिया है। यहां 6,017 फाइलों को
हटा दिया है। देश के विभिन्न हिस्सों में
13,168 स्वच्छता अभियान कार्यक्रम
आयोजित किए गए हैं। मंत्रालय अब
तक के अभियान के दौरान कार्यालय
परिसर के भीतर 1070 वर्ग फुट क्षेत्र
को खाली कराया है। मंत्रालय ने अब
तक स्वच्छता अभियान टोल प्लाजा.

क्षेत्रीय कार्यालयों और सड़क परिवहन और राजमार्ग मंत्रालय/भारतीय राष्ट्रीय राजमार्ग मंत्रालय, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण/राष्ट्रीय राजमार्ग एंड इंफ्रास्ट्रक्चर विकास निगम लिमिटेड के पीआईयू/पीएमयू में आयोजित किए जा रहे हैं।

अभियान के एक भाग के रूप में, लंबित एमपी संदर्भों, लोक शिकायतों के निपटान, फाइलों के रिकॉर्ड प्रबंधन आदि की निगरानी एक समर्पित पोर्टल के माध्यम से एमओआरटीएच द्वारा दैनिक रूप से की गई थी। विभिन्न कार्यालयों के बीच समन्वय के माध्यम से शिकायतों का निपटान किया गया।



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GOVERNMENT OF INDIA MINISTRY OF ROAD TRANSPORT AND HIGHWAYS RAJYA SABHA UNSTARRED QUESTION NO-3930 ANSWERED ON- 06/04/2022

MANDATORY USE OF FASTAG

3930. SHRI K.C. RAMAMURTHY:

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

- (a) the details of FASTag issued so far, State-wise;
- (b) whether it is a fact that from February this year, it has been made mandatory for all vehicles to use FASTags and no vehicle will be allowed to pass through toll gates without FASTag;
- (c) the details of vehicles that are exempted from FASTag; and
- (d) by when 100 percent e-tolling target is going to be achieved?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

- (a) FASTag is issued to vehicle users on the basis of Vehicle Registration Number/Chassis No. The data of FASTag is maintained on all India basis. As on 30th March, 2022, the total number of FASTags issued by various banks is 4,95,20,949.
- (b)The Government has already declared all lanes of fee plazas on National Highways as FASTag Lane of the fee plaza with effect from midnight of 15th/16th February 2021. The Government has also mandated fitment of FASTag in M and N categories of motor vehicles under Central Motor Vehicle Rules. In addition, according to National Highways Fee (Determination of Rates and Collection) Rules, 2008 as amended, the user of the vehicle not fitted with FASTag or vehicle without valid, functional FASTag entering into fee plaza shall pay a fee equivalent to two times of the fee applicable to that category of vehicle.
- (c) All M and N categories of motor vehicles are required to be fitted with FASTag as mandated in Central Motor Vehicle Rule.
- (d) FASTag penetration achieved at fee plazas on National Highways is approximately 96.5%.



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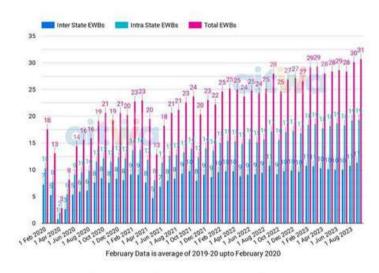


Eway Bill Dashboard

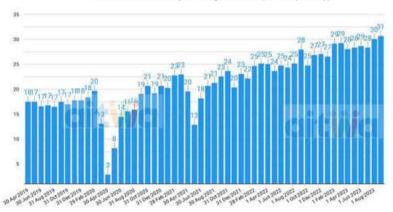


Last updated on 4th Oct 2023 | Data as on 30th September 2023

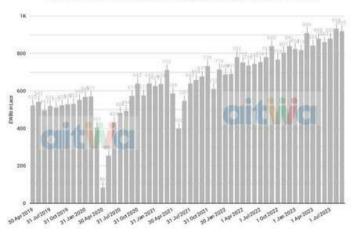
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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

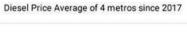


Total number of monthly EWBs generated (in lacs per month)



Diesel Dashboard

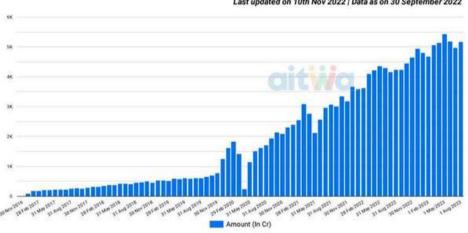
Last updated on 23rd February 2023 | Data as on 20th February 2023



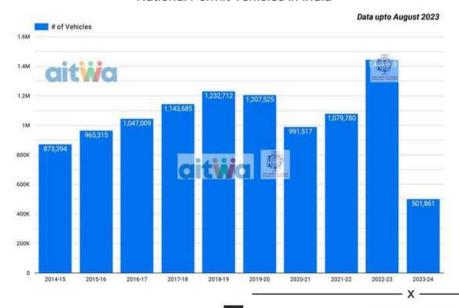


Toll Collection Dashboard

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



National Permit Vehicles in India



TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.) Freight (in MT.)

S.	Airport	For The Month For The Period April 7					
no.	Sec. 1985	Aug.	Aug	%	2023-24	2022-23	
745	16 1-41	2023	2022	Change	- 09		Change
	15 International		20172		120751	151550	
2	Chennai Kolkata	27509 13172	29173 12178	-5.7 8.2	139761 57311	151579 60038	-7.8 -4.5
3	Goa	402	474	-15.2	2443	2517	-2.9
4	Srinagar	680	542	25.5	4564	5297	-13.8
5	Bhubaneswar	882	873	1.0	4262	4388	-2.9
6	Calicut	1618	1207	34.1	7440	5653	31.6
7	Coimbatore	868	852	1.9	3066	3985	-23.1
8	Varanasi	472	492	-4.1	2013	1947	3.4
9	Amritsar	170	115	47.8	1461	945	54.6
10	Trichy	599	655	-8.5	2707	2711	-0.1
11	Portblair	484	548	-11.7	2221	2704	-17.9
12	Imphal	94	650	-85.5	950	3364	-71.8
13	Vijayawada	13	128	-89.8	209	486	-57.0
14	Tirupati	2	8	-75.0	9	63	-85.7
15	Kushinagar	0	0		0	0	
Γota		46965	47895	-1.9	228417	245677	-7.0
(B)	6 PPP Internation	nal Airpor	ts				
16	Ahmedabad	8560	6922	23.7	42390	38085	11.3
17	Lucknow	1884	1287	46.4	8378	6395	31.0
18	Guwahati	1728	1781	-3.0	8882	9902	-10.3
19	Jaipur	1810	1523	18.8	7542	7340	2.8
20	Trivandrum	1741	1558	11.7	8015	6968	15.0
21	Mangalore	214	459	-53.4	776	1843	-57.9
Tota		15937	13530	17.8	75983	70533	7.7
	7 JV Internationa						
_				14.0	205200	276527	60
22	Delhi (DIAL)	84289	73806 61830	14.2	395289 332196	376537 328182	5.0
	Mumbai (MIAL)	65808		6.4			
24	Bangalore (BIAL)	36517	34878	4.7	176749	173848	
25	Hyderabad (GHIAL)		11283	12.7	60943	61058	
26	Cochin(CIAL)	5560	5468	1.7	24777	25988	
27 28	Nagpur (MIPL)	682	797	-14.4 -17.9	2901	3990	
_	Kannur (KIAL)	348	424		1548	1790	
Гоtа		205918	188486	9.2	994403	971393	2.4
(D)	2 ST Govt./Pvt.	INTL Air	ports				
29	Shirdi	32	91	-64.8	167	308	-45.8
30	Goa (MOPA)	61	0	*	190	0	-
Tota		93	91	2.2	357	308	15.9
	10 Custom Airpo		7.1	20120	201	5.00	10.7
-			2010	2.5	10010	17101	100
31	Pune	3416	3540	-3.5	15315	17404	-12.0
32	Patna	887	1024	-13.4	3746	5628	-33.4
33	Chandigarh	665	904	-26.4	2514	6188	-59.4
34	Indore	846	911	-7.1	4283	4646	-7.8
35	Bagdogra	754	842	-10.5	3605	3888	-7.3 -18.8
36	Visakhapatnam	334	413	-19.1	1766 2472	2174	
37	Surat Madurai	482	474	1.7	14//		
			270	1.0		2344	5.5
		264	269	-1.9	1043	1357	-23.1
39	Aurangabad	55	88	-1.9 -37.5	1043 280	1357 530	
39 40	Aurangabad Gaya	55 0	88 0	-37.5	1043 280 0	1357 530 0	-23.1 -47.2
39 40 Fota	Aurangabad Gaya I	55 0 7703	88		1043 280	1357 530	-23.1 -47.2
39 40 Fota (F)	Aurangabad Gaya I 72 Domestic Air	55 0 7703 ports	88 0 8465	-37.5 - -9.0	1043 280 0 35024	1357 530 0 44159	-23.1 -47.2 - -20.7
39 40 Fota (F)	Aurangabad Gaya I 72 Domestic Air Ranchi	55 0 7703 ports 480	88 0 8465 438	-37.5 -9.0 9.6	1043 280 0 35024	1357 530 0 44159	-23.1 -47.2 -20.7
39 40 Γota (F) 41 42	Aurangabad Gaya 72 Domestic Air Ranchi Raipur	55 0 7703 ports 480 424	88 0 8465 438 489	-37.5 -9.0 -9.6 -13.3	1043 280 0 35024 2420 2063	1357 530 0 44159 3043 2375	-23.1 -47.2 -20.7 -20.5 -13.1
39 40 Fota (F) 41 42 43	Aurangabad Gaya 72 Domestic Air Ranchi Raipur Dehradun	55 0 7703 ports 480 424 141	88 0 8465 438 489 83	-37.5 -9.0 -9.6 -13.3 -69.9	280 0 35024 2420 2063 1129	1357 530 0 44159 3043 2375 529	-23.1 -47.2 -20.7 -20.5 -13.1
39 40 Fota (F) 41 42 43 44	Aurangabad Gaya 72 Domestic Air Ranchi Raipur Dehradun Jammu	55 0 7703 ports 480 424 141 69	88 0 8465 438 489 83 128	-37.5 -9.0 -9.6 -13.3 -69.9 -46.1	1043 280 0 35024 2420 2063 1129 301	1357 530 0 44159 3043 2375 529 698	-23.1 -47.2 -20.7 -20.5 -13.1 -56.9
39 40 Fota (F) 41 42 43 44 45	Aurangabad Gaya 72 Domestic Air Ranchi Raipur Dehradun Jammu Agartala	55 0 7703 ports 480 424 141 69 241	88 0 8465 438 489 83 128 471	-37.5 -9.0 9.6 -13.3 69.9 -46.1 -48.8	1043 280 0 35024 2420 2063 1129 301 875	1357 530 0 44159 3043 2375 529 698 2180	-23.1 -47.2 -20.7 -20.7 -20.5 -13.1 -56.9 -59.9
39 40 Fota (F) 41 42 43 44 45 46	Aurangabad Gaya 1 72 Domestic Air Ranchi Raipur Dehradun Jammu Agartala Udaipur	55 0 7703 ports 480 424 141 69 241	88 0 8465 438 489 83 128 471 35	-37.5 -9.0 9.6 -13.3 69.9 -46.1 -48.8 -68.6	1043 280 0 35024 2420 2063 1129 301 875 67	1357 530 0 44159 3043 2375 529 698 2180 108	-23.1 -47.2 -20.7 -20.7 -20.5 -13.1 -56.9 -59.9 -38.0
39 40 Fota (F) 41 42 43 44 45 46 47	Aurangabad Gaya 1 72 Domestic Air Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh	55 0 7703 ports 480 424 141 69 241 11	88 0 8465 438 489 83 128 471 35 131	-37.5 -9.0 9.6 -13.3 69.9 -46.1 -48.8 -68.6 27.5	1043 280 0 35024 2420 2063 1129 301 875 67 856	1357 530 0 44159 3043 2375 529 698 2180 108 743	-23.1 -47.2 -20.7 -20.5 -13.1 -56.9 -59.9 -38.0 15.2
39 40 Fota (F) 41 42 43 44 45 46 47 48	Aurangabad Gaya I 72 Domestic Air Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal	55 0 7703 ports 480 424 141 69 241 11 167 229	88 0 8465 438 489 83 128 471 35 131 278	-37.5 -9.0 9.6 -13.3 69.9 -46.1 -48.8 -68.6 27.5 -17.6	1043 280 0 35024 2420 2063 1129 301 875 67 856 1197	1357 530 0 44159 3043 2375 529 698 2180 108 743 1287	-23.1 -47.2 -20.7 -20.5 -13.1 -56.9 -59.9 -38.0 15.2 -7.0
39 40 Fota (F) 41 42 43 44 45 46 47 48 49	Aurangabad Gaya 72 Domestic Air Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal Vadodara	55 0 7703 ports 480 424 141 69 241 11 167 229 186	88 0 8465 438 489 83 128 471 35 131 278 200	-37.5 -9.0 9.6 -13.3 69.9 -46.1 -48.8 -68.6 27.5	1043 280 0 35024 2420 2063 1129 301 875 67 856 1197 1013	1357 530 0 44159 3043 2375 529 698 2180 108 743 1287 1001	-23.1 -47.2 -20.7 -20.5 -13.1 -56.9 -59.9 -38.0 15.2
39 40 Tota (F) 41 42 43 44 45 46 47 48 49 50	Aurangabad Gaya 72 Domestic Air Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal Vadodara Jodhpur	55 0 7703 ports 480 424 141 69 241 11 167 229 186 15	88 0 8465 438 489 83 128 471 35 131 278 200 0	-37.5 -9.0 9.6 -13.3 69.9 -46.1 -48.8 -68.6 27.5 -17.6 -7.0	1043 280 0 35024 2420 2063 1129 301 875 67 856 1197 1013 15	1357 530 0 44159 3043 2375 529 698 2180 108 743 1287 1001	-23.1 -47.2 -20.7 -20.5 -13.1 -56.9 -59.9 -38.0 15.2 -7.0
39 40 Fota (F) 41 42 43 44 45 46 47 48 49 50	Aurangabad Gaya 72 Domestic Air Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal Vadodara Jodhpur Rajkot	55 0 7703 ports 480 424 141 69 241 11 167 229 186 15	88 0 8465 438 489 83 128 471 35 131 278 200 0 88	-37.5 -9.0 9.6 -13.3 69.9 -46.1 -48.8 -68.6 27.5 -17.6	1043 280 0 35024 2420 2063 1129 301 875 67 856 1197 1013 15 319	1357 530 0 44159 3043 2375 529 698 2180 108 743 1287 1001 0 375	-23.1 -47.2 -20.7 -20.5 -13.1 -56.9 -59.9 -38.0 15.2 -7.0
39 40 Fota (F) 41 42 43 44 45 46 47 48 49 50 51	Aurangabad Gaya 72 Domestic Air Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal Vadodara Jodhpur Rajkot Gorakhpur	55 0 7703 ports 480 424 141 69 241 11 167 229 186 15	88 0 8465 438 489 83 128 471 35 131 278 200 0 88 0	-37.5 -9.0 9.6 -13.3 69.9 -46.1 -48.8 -68.6 27.5 -17.6 -7.0	1043 280 0 35024 2420 2063 1129 301 875 67 856 1197 1013 15 319	1357 530 0 44159 3043 2375 529 698 2180 108 743 1287 1001 0 375	-23.1 -47.2 -20.7 -20.5 -13.1 -56.9 -38.0 15.2 -7.0 1.2
39 40 Fota (F) 41 42 43 44 45 46 47 48 49 50 51 52 53	Aurangabad Gaya 72 Domestic Air Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal Vadodara Jodhpur Rajkot Gorakhpur Dibrugarh	55 0 7703 ports 480 424 141 69 241 11 167 229 186 15 76 0	88 0 8465 438 489 83 128 471 35 278 200 0 88 0 119	-37.5 -9.0 9.6 -13.3 69.9 -46.1 -48.8 -68.6 27.5 -17.6 -7.0	1043 280 0 35024 2420 2063 1129 301 875 67 856 1197 1013 15 319 0 527	1357 530 0 44159 3043 2375 529 698 2180 743 1287 1001 0 375	-23.1 -47.2 -20.7 -20.5 -13.1 -56.9 -59.9 -38.0 15.2 -7.0 1.2 -14.9 -13.2
39 40 Tota (F) 41 42 43 44 45 46 47 48 49 50 51 52 53	Aurangabad Gaya 72 Domestic Air Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal Vadodara Jodhpur Rajkot Gorakhpur Dibrugarh Darbhanga	55 0 7703 ports 480 424 141 69 241 11 167 229 186 15 76 0 103 41	88 0 8465 438 489 83 128 471 35 131 278 200 0 88 0 119 2	-37.5 -9.0 9.6 -13.3 69.9 -46.1 -48.8 -68.6 27.5 -17.6 -7.0 -13.4	1043 280 0 35024 2420 2063 1129 301 875 67 856 1197 1013 15 319 0 527 224	1357 530 0 44159 3043 2375 529 698 2180 108 743 1287 1001 0 375 0 607 247	-23.1 -47.2 -20.7 -20.5 -13.1 -56.9 -59.9 -38.0 15.2 -7.0 1.2 -14.9 -13.2 -9.3
39 40 Fota (F) 41 42 43 44 45 46 47 48 49 50 51 52 53 54	Aurangabad Gaya 72 Domestic Air Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal Vadodara Jodhpur Rajkot Gorakhpur Dibrugarh Darbhanga Prayagraj	55 0 7703 ports 480 424 141 69 241 11 167 229 186 15 76 0 103 41	88 0 8465 438 489 83 128 471 35 131 278 200 0 88 0 119 2 15	-37.5 -9.0 9.6 -13.3 69.9 -46.1 -48.8 -68.6 27.5 -17.6 -7.0 -13.6 	1043 280 0 35024 2420 2063 1129 301 875 67 1013 15 319 0 527 224 12	1357 530 0 44159 3043 2375 529 698 2180 108 743 1287 1001 0 375 0 607 247 28	-23.1 -47.2 -20.7 -20.5 -13.1 -56.9 -59.9 -38.0 15.2 -7.0 1.2 -14.9 -13.2 -9.3
39 40 Fota (F) 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 55 65	Aurangabad Gaya 72 Domestic Air Ranchi Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal Vadodara Jodhpur Rajkot Gorakhpur Dibrugarh Darbhanga Prayagraj Rajahmundry	55 0 7703 ports 480 424 141 69 241 11 167 229 186 15 76 0 103 41 3	88 0 8465 438 489 83 128 471 35 131 278 200 0 88 0 119 2 15 2	-37.5 -9.0 9.6 -13.3 69.9 -46.1 -48.8 -68.6 27.5 -17.6 -7.0 -13.6 -3.6	1043 280 0 35024 2420 2063 1129 301 875 67 1013 15 319 0 527 224 12 10	1357 530 0 44159 3043 2375 529 698 2180 108 743 1287 1001 0 375 0 607 247 28	-23.1 -47.2 -20.7 -20.5 -13.1 -56.9 -59.9 -38.0 15.2 -7.0 1.2 -14.9 -13.2 -9.3 -57.1 42.9
39 40 Tota (F) 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57	Aurangabad Gaya 72 Domestic Air Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal Vadodara Jodhpur Rajkot Gorakhpur Dibrugarh Darbhanga Prayagraj Rajahmundry Jabalpur	55 0 7703 ports 480 424 141 69 241 11 167 229 186 0 103 41 3 1	88 0 8465 438 489 83 128 471 35 131 278 200 0 88 0 119 2 15	-37.5 -9.0 9.6 -13.3 69.9 -46.1 -48.8 -68.6 27.5 -17.6 -7.0 -13.4 -80.0 -50.0	1043 280 0 35024 2420 2063 1129 301 1013 15 319 0 527 224 12 10 0	1357 530 0 44159 3043 2375 529 698 2180 108 743 1287 1001 0 375 0 607 247 28	-23.1 -47.2 -20.7 -20.5 -13.1 -56.9 -38.0 15.2 -7.0 1.2 -14.9 -13.2 -9.3 -57.1 42.9
39 40 Tota (F) 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58	Aurangabad Gaya 72 Domestic Air Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal Vadodara Jodhpur Rajkot Gorakhpur Dibrugarh Darbhanga Prayagraj Rajahmundry Jabalpur Silchar	55 0 7703 ports 480 424 141 69 241 11 167 229 186 0 103 41 3 1 0 65	88 0 8465 438 489 83 128 471 35 131 278 200 0 88 0 119 2 15 82	-37.5 -9.0 9.6 -13.3 69.9 -46.1 -48.8 -68.6 27.5 -17.6 -7.0 -13.6 -13.4 -50.0 -20.7	1043 280 0 35024 2420 2063 1129 301 875 67 856 1197 1013 15 319 0 527 224 12 10 0 273	1357 530 0 44159 3043 2375 529 698 2180 743 1287 1001 0 375 50 607 247 28 7 29	-23.1 -47.2 -20.7 -20.5 -13.1 -56.9 -38.0 15.2 -7.0 1.2 -14.9 -13.2 -9.3 -57.1 42.9 -34.4
39 40 Tota (F) 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59	Aurangabad Gaya 72 Domestic Air Ranchi Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal Vadodara Jodhpur Rajkot Gorakhpur Dibrugarh Darbhanga Prayagraj Rajahmundry Jabalpur Silchar Hubli	55 0 7703 ports 480 424 141 69 241 11 167 229 186 15 76 0 103 41 3 1 0 65 12	88 0 8465 438 489 83 128 471 35 200 0 88 0 119 2 15 2 4 4 4 4 4 4 4 4 4 4 4 4 4	-37.5 -9.0 9.6 -13.3 69.9 -46.1 -48.8 -68.6 27.5 -17.6 -7.0 -13.4 -80.0 -50.0	1043 280 0 35024 2420 2063 1129 301 875 67 856 1197 1013 15 319 0 527 224 12 10 0 273 36	1357 530 0 44159 3043 2375 529 698 2180 108 743 1287 1001 0 375 0 607 247 28 7 29 416 24	-23.1 -47.2 -20.7 -20.5 -13.1 -56.9 -38.0 15.2 -7.0 1.2 -14.9 -13.2 -9.3 -57.1 42.9 -34.4
39 40 Tota (F) 41 42 43 44 45 46 47 48 49 50 51 52 53 55 55 55 55 56 57 58 59 60	Aurangabad Gaya 72 Domestic Air Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal Vadodara Jodhpur Rajkot Gorakhpur Dibrugarh Darbhanga Prayagraj Rajahmundry Jabalpur Silchar Hubli Belgaum	55 0 7703 ports 480 424 141 69 241 11 167 229 186 15 76 0 103 41 3 1 0 65 12	88 0 8465 438 489 83 128 471 35 200 0 88 0 119 2 15 82 4 4 6	-37.5 -9.0 9.6 -13.3 69.9 -46.1 -48.8 -68.6 27.5 -17.6 -7.0 -13.6 -80.0 -50.0 -20.7	1043 280 0 35024 2420 2063 1129 301 875 67 856 1197 1013 15 319 0 527 224 12 10 0 273 36 0	1357 530 0 44159 3043 2375 529 698 2180 108 743 1287 1001 0 375 0 607 247 28 7 29 416 24 24	-23.1 -47.2 -20.7 -20.5 -13.1 -56.9 -59.9 -38.0 15.2 -7.0 1.2 -14.9 -13.2 -9.3 -57.1 42.9 -34.4 50.0
39 40 Tota (F) 41 42 43 44 45 46 47 48 49 50 51 52 53 55 57 58 59 60 61	Aurangabad Gaya 72 Domestic Air Ranchi Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal Vadodara Jodhpur Rajkot Gorakhpur Dibrugarh Darbhanga Prayagraj Rajahmundry Jabalpur Silchar Hubli Belgaum Dimapur	55 0 7703 ports 480 424 141 69 241 11 167 229 186 15 76 0 103 41 3 1 0 65 12 0	88 0 8465 438 489 83 128 471 35 200 0 88 0 119 2 15 2 4 4 6 115	-37.5 -9.0 9.6 -13.3 69.9 -46.1 -48.8 -68.6 27.5 -17.6 -7.0 -13.6 -3.0 -3.0 -3.0 -3.0	1043 280 0 35024 2420 2063 1129 301 875 67 1013 15 319 0 527 224 12 10 0 0 273 36 0 572	1357 530 0 44159 3043 2375 529 698 2180 108 743 1287 1001 0 375 0 607 247 28 7 29 416 24 24 570	-23.1 -47.2 -20.7 -20.5 -13.1 -56.9 -59.9 -38.0 15.2 -7.0 1.2 -14.9 -13.2 -9.3 -57.1 42.9 -34.4 50.0
39 40 Tota (F) 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 55 56 57 58 59 60	Aurangabad Gaya 72 Domestic Air Ranchi Raipur Dehradun Jammu Agartala Udaipur Leh Bhopal Vadodara Jodhpur Rajkot Gorakhpur Dibrugarh Darbhanga Prayagraj Rajahmundry Jabalpur Silchar Hubli Belgaum	55 0 7703 ports 480 424 141 69 241 11 167 229 186 15 76 0 103 41 3 1 0 65 12	88 0 8465 438 489 83 128 471 35 200 0 88 0 119 2 15 82 4 4 6	-37.5 -9.0 9.6 -13.3 69.9 -46.1 -48.8 -68.6 27.5 -17.6 -7.0 -13.6 -80.0 -50.0 -20.7	1043 280 0 35024 2420 2063 1129 301 875 67 856 1197 1013 15 319 0 527 224 12 10 0 273 36 0	1357 530 0 44159 3043 2375 529 698 2180 108 743 1287 1001 0 375 0 607 247 28 7 29 416 24 24	-23.1 -47.2 -20.7 -20.5 -13.1 -56.9 -59.9 -38.0 15.2 -7.0 1.2 -14.9 -13.2 -9.3 -57.1 42.9 -34.4 50.0

S	Airport	Freight (in MT.) For The Month For The Period April To Aug.							
S. no.	Airport	Aug.	Aug.	tn %	2023-24	2022-23	11 10 Aug.		
10.		2023	2022	Change	2023-24	2022-23	Change		
(F)	72 Domestic Air	ports				2.			
64	Gwalior	2	18	-88.9	7	36	-80.6		
65	Tuticorin	1	0		3	1	-		
66	Mysore Gaggal (Kangra)	0	0	(4)	0	0	-		
68	Jorhat	18	38	-52.6	66	58	13.8		
69	Bareilly	0	0		0	0			
70	Juhu	28	24	16.7	135	110	22.7		
71	Agra Kolhapur	0	0	-	7	0	-		
73	Jamnagar	0	0	1.50	0	0	-		
74	Barapani (Shillong		0		0	0	-		
75	Jaisalmer	0	0	12	0	0	-		
76	Kalaburgi Kandla	0	0	-	0	0	-		
78	Deoghar	0	0	-	0	0	- :		
79	Pondicherry	0	0	-	Ű.	0			
80	Pantnagar	0	0	-	0	0	-		
81	Cuddapah Bhavnagar	0	0	(*)	0	0	-		
82	Kishangarh	0	0	-	0	0			
84	Agatti	9	8	12.5	30	20	50.0		
85	Bhuj	0	0	-	0	0	-		
86	Diu	0	0	(9)	0	0	-		
87	Rupasi Hollongi (Donyi Pok	0	0	-	0	0	-		
89	Lakhimpur (Lilabari	1	1	0.0	1	5	-80.0		
90	Khajuraho	0	0	-	0	0	-		
91	Bikaner	0	0		0	0	-		
92	Hindon Porbandar	0	0	(*)	0	0	-		
94	Bhuntar	0	0	-	0	0			
95	Tezu	0	0	72	0	0	-		
96	Pakyong	0	0	343	0	0	2		
97	Keshod (hragath)	0	0		0	0	-		
98	Shimla Gondia	0	0		0	0	-		
	Tezpur	0	0		0	0			
101	Hyderabad (Begampet)	0	0	-	0	0	-		
102	Coochbehar	0	0	(*)	0	0	-		
	Jalgaon	0	0	-	0	0	-		
104	Salem Sholapur	0	0	-	0	0	- 1		
106	Ludhiana	0	0	-	0	0	-		
107	Kota	0	0		0	0			
108	Safdarjung	0	0		0	0	-		
109	Bhatinda	0	0	-	0	0			
111	Pathankot Adampur (Jalandhar)	0	0	-	0	0	-		
	Kanpur (Civil)	0	0	-	0	0	-		
	2 Domestic Airports	2538	2805	-9.5	12235	14610	-16.3		
	20 St.Govt. / Pvt	Airports	N:						
	Durgapur	68	47	44.7	278	340	-18.2		
114	Lengpui(aizwal)	69	37	86.5	267	178	50.0		
	Nasik(Hal ozar)	0	0	-	0	0	-		
	Jagdalpur	0	0	-	0	0	-		
	Bilaspur Kurnool	0	0		0	0	-		
119	Sindhudurg	0	0	-	0	0			
120	Vijayanagar	0	0	-	0	0	-		
121	Bangalore(HAL)	0	0		0	0	-		
	Bidar	0	0		0	0	-		
	Pasighat 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 Ziro	0	0		0	0	-		
131	Hisar	0	0	-	0	0	-		
	Shivamogga	0	0	-	0	0	-		
	St.Govt. / Pvt Airports	137	84	63.1	545	518	5.2		
	Other Airports	0	0	-	0	0	-		
(H)					- 100m/A				
	otal (A+B+C+D+E+F+G+H)	279291	261356	6.9	1346964	1347198	-0.02		

OCEAN FREIGHT

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

*) TENTATIVE

Source: I.P.A.

Toyota Plans to Trial New EV Pickup in Thailand

oyota will soon test a new electric pick-up truck in Thailand, its executive said, its latest effort to boost EV sales in the country where rising competition from Chinese rivals challenges its dominance, reported Reuters.

Chinese electric vehicle (EV) makers are rapidly gaining market share in Thailand and have pledged some USD 1.5 billion investment for new manufacturing facilities there, part of their drive to expand overseas amid slowing domestic sales.

Pras Ganesh, executive vice president of Toyota Daihatsu Engineering & Manufacturing, said that its engineers were working on adapting its electric pickups to local conditions and building up EV R&D capacity in Thailand, one of Toyota's five global R&D centres.

The world's top-selling automaker unveiled the electric version of its popular HiLux pickup truck last year but hasn't said yet when its commercial sales would begin.

Its launch in Thailand would mark a fresh attempt by Toyota to counter mounting Chinese competition there after sales of its bz4X electric SUV, which began last year, were dwarfed by sales of rivals including BYD and Great Wall Motor.

Pick-up trucks are critical to Thailand's auto market, accounting for nearly half of all vehicle sales last year, and Toyota, according to research firm MarkLines, had a 39% market share in the one-ton pickup truck segment in the first nine months of this year.

Across all Thai automotive segments,



Toyota is the market leader with 34% of new vehicle sales.

Ganesh said a small batch of battery EV pickups will be trialled in the

Ganesh said a small batch of battery
EV pickups will be trialled in the beach city of Pattaya early next year and tested for use as 'songthaews', pickups that are commonly modified for use as taxis in many Southeast Asian countries

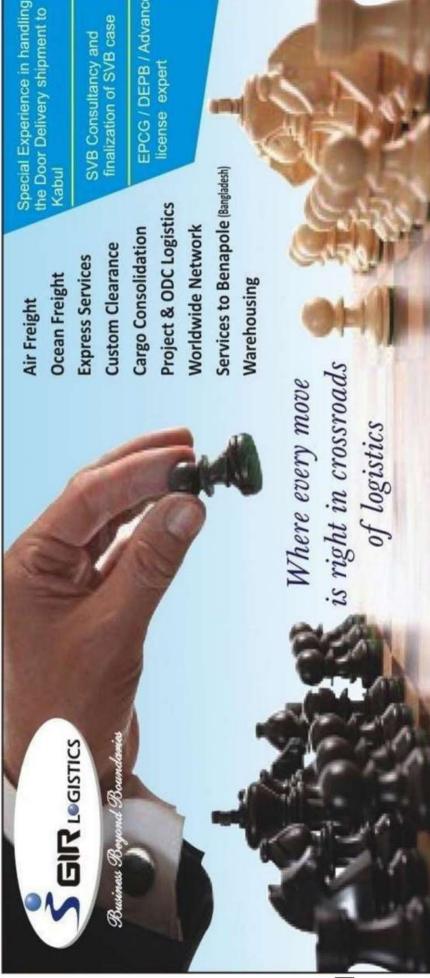
beach city of Pattaya early next year and tested for use as 'songthaews', pickups that are commonly modified for use as taxis in many Southeast Asian countries.

"We will first start looking at public transit," he told Reuters, adding Toyota is also considering testing other EV pickups for deployments including last-mile delivery services.

EVs are accounted for about half of all EV sales in the Southeast Asia region in the second quarter, and are gaining traction in Thailand, where they are likely to account for less than 9% of total vehicle sales this year, according to researchers BMI.

Toyota, and its group companies, has invested nearly USD 7 billion in Thailand over the last decade, and the carmaker told Reuters in July that it is considering producing EVs there.

For the current fiscal year ending March 2024, however, Toyota lowered its forecast for global battery EV sales by 39% partly due to limited vehicle lineups.



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