



# परिवहन प्रगति

Monthly Magazine of All India Transporters Welfare Association

# Parivahan Pragati

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



## Multimodal Transportation and its Advantages

Modern-day Commercial Vehicle  
Safety Design Reflects the Next Frontier of  
Auto Intelligence

**Page 16** ◀

Nitin Gadkari: A Man of Vision,  
A Committed Minister

**Page 34** ◀

Opportunity for India to Become  
Global Manufacturing Hub

**Page 38** ◀

IRDAI's Master Circular to Ease  
General Insurance Norms

**Page 54** ◀

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# contents

## 04 Editorial

- Multi-modal transportation: It leverages the strengths of different modes of transportation

## 08 Outlook

- Unparalleled Importance of Gati Shakti In Creating A Seamless Multi-modal Transport Network
- Infrastructure Development is On the Rise, Is the Logistics Sector Also on the Rise?

## 16 Must Know

- Modern-day Commercial Vehicle Safety Design Reflects the Next Frontier of Auto Intelligence
- India's Tyre Capacity Sufficient, No Need for Liberalising Imports: ATMA

## 23 Analytics Report

## 24 Industry

- Cast Aluminum Alloy Wheels Enhance Overall Driving Dynamics
- Auto Industry Identifies 28 Components to Reduce Imports
- Auto Parts Makers to Inject Rs 25,000 Crore for EV Business: ICRA
- Ashok Leyland Q4 Net PAT upto 17% to INR 934 Crore

## 32 Road Accidents

- Consequence Of Standing Atop Of A Moving Truck

## 34 Ministry Plans

- Nitin Gadkari: A Man of Vision, A Committed Minister

## 36 Media Summit

- Mahindra Logistics presents ET NOW Supply Chain Management and Logistics Summit 2024, Strategic Partner Oracle and Co-presented by DTDC Express: Steering thoughtful discussion on the way forward in accomplishing resilient supply chain ecosystem

## 38 Opportunity To Grow

- Opportunity for India to Become Global Manufacturing Hub

## 40 AITWA - LoTS's Impact

## 41 Rules Of Driving

## 42 Beat The Heat

## 43 Follow Traffic Rules

- Follow Traffic Rules, Avoid Accidents

## 44 NHAI

- भारतीय राष्ट्रीय राजमार्ग प्राधिकरण ने राष्ट्रीय राजमार्ग अनुबंधों में बीमा जमानत बॉन्ड के कार्यान्वयन पर वर्कशॉप आयोजित की
- एनएचएआई ने राजमार्ग उपयोगकर्ताओं के साथ दुर्व्यवहार के लिए टोल संचालन एजेंसी को प्रतिबंधित कर दिया
- एनएचएआई ने समग्र राष्ट्रीय राजमार्ग विकास के लिए पर्यावरण अनुकूल उपायों पर राष्ट्रीय कार्यशाला का आयोजन किया

## 46 Newspaper Cutting

## 48 Parliament Session

## 50 AITWA - IRTDA Data

## 52 Statistics - Air Freight

## 53 Statistics - Ocean Freight

## 54 IRDAI Circular

- IRDAI's Master Circular to Ease General Insurance Norms



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# Multi-modal transportation: It leverages the strengths of different modes of transportation

In today's cut-throat competition efficiency, reduced costs and delivery speed play a significant part in getting and sustaining business. To meet these demands of customers, a businessman or a business-house cannot just rely upon a single mode of transportation and a multi-model transportation mode needs to be preferred. In other words, multi-modal transport represents a fundamental pillar of modern logistics by offering an integrated approach to the movement of goods. It strategically combines different modes of transportation and offers an improved service to attract customers.

Multi-modal transport can also be defined as the coordination and use of two or more different modes of transport in a single transport contract that provides a complete solution from the point of origin to the final destination. This model engrosses integrated management by different routes such as road, rail, sea, air or river.

Though in the current issue of Parivahan Pragati, we are dealing with multi-model transportation, it is equally important to understand combined and intermodal transportation. And, of course how they are different to one another. To those, who have little or no knowledge about combined, inter-modal and multi-modal, let me briefly explain them first.

In the first place, combined and multi-modal transport represent diverse but related strategies for moving goods

between different modes of transport. We should further know that while combined transport involves the use of different vehicles without central coordination, intermodal transport is characterized by the use of a unit load interchangeable between routes. On the other hand, multi-modal transport is defined as the integration of multiple modes of transport under a single contract and coordinated management. Simply, it goes like the following;

**Combined transport:** It uses different modes of transport, but each sector operates under separate contracts, without unified management.

**Inter-modal transport:** It involves the use of two or more means of transport but with the coordination and handling of goods through a single contract and a single operator.

**Multi-modal transport:** It combines two or more modes of transport under a single contract, with one person responsible for managing and coordinating the entire operation.

**Now let's know the characteristics of multi-modal transportation!**

The multi-modal transportation determines its uniqueness and effectiveness in overall supply chain management. The basic characteristics of multi-modal transportation offer flexibility and efficiency to its logistics approach, providing a global view of the ability to adapt and optimize the movement of goods across different modes of transport.

**To explain more, the foundation**



**Ashok Gupta**

**pillars** - Communication, Simplicity, Efficiency and Flexibility provide an edge to multi-model transportation compared to other means.

**Communication** - Allows smooth transactions between different means of transport.

**Simplicity:** Providing customers with complete and simple shipping solutions.

**Efficiency:** Improves routes and reduces transit time, thus reducing operating costs.

**Flexibility:** Helps to adapt to a variety of logistical and geographic needs.

**Different equations in multi-modal transportation:**

Different types of multi-modal transportation represent strategic combinations of different equations to meet specific logistics and supply chain needs. The following are the most preferred;

**Maritime and Land Transportation:** This type of multi-modal transportation, is the combination of the efficiency of maritime transport with the flexibility





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of land transport. This usually involves transporting the container from the port to remote areas or the final destination. Ships are effective for long-distance transport and therefore trucks or trains are used to transport goods to specific locations.

**Rail and Other modes of transportation:** Through this combination, the cargo capacity and efficiency of rail transport are used to transport large quantities over long distances. The goods can then be transferred to other means, such as trucks or ships, to reach more specific locations or places that cannot be reached by rail.

**Air and Land/Sea Transportation:** This combination is thought of only when it is especially urgent or high-value shipments. Air freight is combined with other methods to ensure fast and safe delivery. It is often used to transport goods from domestic airports, using trucks or ships when necessary.

**River and Land Transportation:** When there is a need to use waterways to transport goods across rivers and to deliver them to the endpoint through road transport, this type of multi-modal transportation is preferred.

**Intercontinental Transportation:** A combination of different modes of transportation, such as sea, rail and road to facilitate the movement of goods between continents is called intercontinental transportation. The use of inter-modal containers plays an important role here, as they allow goods to be transported directly and without handling between different modes.

The above combinations help us to understand that the combinations have to be designed as per the need, effectiveness and on-time delivery. Learning is, that each type of multi-modal transportation has its advantages depending on the nature of

the goods, distance and urgency.

**Let's know the advantages and disadvantages of multi-modal transportation!**

With goals, there come also hurdles. Combining different modes of transport on a logistics route, multi-modal transportation brings different benefits and challenges along the supply chain. However, understanding these advantages and disadvantages will make us wiser. Also, it will tell us

***With goals, there come also hurdles. Combining different modes of transport on a logistics route, multi-modal transportation brings different benefits and challenges along the supply chain.***

***However, understanding these advantages and disadvantages will make us wiser. Also, it will tell us about the effectiveness and feasibility of this integrated approach to modern logistics***

about the effectiveness and feasibility of this integrated approach to modern logistics. On a positive note, it will also help us explore the detailed insight - how it is going to impact the efficiency, cost and reliability of domestic and international freight transportation.

**Advantages of multi-modal transportation:**

To diagnose the benefits of multi-

modal transportation, we will have to know how a multi-modal approach is key in improving logistics efficiency, reducing delivery times and maximizing the movement of goods within a country and internationally in a cost-effective manner. The results are -

- It reduces operating costs and loading time
- It offers greater flexibility and adaptability to different conditions and load requirements
- It improves resources and methods to increase logistics efficiency

**Disadvantages of multi-modal transportation:**

Despite the many benefits that multi-modal transportation brings to modern logistics, this integrated approach is not without its challenges and limitations. The inherent flaws in this approach represent potential bottlenecks that can affect the efficiency and flexibility of the supply chain, requiring careful management attention.

- Without better coordination and planning, it is going to fail. So, plan and avoid delays or problems when navigating between modes of transport
- Be extra careful to avoid additional challenges in shipping and documentation management due to the involvement of multiple parties

In brief, in this globalized world where efficiency and speed are essential, multi-modal transportation plays a vital role in optimizing the supply chain. It enhances connectivity, reduces congestion on specific modes, lowers transportation costs, minimizes environmental impact, and improves overall logistics and supply chain management. The strongest USP of multi-modal transportation is its ability to leverage the strengths of different modes of transport.



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# Unparalleled Importance of Gati Shakti In Creating A Seamless Multi-modal Transport Network



There are many examples of countries that have transformed themselves by creating a strong foundation of infrastructure. In contrast, India has been very unfortunate to be unable to develop infrastructure that would have taken the country to the next level. No doubt, it had its bank of issues, which pertained for decades. As we look back and analyze, the biggest issue that can be identified is the lack of coordination between different departments. We have witnessed that just after a road was constructed, other agencies dug up the constructed road again for activities like laying underground cables, gas pipelines etc.

This has never helped caused great inconvenience and also can be seen as wasteful expenditure.

To address this significant inconvenience, efforts were put in place to increase coordination so that all cables, pipelines etc. could be laid simultaneously. Steps have also been taken to address other issues like the time-consuming approval process, the multiplicity of regulatory clearances etc.

The last two governments have ensured unprecedented focus on infrastructure through a holistic outlook and offer a Seamless Multi-modal Transport Network. The idea of Gati Shakti was introduced to work in



**Ramesh Agarwal**  
National President, AITWA

this direction and to provide much-needed support to the logistics and transportation sectors.

## What is Gati Shakti?

Gati Shakti is essentially a digital platform to bring 16 Ministries including Railways and Roadways together for integrated planning and coordinated implementation of infrastructure connectivity projects. The multi-modal connectivity is aimed at providing integrated and seamless connectivity for the movement of people, goods and services from one mode of transport to another. Also, it is meant to facilitate the last-mile connectivity of infrastructure and reduce travel time for people.

## Gati Shakti is based on six pillars:

- 1. Comprehensiveness** includes all the existing and planned initiatives of various Ministries and Departments with one centralized portal. Every Department will now have visibility of each other's activities providing critical data while planning & comprehensively executing projects.
- 2. Through Prioritization**, different Departments will be able to prioritize their projects through cross-sectoral interactions.
- 3.** The National Master Plan will help with the transportation of goods from one place to another and in selecting the most **Optimum** route in terms of time and cost. Also, it will assist different ministries in planning for



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projects after the identification of critical gaps.

4. PM GatiShakti will help in **Synchronizing** the activities of each department, as well as of different layers of governance, holistically by ensuring coordination of work between them. Presently, individual Ministries and Departments often work in silos and a lack of coordination in the planning and implementation of the project is visible, resulting in delays.

5. The plan will provide the entire data in one place with GIS-based spatial planning and **Analytical** tools having 200+ layers, enabling better visibility to the executing agency.

6. The **Dynamic** nature of Gati Shakti will enable all Ministries and Departments to visualize, review and monitor the progress of cross-sectoral projects, through the GIS platform, as the satellite imagery will give on-ground progress periodically and the progress of the projects will be updated regularly on the portal. It will help in identifying the vital interventions for enhancing and updating the master plan.

When the Gati Shakti, idea was introduced, it just looked like a concept but as its implementation happened gradually, the impact is there to be seen for everyone. Not in full flow though, as of now but whatever we are witnessing gives enough trust and happiness.

Coming back to Gati Shakti, it is a grand vision to create an ecosystem wherein instead of planning and designing separately in silos, the projects are designed and executed with a common vision. It will continue to incorporate the infrastructure schemes of various Ministries and State Governments like Bharatmala, Sagarmala, inland waterways, dry/land ports, UDAN etc. Economic Zones like textile clusters, pharmaceutical clusters, defence corridors, electronic parks, industrial

corridors, fishing clusters, and Agri zones will be covered to improve connectivity & make Indian businesses more competitive. Also, it will keep leveraging technology extensively including spatial planning tools with ISRO imagery developed by BiSAG-N (Bhaskaracharya National Institute for Space Applications and Geoinformatics).

As for the transport sector, it is expected to enjoy the most important role in this master plan, especially because of its market share in the freight movement. Currently, the road freight movement has a share of 64%. However, with Gati Shakti, roads will be linked with railway lines and the latter feed into the ports, this will surely change the dynamics a bit. But, for sure, this is set to improve the efficiency drastically and speed up cargo movement from the hinterlands to the ports in coastal India.

It is also believed that Gati Sakti will reduce the logistics costs to let the logistics sector flourish in domestic as well as international markets. In the current scenario, any spike in oil prices raises prices across the board, through higher transport costs. Further, fuel is not part of GST, availability of input tax credits also gets eliminated. Even post GST, FastTag and other initiatives, it is desirable to aspire for a higher share of the railway in modal share as it remains a more efficient method.

Moreover, many economic zones, industrial parks, logistics hubs and ports often suffer owing to inefficient multi-modal connectivity, and because of their small sizes. The fragmented nature of decision-making, with each department working in silos, meant that a disjointed industrial network was created. While several pieces of the puzzle were in place, many remained unconnected as well. A lack of scale in manufacturing and an inefficient logistics network hampered our global

competitiveness. But with Gati Shakti master plan issues are getting resolved.

The Gati Shakti technology-driven logistics platforms have become key enablers of the new norm of transportation. It will be using modern digital tools and technologies necessary for coordinated planning and monitoring of cargo movements, and that's where logistics platforms will empower India's trucking sector.

To achieve this, an Integrated Multimodal Network Planning Group (NPG) with heads of the Network Planning Division of all connectivity infrastructure ministries and departments is installed, offering responsibility for unified planning and integration of the proposals. Also, they are to ensure that the infrastructure plan of our country can move goods and people seamlessly and efficiently, across various modes of transport.

Of course, this requires a coordinated approach, and roads needed to feed into railway lines which in turn would feed into ports, efficiently moving goods from the hinterlands to the ports. This will enable the development of multiple urban, and industrial centres across India. These urban centres, in turn, would enable balanced regional development, as multiple industrial clusters could sprout up across India.

In the Gati Shakti plan, all the existing and proposed economic zones have been mapped along with the multi-modal connectivity infrastructure in a single platform.

To conclude, we can be sure that once Gati Shakti is implemented cent per cent, India will transform into a manufacturing powerhouse, as it will create an easing business environment. Economic reforms will happen to boost formality and productivity. The public will start investing in infrastructure - a seamless multi-modal infrastructure network, which will reduce the cost of logistics.





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# Infrastructure Development is On the Rise, Is the Logistics Sector Also on the Rise?

## A balanced investment is required.

There is no denial of the fact that India's current freight infrastructure is a result of transportation networks built before independence. However, India has come on its own in recent years. Simply for the fact that the Government of India has embarked on an ambitious journey to revolutionize the country's infrastructure landscape. To bolster economic growth, enhance connectivity, and improve the quality of life for its citizens, the government is focusing on modernizing transportation networks, upgrading urban amenities, and expanding digital infrastructure. In this context, the government has already launched several transformative initiatives.

From the development of highways, railways, and airports to the promotion of waterways, the efforts are visible, which aims at fostering inclusive and sustainable development across the nation. Of late, India has achieved significant milestones in infrastructure development, including the inauguration of the world's longest highway tunnel, the Atal Tunnel, and the construction of the world's highest railway bridge, the Chenab Bridge. Additionally, India has set records by unveiling iconic landmarks like the Statue of Unity – the world's tallest statue and embarked on transformative projects like the Zojila Tunnel, Asia's longest tunnel, for all-weather connectivity in Ladakh. Further, from the architectural excellence of the Atal Setu in Mumbai, Bogibeel Bridge over Brahmaputra,

Jaiswal Bridge and Dhola- Sadiya Bridge in the northeast, the infrastructure landscape in New India is reaching unprecedented heights.

## Expanding National Highway Network

The progress of national highways in India has been remarkable in the last

*The progress of national highways in India has been remarkable in the last 10 years, reflecting a significant increase in budget allocation and construction pace. Since 2014, there has been a 500% increase in the road transport and highway budget allocation, leading to a substantial enhancement in infrastructure development. The speed of highway construction reached an impressive 37 km/day in 2020-21, marking a record for the fastest highway construction in India*

10 years, reflecting a significant increase in budget allocation and construction pace. Since 2014, there has been a 500% increase in the road



**Abhishek Gupta**  
General Secretary, AITWA

transport and highway budget allocation, leading to a substantial enhancement in infrastructure development. The speed of highway construction reached an impressive 37 km/day in 2020-21, marking a record for the fastest highway construction in India.

Moreover, the National Highway (NH) network has expanded by 60% from 91,287 km in 2014 to 1,46,145 km by the year 2023. The length of 4-laned NH has increased by 2.5 times, from 18,387 km in 2014 to 46,179 km, as of November 2023.

With a comprehensive network spanning 1,46,145 km, national highways play a crucial role in connecting regions and spurring economic growth across the country, complementing the extensive state highways spanning 1,79,535 km and other road infrastructure spanning 65,45,403 km.

## Bharatmala Pariyojana

The Bharatmala Pariyojana was launched with the primary focus on optimizing the efficiency of the



movement of goods and people across the country. The key components of the Pariyojana are Economic corridor development, Inter-corridor and feeder routes development, National Corridors Efficiency Improvement, Border, and International Connectivity Roads, Coastal and Port Connectivity Roads and Expressways. 25 Greenfield high-speed corridors have been envisaged for development under Bharatmala Pariyojana. Out of which, 20 are completed or under various stages of implementation. 34,800 km of National Highway length was planned for development under Phase-I of Bharatmala Pariyojana. As of Dec-2023, 15,549 km out of 34,800 km have been completed.

#### **Transformation of Rural Connectivity**

India has witnessed significant progress in rural road infrastructure, with an impressive **3.74 lakh km of roads constructed** since 2014 under the Pradhan Mantri Gram Sadak Yojana (PMGSY). This achievement has resulted in over 99% of rural habitations being connected, demonstrating the government's commitment to enhancing accessibility and connectivity in rural areas. As of now, a staggering **7.55 lakh km of rural roads** have been completed as compared to 3.81 lakh km of roads in 2013-14.

#### **Advancements in India's Rail Network**

India's railway development reflects a remarkable stride towards modernization and improved connectivity, showcasing the Government's commitment to enhancing transportation infrastructure for the nation's progress.

#### **Redevelopment of 1318 Railway Stations**

The Amrit Bharat Station Scheme has

been launched for the development and modernisation of Railway stations in India. This scheme envisages the development of stations continuously with a long-term approach. The scheme has seen significant progress with 1318 stations selected for redevelopment.

#### **Electrification of India's Railways**

With a vision of providing eco-friendly, faster, and energy-efficient modes of transportation, Indian

***With a vision of providing eco-friendly, faster, and energy-efficient modes of transportation, Indian Railways is marching ahead towards 100% electrification of Broad-Gauge tracks. Total Broad Gauge (BG) network of 61,508 Route Kms have been electrified up to December 2023 which is 93.83 % of the total Broad-Gauge route (65,556 RKMs) of Indian Railways***

Railways is marching ahead towards 100% electrification of Broad-Gauge tracks. Total Broad Gauge (BG) network of 61,508 Route Kms have been electrified up to December 2023 which is 93.83 % of the total Broad-Gauge route (65,556 RKMs) of Indian Railways.

#### **New Routes and Airports**

India's aviation sector has witnessed significant expansion with 545 routes

operationalised under the Ude Desh ka Aam Nagrik (UDAN), aimed at improving air connectivity to unexplored regions. Alongside route expansion, 21 Greenfield Airports have been identified for development in the country, out of which 12 have been operationalised reflecting the government's commitment to enhancing air travel infrastructure. With 158 operational Airports and the construction of 84 airports over the last decade, India's aviation network is rapidly evolving and over 1.36 crore people have already travelled till March 13, 2024.

#### **Harnessing India's Waterways**

India's waterways have seen significant development, with 111 waterways designated as National Waterways (NW) under the National Waterways Act, of 2016, showcasing the nation's commitment to enhancing inland water transportation infrastructure. This recognition aims to boost connectivity, promote trade, and facilitate smoother transportation of goods and passengers across diverse regions of the country.

#### **Sagarmala Programme**

The government has launched the Sagarmala Programme to foster port-led development, reducing logistics costs, and accelerating economic growth. The programme includes projects from various categories such as the modernisation of existing ports and terminals, enhancement of port connectivity, fishing harbours, skill development and technology centres, etc. There are 839 projects worth investment of approximately Rs. 5.8 Lakh crore for implementation under the Sagarmala Programme. Out of which, 241 projects worth ~Rs. 1.22 lakh crore have been completed. To date, a total of 171 projects worth Rs. 4525 Cr. have been supported under



the Sagarmala scheme for partial funding. Out of 171 projects, 55 projects have been completed.

### Coastal Connectivity with RoPax Services

The Government has undertaken the development of 63 infrastructure projects at 57 locations to facilitate passenger and cargo transportation through RoPax and Passenger ferry services, of which 10 projects have already been completed and 4 locations are now operational. This improved connectivity through RoPax services has stimulated economic activities in coastal regions by facilitating unhindered movement of goods and people, which in turn has contributed to the development of local industries and tourism.

No doubt, the government has done a remarkable job in infrastructure development. For sure, this effort will bring progress, economic prosperity and a better lifestyle too. But, when we talk about progress, often we forget to address the transportation and logistics sector, which are the backbone of India's solid economy.

Believe it or not, building the right network and ensuring flows along the right mode of Road has become the dominant mode of transport for India's freight traffic. Current plans earmark



half of the planned investment for roads even as capacity on rail and waterways (including last-mile connections) remains inadequate. However, to meet the demands of growing freight traffic, a shift to more economically as well as environmentally suitable modes i.e., waterways and rail is vital. In addition to a greater emphasis on rail and waterways, the right mode of transport has to be used. Ideally, rail and waterways should be prioritised for long distances, 10 rail for medium distances<sup>11</sup> and roads including expressways, for shorter stretches.

Such a balanced modal approach would lower transportation costs, achieve greater efficiency and be more environment-friendly.

We must remember, that the logistics sector plays a pivotal role in India's economy. Since a large part of India's future logistics network is still to be built, the country has a chance to build infrastructure optimally, to meet the growing demand. Doing so requires an integrated and coordinated approach in which the development of each mode—railways, waterways and roads—is matched to the needs and existing assets are better utilised.

X



*An honest man never fears the  
eyes of strangers.*

*Brahma Kumaris*





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# Modern-day Commercial Vehicle Safety Design Reflects the Next Frontier of Auto Intelligence



One are the days when vehicles were merely a form of transportation to ferry individuals from point A to point B. We have now entered a realm where any mode of transportation comes with the expectation of being smart, convenient, and delivering more than just motion. The demand today is for a data center on wheels. Processing data and improving services and efficiency aren't the only prerequisites for new-age vehicles, as the industry focuses on enhancing safety and adopting environment-friendly practices.

With the sales of Commercial Vehicles on the rise in India, up by 34.3% according to the Society of Indian Automobile Manufacturers (SIAM) 2023 report, safety has become an imperative feature. Automotive manufacturers and suppliers are placing immense emphasis on designing technology that will minimize risk-to-life to a significant extent.

In the realm of commercial vehicles (CVs), safety design has gone through a noticeable evolution over the last few years. For decades safety innovation focused on mechanical safety features

— through crash boxes, improving seating, or engine positions. The focus was also on ensuring the right infrastructural designs were in place through regulations and policies. But eventually, we reached a point of saturation with our innovations and designs.

That is when a new era dawned as electronic systems took center stage and began revolutionizing safety features. In the 1970s, the implementation of anti-lock braking systems (ABS) skyrocketed, helping deliver enhanced control to drivers and reducing accidents to a large





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extent.

While active measures (like ABS) faced initial complexity and cost challenges, passive safety measures gained substantial momentum. As is common knowledge, vehicle safety design focuses on active and passive safety. Active safety features prevent accidents from occurring in the first place. In contrast, passive safety features reduce the severity of the consequences in case accidents are unavoidable. Anti-lock Brake System (ABS) is an early example of active safety measures, while supplemental restraint systems (SRS) which involves the deployment of airbags, is an example of passive safety measures. With the emergence of electronics, the industry began further analyzing anti-lock braking systems.

Today, engineers are working on revolutionizing safety for commercial vehicles around the world and the importance of this cannot be overstated. Let's look at a scenario that best defines today's commercial vehicles. In the unfortunate occurrence that an individual was to accidentally find themselves in the path of a 40-tonne truck hurtling down a highway at 80-odd kilometers an hour, and the driver fails to react in time to apply the brake, the Automatic Emergency Brake System (AEBS) will take over and ensure the truck stops in time. Globally, prevalent safety features include Active Brake Assist (ABA), Lane Change Assist, Sideguard Assist for pedestrians and cyclists, Stability and Roll Control Assist, and Traffic Sign Assist amidst a clutch of similar such technologies. Indian OEMs are now slowly but surely picking up on the global trends, as the Indian Government also makes a proactive effort to implement

regulations that heighten the safety landscape.

With the shifting narrative and improved innovation in CVs, it is worth understanding the crucial technology contributing to safety systems in our vehicles today, according to an Express Mobility article.

Advanced Driver Assistance Systems (ADAS): These systems incorporate

***Advanced Driver Assistance Systems (ADAS): These systems incorporate sensors like radars, cameras, and radar to provide real-time data about the vehicle's surroundings. They offer features such as adaptive cruise control, lane-keeping assist, blind-spot monitoring, automatic emergency braking, and more, greatly reducing the risk of accidents caused by driver error***

sensors like radars, cameras, and radar to provide real-time data about the vehicle's surroundings. They offer features such as adaptive cruise control, lane-keeping assist, blind-

spot monitoring, automatic emergency braking, and more, greatly reducing the risk of accidents caused by driver error.

Telematics and Connectivity: The Internet of Things (IoT) has brought connectivity to commercial vehicles. Telematics systems enable remote monitoring of a vehicle's performance and driver behavior. Fleet managers can receive alerts and reports in real-time, allowing them to take proactive measures to enhance safety and efficiency.

Predictive Analytics: Data-driven insights have become invaluable in the pursuit of safety. By analyzing historical data, they can predict maintenance needs, driver fatigue, and even accident-prone areas, allowing for proactive interventions.

As we prepare for the next era in safety, systems are evolving beyond traditional electronic control units (ECUs) and sensors. High-computing-capable systems will be more pertinent in the next decade. The focus is now on domain computers or vehicle computers, which integrate data from diverse sensors and solve issues using cutting-edge machine-learning algorithms. Additionally, seamless connectivity with backend systems empowers real-time information exchange to enable dynamic adjustments based on factors like weather, road, or traffic conditions.

With a highly competent and innovative workforce at our disposal commercial vehicle fleets will eventually become a lot safer and more intelligent. A new dawn is rising and promising breakthroughs in automotive intelligence and safety design will soon come to the fore.





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# India's Tyre Capacity Sufficient, No Need for Liberalising Imports: ATMA



**I**ndia has sufficient tyre manufacturing capacity and imports should not be liberalised through FTAs by way of duty concessions, said industry body Automotive Tyre Manufacturers' Association, reported PTI.

The automotive tyres rank at the forefront of those sectors where domestic manufacturing capabilities can render imports unnecessary, Automotive Tyre Manufacturers' Association (ATMA) has communicated to the Centre.

This was in response to the government seeking feedback about sectors in which India has capabilities to be self-reliant so that upcoming FTAs could be drafted while safeguarding the interests of domestic industry, ATMA said in a statement.

The industry body has pointed out that imports should not be liberalised through FTAs by way of duty concessions.

India's domestic tyre industry, among the largest in the world, has an annual production exceeding 200 million units across various categories including two-wheelers, passenger vehicles, commercial vehicles, and off-road vehicles, it added.

Despite adequate manufacturing capacities, over Rs 2,000 crore worth of tyres were imported in the country in the first three quarters of FY24, an increase of 27 per cent over the same period in the preceding year, ATMA said.

"Over the last few years, the tyre sector has witnessed substantial investments, by leading manufacturers allocating

over Rs 35,000 crore towards capacity expansion, technology upgrades, and research and development. As the new capacities go on stream, it is important to meet the demand from domestic manufacturing rather than importing tyres," ATMA Chairman Arnab Banerjee said.

He further said the domestic tyre industry is today geared to meet all the requirements of domestic and international auto OEMs (original equipment makers) by way of design, development and ensuring regular supply of tyres for all categories and types of vehicles manufactured in the country.

"The industry is ahead of the demand curve in production of all types of tyres. As soon as a vehicle is conceived, tyre companies are ready with the fitments. As a result, auto OEMs are not importing tyres and the domestic tyre industry is meeting the requirements," Banerjee added.

ATMA said the domestic tyre industry is a significant employer, providing livelihoods to over 5 lakh people directly and indirectly employed in manufacturing, distribution, and related services.

"Prioritising domestic manufacturing of tyres is also essential as the livelihood of over 10 lakh rubber growers in the country depends upon the tyre industry that consumes over 70 per cent of the domestic natural rubber," it said.

By fostering domestic production and leveraging technological advancements, India can strengthen its position as a global leader in the tyre industry while generating employment, promoting sustainability, and driving economic growth. ATMA asserted.

Further, ICRA's projections for the Indian tyre industry in FY2025 indicate a moderate growth trajectory,



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Cargo Ships  
(Coastal Waters)



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Covered Area



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Network



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with domestic tyre volume expansion forecasted at 4-6 per cent, down from an estimated 6-8 per cent in FY2024. While revenue is expected to grow by 5-7 per cent, operating margins are likely to contract by 200-300 basis points due to rising input costs, particularly high natural rubber and crude oil prices.

The report cites healthy demand from original equipment manufacturers (OEMs) in the passenger vehicle (PV) and two-wheeler (2W) segments, along with replacement demand, as the primary drivers of domestic growth. However, growth in the commercial vehicle (CV) segment is expected to be subdued due to a brief pause in infrastructure activities and a high base effect. The replacement market, which contributes over two-thirds of industry volume, is forecast to remain stable.

Export volumes, on the other hand, are expected to remain subdued in the near term due to muted demand in key export markets like the US and Europe, further impacted by supply chain issues arising from the Red Sea crisis.

Speaking on this, Nithya Debbadi, assistant vice president and sector head at ICRA, stated, "Tyre exports are expected to remain moderate in the near term because of muted demand

growth in key export destinations, namely the US and Europe. Further, supply chain issues arising from the Red Sea crisis have raised freight costs

***Further, supply chain issues arising from the Red Sea crisis have raised freight costs (resulting in increased tyre costs) and elongated transit times. In terms of domestic factors, despite an elevated base, consumer segments are expected to record mid-single-digit growth (PV at 4-6 per cent, 2Ws at 5-7 per cent) on the back of healthy underlying demand***

(resulting in increased tyre costs) and elongated transit times. In terms of domestic factors, despite an elevated base, consumer segments are expected to record mid-single-digit growth (PV at 4-6 per cent, 2Ws at 5-7 per cent) on the back of healthy underlying

demand. However, growth in the CV segment is expected to be impacted by the brief pause in infrastructure activities due to the parliamentary elections and the Model Code of Conduct currently in force," reported Business Standard.

ICRA expects the industry's operating margins, which expanded to 15-17 per cent in FY2024 due to softening raw material prices, to contract in FY2025 as natural rubber prices have increased by 25-30 per cent in the past four months.

Investments in new capacity addition are likely to be moderate as existing capacities have adequate headroom, but the industry is expected to focus on debottlenecking, process improvements, and research and development for sustainable and smart tyres. With rising environmental concerns, the industry is also expected to invest in tyre retreading, which is forecast to grow at a compound annual growth rate (CAGR) of 7-9 per cent during FY2023-FY2026.

Overall, ICRA's outlook for the Indian tyre industry in FY2025 suggests moderate growth, with some headwinds due to rising input costs. The industry is expected to focus on operational efficiencies and technological advancements to navigate these challenges.

X



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you can understand how to love.***

*Brahma Kumaris*



## Dwell Time Performance (May 2024): Port wise



Pipavav	
Import 57.2 hrs	Export 106.8 hrs

Hazira	
Import 19.5 hrs	Export 120.5 hrs

Mundra	
Import 28.7 hrs	Export 114.0 hrs

Nhava Sheva (JNPA)	
Import 24.1 hrs	Export 74.6 hrs

Kandla	
Import 44.7 hrs	Export 99.3 hrs

Tuticorin	
Import 33.2 hrs	Export 66.5 hrs

Kochi	
Import 40.6 hrs	Export 88.5 hrs

New Mangalore	
Import 41.9 hrs	Export 58.5 hrs

Kattupalli	
Import 67.9 hrs	Export 89.3 hrs

Ennore	
Import 54.4 hrs	Export 108.7 hrs

Chennai	
Import 53.2 hrs	Export 97.0 hrs

Kolkata	
Import 42.3 hrs	Export 121.8 hrs

Visakhapatnam	
Import 69.4 hrs	Export 85.8 hrs

Haldia	
Import 64.2 hrs	Export 128.3 hrs

Indicates decrease/increase (+/- 10% or above) in dwell time from last month

Note: • Only for New Mangalore - Dwell time does not include the free time at the port  
 • All values are in hours

Source: NICDC Logistics Data Services Limited



# Cast Aluminum Alloy Wheels Enhance Overall Driving Dynamics

In recent years, the automotive industry has witnessed a significant shift towards lightweight construction, driven by stringent environmental regulations and the growing emphasis on energy efficiency. This shift has propelled the adoption of innovative materials like aluminum alloys, particularly in the realm of wheels. According to the European Aluminum Association, reducing vehicle mass by just 100kg can lead to substantial fuel savings and a significant decrease in CO2 emissions.

Aluminum, with its lightweight properties, exceptional plasticity, and recyclability, has emerged as the material of choice for modern automobiles. Cast aluminum alloy wheels, manufactured by pouring molten metal into molds, have garnered considerable attention in the market due to their unique characteristics.

These wheels, renowned for their lightweight nature, heat resistance, and corrosion resistance, have become integral components in the automotive landscape. As automotive companies increasingly recognise the benefits of aluminum alloy wheels, their utilisation continues to expand, reshaping the landscape of vehicle design and performance.

Cast aluminum alloy wheels present a host of advantages that make them an excellent choice for vehicle enthusiasts, according to an Express Mobility article. Here's why you should opt for cast aluminum alloy wheels:

**Lightweight design:** Cast aluminum alloy wheels are celebrated for their lightweight construction as compared

to steel wheels. This characteristic not only enhances vehicle performance but also contributes to fuel efficiency by reducing overall weight. Moreover, the lighter weight puts less strain on the vehicle's suspension system, extending its lifespan.

**Resistance to corrosion:** Unlike traditional steel wheels, cast aluminum alloy wheels exhibit exceptional resistance to rust and corrosion. Investing in high-quality cast aluminum alloy wheels ensures long-lasting durability, as they are inherently resistant to environmental elements that can cause corrosion.

**Enhanced heat dissipation:** Cast aluminum alloy wheels possess superior heat dissipation properties, making them well-suited for challenging driving conditions. They efficiently dissipate heat generated during operation, contributing to improved brake performance. This ensures optimal braking performance even under strenuous situations, as heat generated during braking is effectively released.

**Aesthetic appeal:** In addition to their functional benefits, cast aluminum alloy wheels offer a sleek and modern design that enhances the overall aesthetics of the vehicle.

**Sustainability:** Cast aluminum alloy wheels are environmentally friendly options, as aluminum is highly recyclable. Choosing cast aluminum alloy wheels promotes sustainability by reducing the need for new raw materials and minimising waste.

Cast aluminum alloy wheels are instrumental in elevating the performance of automobiles, providing a range of advantages that

greatly enhance overall driving dynamics. These wheels exert their influence in several ways: Firstly, their lightweight composition enhances suspension, thereby bolstering stability and maneuverability on the road.

Secondly, their flexibility and lightness make them well-suited for navigating rough terrain, ensuring a smooth driving experience even off-road. Moreover, their minimal impact on vehicle weight contributes to faster acceleration, particularly beneficial for high-performance vehicles. Additionally, their excellent heat resistance enables efficient dissipation of braking heat, prolonging brake life and ensuring optimal braking performance. Finally, the reduced weight of these wheels translates to improved fuel economy, offering benefits for both city and highway driving scenarios.

In conclusion, the significance of cast aluminum alloy wheels in modern vehicles cannot be overstated. These wheels play a vital role in shaping the future of automotive design and performance, offering a perfect balance of functionality, durability, and aesthetic appeal.

With their lightweight construction, enhanced suspension, off-road capabilities, and contributions to improved fuel economy, cast aluminum alloy wheels represent a cornerstone of automotive innovation. As technology continues to evolve, these wheels are poised to remain at the forefront of automotive engineering, driving advancements in vehicle performance and setting new standards for efficiency and driving dynamics.



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# Auto Industry Identifies 28 Components to Reduce Imports



**I**ndia's automobile sector has identified 28 key components for indigenisation as part of the 'localisation roadmap' to accelerate the 'Make in India' initiative.

Society of Indian Automobile Manufacturers (SIAM) director-general Rajesh Menon told FE that these components are critical to maintain the growth rate. "It is estimated that the forex savings on account of the ongoing localisation efforts have already saved over ₹7,000 crore," said the executive, reported Express Mobility.

Accordingly, original equipment

manufacturers (OEMs) have requested their component suppliers to work on ways to locally manufacture these components, which include high-end electrical and electronic parts.

"Locally available components will reduce the dependence of OEMs on imports in line with the auto industry's commitment to 'Atma Nirbharta' and also enhance the export potential of the component industry," Menon said.

Besides, he said the PLI schemes for the automotive sector act as a catalyst for localisation of advanced auto components and are already providing the necessary ecosystem for

companies to invest in and manufacture in India.

The identified component list includes automatic transmission, power control units, various sensors, actuators, miniature motors, combined charging systems, and 6- and 10-layer printed circuit boards (PCBs), among others.

In 2021, under the aegis of the SIAM 'Atmanirbhar Sourcing Group', all of SIAM's OEMs along with Automotive Component Manufacturers Association (ACMA) members agreed on a 'localisation roadmap'. As part of this detailed roadmap, it was agreed that the OEMs would reduce their import content by 3-5% by 2022 and by 16-20% by 2025, thereby reducing imports to the tune of ₹20,000 crore-₹25,000 crore in five years.

"We did an assessment study in 2023 to understand the progress made on the committed roadmap, and the study clearly highlighted that the industry achieved a reduction of imports by about 5.8% in two years, compared with the target of 3-5% it had set for itself for the timeline," Menon said.

Menon highlighted the ongoing work on 16 components, which is also the result of joint ventures formed by component manufacturers to make these in the country.

The ongoing component localisation includes local manufacturing of parts of the sunroof, air bags, seatbelts, electronic stability control units, power steering motor control units, two-wheeler EV motors, urea tank systems, and aluminium alloy wheels.

India's automobile sector has become the world's third-largest, with passenger vehicle sales surging past the 4-million unit mark in 2023. At present, the sector has a turnover of over \$180 billion and accounts for about 40% of manufacturing GDP.



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# Auto Parts Makers to Inject Rs 25,000 Crore for EV Business: ICRA



**T**o support India's journey to electrification, auto component makers will make investments of Rs 25,000 crore in 3-4 years to make components for the electric vehicle industry.

This capital expenditure will be used for capacity building, technology and product enhancements, research and rating agency ICRA said. About 45-50% of this, would be towards battery cells.

"The PLI (production linked Incentive) scheme, recent e-vehicle policy and state incentives would also contribute to accelerating capex. The larger projects (especially for battery cell localisation) are expected to be funded partly by debt initially," said Shamsher Dewan, Senior Vice President and Group Head –

Corporate Ratings, ICRA, reported Financial Express.

At present, only around 30-40% of the EV supply chain is localised. Battery cells largely remain imported. Typically, battery packs are the single most expensive item in an EV, making up around 40% of the cost of the vehicle.

Chassis components that require minimal technology upgradation are manufactured locally. There has been substantial localisation in traction motors, control units, and battery management systems over the years.

"To achieve mass-scale penetration of EVs and a competitive cost structure, India will need to create its own ecosystem for developing battery cells locally. In ICRA's view, the demand for EV battery in India (for domestic

sales alone) is expected to reach ~15 GWh by 2025 and ~60 GWh by 2030," Dewan said.

Tata Sons and Suzuki are setting up EV battery cells making plants in Gujarat. Exide Industries will setting up a plant in Karnataka while JSW Group chose Odisha for an EV battery plant.

ICRA expects EVs to account for around 25% of domestic two-wheeler sales and 15% of passenger vehicle sales by 2030.

Accordingly, the rating agency projects the Indian e-2W component market potential to exceed Rs 100,000 crore by 2030, while the e-passenger vehicle (e-PV) component is foreseen at another Rs 50,000 crore at least, in terms of revenue potential for ancillaries.

X



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# Ashok Leyland Q4 Net PAT upto 17% to INR 934 Crore

**C**ommercial vehicle maker Ashok Leyland reported a growth of 16.73% in its consolidated net profit at INR 933.69 crore in the quarter ended March 2024. The company reported a PAT of INR 799.87 crore in the corresponding period of last year, stated an ET Auto article.

Revenue from operations during Q4 FY24 increased to INR 13,577.58 crore, as against INR 13,202.55 crore in Q4 FY23.

The board of directors of the company, at their meeting held on March 25, 2024, has declared an interim dividend of INR 4.95 per equity share of INR 1 each, for the year ended March 31, 2024.

Ashok Leyland's key subsidiaries Switch Mobility, Ohm Mobility, Hinduja Leyland Finance and Hinduja Tech are progressing well and continue to add immense value to Ashok Leyland's future. Hinduja Tech has recently closed a USD 50 mn investment from Private Equity investors to pursue further acquisitions, said the company.

On the outlook, Dheeraj Hinduja, Chairman, Ashok Leyland Limited said, "We continue to be optimistic about our industry prospects in the short to medium terms backed by anticipated robust growth in the Indian economy."

For the full year FY24, the company reported a net consolidated PAT of INR 2,696.34 crore when compared to INR 1,358.82 crore in FY23.

Further, Hinduja Group flagship company Ashok Leyland has lined up 5-6 product launches this year in the light commercial vehicle segment, a



top official said.

The city-based medium and heavy commercial vehicle maker has earmarked Rs 500 to Rs 700 crore as Capital Expenditure for this financial year, said Managing Director and CEO Shenu Agarwal, reported PTI.

"Starting from May, every alternate month we are going to launch a new product (under LCV segment)," he said, but declined to elaborate on the product specifications.

Hinduja said, "We are looking at expanding our LCV product portfolio to cover at least 70-80 per cent of the market share in the next few years. The LCV presents a huge potential for us to grow our CV volumes in the future."

Ashok Leyland would also launch the electric vehicle IeV 3 under the company's subsidiary Switch Mobility, he said.

"In March, we launched the IeV 4 light commercial vehicle. We will be launching IeV3 in the next few

months," he said.

To a query, Agarwal said Ashok Leyland spent Rs 500 crore last financial year and this financial year too, Rs 500- Rs 700 crore has been set up as Capital Expenditure.

On the company's proposed plant in Uttar Pradesh, he said it has been "progressing well" and construction activities at the manufacturing site were expected to begin in the next "few weeks".

Hinduja said, "Going forward, we are confident of increasing our market share in both the trucks and the bus segment. Our medium-term goal of achieving 35 per cent market share in the MHCV segment remains intact."

On the expansion plan, he said, "Our focus remains on penetrating further in North and East to bridge the 30 per cent mark in market share. We have already achieved 25 per cent market share in North and are very close to 25 per cent market share in East as well."



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कमर्शियल वाहन ऋण के साथ



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- ✓ वर्किंग कैपिटल का लाभ उठाने के लिए मौजूदा फ्री वाहन का उपयोग करें।
- ✓ पेशकशों के विस्तृत सूची - पुनर्वित्त, पुर्नखरीद, टॉप-अप, रीफाईनेन्स और बैलेंस ट्रांसफर 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

- ✓ ट्रांसपोर्टर्स 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 बैलेंस 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 यस बैंक के किसी भी उत्पाद/सेवा को खरीदने या कोई अधिकार या दायित्व बनाने के लिए निमंत्रण या आग्रह नहीं माना जाएगा। बैंक उत्पादों की बिक्री/विपणन आदि में एजेंटों की सेवाओं का उपयोग कर सकता है। यस बैंक करता है ब्यौरे में दी गई किसी बात पर भरोसा करते हुए किसी के द्वारा किए गए किसी नुकसान या खर्च किए गए डोमन के लिए कोई आदत या जिम्मेदारी नहीं लें। साइट पर प्रदान की गई सामग्री या सूचना और/या तीसरे पक्ष के कृत्यों/चूक के कारण।



# Consequence Of Standing Atop Of A Moving Truck

**A** 20-year-old man standing atop of a moving truck died after his head hit a metro station beam in northwest Delhi's Adarsh Nagar area on Wednesday, police said.

Mahendra Park police station received a call regarding the incident in a fruit market in Azadpur.

A team was rushed to the spot and they found that the truck driver took Mohammad Bilal to BJRM Hospital where he was declared dead, a senior police officer said.

To know the sequence of events, police checked the CCTV footage of

*To know the sequence of events, police checked the CCTV footage of the nearby places and found that Bilal was standing on the top of the truck facing the rear side, the officer said*

the nearby places and found that Bilal



was standing on the top of the truck facing the rear side, the officer said.

In one of the footage, he was seen standing but moments later when the truck crossed Adarsh Nagar Metro Station, Bilal was lying on the floor of the truck, the officer said.

According to the police, Bilal's head

bumped into the beam of the metro station and he collapsed.

Prima facie, it seems that the man died because of this. The spot and the truck were inspected by the crime and FSL teams, the officer said, adding that an FIR has been registered and a probe is underway.

X

*"Challenges contain the seeds of our glory."- Aniekee Tochukwu Ezekiel*





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# Nitin Gadkari: A Man of Vision, A Committed Minister

A lot has been changed gradually after Sh. Nitin Gadkari took over as the minister for Road Transport and Highway. Step after step, he is implementing laws and plans to uplift the logistics and transport sectors. His visionary plans have now wings with international-level roads across India. No doubt the infrastructure is undergoing a sea of change. Along with the infrastructural development, he is also emphasizing the health issues of truck drivers – one of the reasons for a shortage of drivers. This is the reason why a law is all set to be introduced to determine the working hours for truck drivers. This step is expected to reduce road accidents by 50 per cent before the end of 2025, according to the minister. Participating in an outreach campaign 'Sadak Suraksha Abhiyan' during Road Safety Week, he said that the road ministry is committed to reducing road fatalities and injuries and has undertaken multiple initiatives across all 4Es of Road Safety -- Engineering, Enforcement, Education and Emergency Care.

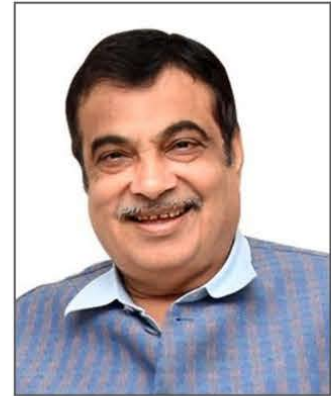
He further added that the law to determine the working hours of truck drivers is in welfare for the 'Highway Heros' and will drastically impact the accidental equations on the Indian roads. According to various media

houses, the minister for Road Transport and Highways has pitched for fixed driving hours for commercial truck drivers similar to that of pilots, as well as on-board sleep detection sensors in commercial vehicles.

As per the media houses, in a series of tweets, Minister - Nitin Gadkari said driving hours for truck drivers should

***As per the media houses, in a series of tweets, Minister - Nitin Gadkari said driving hours for truck drivers should be fixed similar to pilots' to reduce fatigue-induced road accidents. He also stated that 'I have directed officers to work on a policy to include On-Board Sleep Detection Sensors in Commercial Vehicles, at par with European standards'***

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**Nitin Gadkari**

Union Minister of Road Transport and Highways, Govt. of India

Board Sleep Detection Sensors in Commercial Vehicles, at par with European standards'.

Additionally, the minister said that he would write letters to chief ministers and district collectors to ensure that district road committee meetings are held regularly. This message was revealed after he attended the introductory meeting of new members nominated to the National Road Safety Council (NRSC). In addition, Sh. Gadkari also said that he has now directed the council to meet every two months and share their updates.

The ministry plans to observe the Road Safety Week (RSW) from January 11 to 17 under 'Swachhata Pakhwada' to propagate the cause of safer roads for all.

For all his strategies and actions, and his work ethic to dedicatedly keep moving ahead towards the goal is a lesson to learn for all. Perhaps this is why he is one of the most popular and respected ministers in the BJP-led NDA government. No doubt he is a man with a vision, committed to working tirelessly.

X

*"Difficulties strengthen the mind, as labor does the body."-Seneca*



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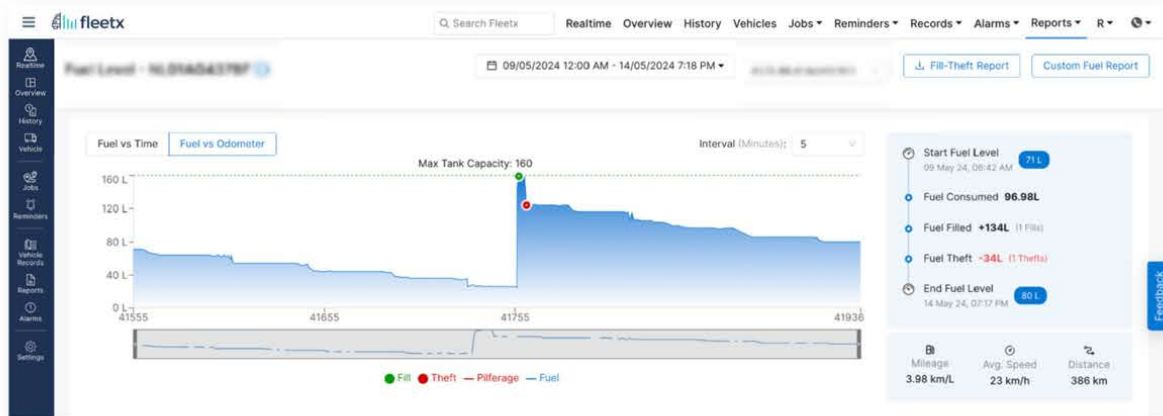
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Adaptability to change has become the underlying paradigm in an increasingly connected world to meet the emerging needs of consumers. The logistics industry is poised to change, with supply chain professionals taking the lead to innovate a sustainable global economy. Their role will become more instrumental in shaping future landscapes of commerce and trade.

The future of supply chain management is bright, with technology leading the way towards a

more efficient, transparent, and sustainable industry

To explore the transformative power of supply chains, warehousing, cold chains, logistics, and sustainability in shaping the future of the world, The Mahindra Logistics presents ET NOW Supply Chain Management and Logistics Summit 2024, Strategic Partner Oracle and Co-presented by DTDC Express, set to take place on 28th June at Taj Palace, New Delhi aims to bring together industry leaders, policymakers, and experts to explore, exchange insights, and chart a course toward a more efficient, sustainable, and resilient supply chain ecosystem.

Looking forward to the future of digital supply chains and how automation is reshaping the supply chain ecosystem, The Mahindra Logistics presents ET NOW Supply Chain Management and Logistics Summit 2024, Strategic Partner Oracle and Co-presented by DTDC Express, aims to be pivotal in shaping the industry's trajectory, providing a forum for the exchange of ideas and

the development of innovative solutions.

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## **Expo**

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## **Awards**

Celebrate outstanding organizations recognized for their exceptional achievements, exemplary practices, and significant impact on the industry.

The summit aims to reaffirm and echo India's commitment to changing its trade landscape and achieving global leadership through world-class infrastructure, institutional reform, and sustainable practices.



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# Opportunity for India to Become Global Manufacturing Hub



**I**ndia is well-positioned to become a crucial player in the inevitable transition to zero-emission freight vehicles. The country is experiencing historical growth — urbanisation, population increase, the rise of e-commerce, and increasing income levels have heightened the demand for goods and services.

This is the most significant reason that the road freight sector is expected to grow fourfold by 2050 to meet this rising demand. The trucking market is expected to grow over 4x by 2050 — fueling India's economy and transportation emissions.

Presently, India is the world's sixth-largest economy, with a GDP close to US\$3 trillion and growing. The freight transportation sector is growing rapidly to ensure more goods and products reach a rising number of end

consumers. The current data suggests that India transports ~4.6 billion tonnes of freight annually, generating transport demand of 2.2 trillion tonne-kilometres (tonne-km) at the cost of ₹9.5 lakh crore.

Of course, the demand for goods is rising with urbanisation, population increase, the rise of e-commerce, and rising income levels. As this demand continues to grow, associated road freight movement is expected to increase to 9.6 trillion tonne-km by 2050.

Road transport (i.e., trucks) carries the bulk of India's goods, around 70% of today's domestic freight demand. Heavy- and medium-duty trucks (HDTs and MDTs, respectively) are responsible for most of that road transportation. And as road freight travel continues to grow, the number of trucks is expected to more than

quadruple, from 4 million in 2022 to roughly 17 million trucks by 2050. In light of these market trends, zero-emissions trucks (ZETs) — including battery electric trucks (BETs) and fuel cell electric trucks (FCETs) — offer a compelling alternative to the diesel trucks that dominate India's road freight today.

ZETs do not have tailpipe emissions and have lower operating costs, presenting an opportunity for India to showcase how the adoption of ZETs is economically efficient and better for air quality, public health, and environment.

This where the opportunity arises for India to become global manufacturing hub. Of course, many countries are also transitioning away from diesel trucks after realising the true potential of economic and environmental benefits of ZETs. The European Union



has committed to electrifying freight vehicles, setting an objective to have 80,000 ZETs on the road by 2030; the United Kingdom has announced a pledge that all HDTs will be ZETs by 2040.

California adopted the Advanced Clean Trucks regulation requiring manufacturers to sell an increasing percentage of ZETs and the first global agreement on ZETs formed at COP26.

Increasingly, international platforms like the Zero Emission Vehicles Transition Council are creating global discourse on the ZET opportunity. Scaling ZET adoption can enable India to differentiate itself in the global export market. As supply chains continue to become increasingly global, the most substantial growth in freight and trucking demand will be from emerging markets like India. India has the opportunity to exhibit global leadership by scaling ZET adoption. The growth of India's ZET market will require coordinated private and public actions to increase the manufacturing supply of ZETs and deploy the supporting charging infrastructure. Ambitious policies are required to drive growth, seed the market, and accelerate ZET supply and demand.

#### **Positives from ZET:**

**1. ZETs can lead to sustained logistics cost savings** - Transportation costs are a major driver (62%) of overall logistics costs in India, accounting for 14% of India's GDP.<sup>5</sup> Since diesel fuel costs account for the overwhelming majority of transportation costs, ZET adoption can dramatically lower associated fuel costs by up to 46% over the vehicle's lifetime, with broad implications for the Indian economy.

**2. A robust domestic ZET market can transform India into a global**

**green hub for battery manufacturing** - ZETs would be a significant source of demand for domestically produced batteries (up to 4,000 gigawatt-hours [GWh] cumulative through 2050), supporting and underpinning the National Energy

***ZETs would be a significant source of demand for domestically produced batteries (up to 4,000 gigawatt-hours [GWh] cumulative through 2050), supporting and underpinning the National Energy Storage Mission and providing the impetus for the nation to become a low-cost and low-carbon manufacturing hub***

Storage Mission and providing the impetus for the nation to become a low-cost and low-carbon manufacturing hub.

**3. If produced at scale, the total cost of ownership (TCO) for ZETs in MDT segment can be less than diesel trucks, and TCO parity can be reached in the HDT segment by 2027** - Currently, ZETs have a higher upfront cost compared to diesel trucks, but ZETs also have significantly lower per-kilometre operating costs.

**4. With supportive policies ZETs can achieve an 85% sales penetration by 2050** - With cost competitiveness, and technology maturity, nearly 9 in 10 trucks sold in 2050 can be ZETs.

**5. ZETs can help shift India off oil import dependency, supporting the vision of a self-reliant India** - Today, road freight accounts for more than 25% of oil import expenditures—and is expected to grow over 4x by 2050. ZET adoption can eliminate a cumulative total of 838 billion litres of diesel consumption by 2050, which would reduce oil expenditures by ₹116 lakh crore through 2050.

**6. Widespread ZET adoption could reduce cumulative trucking particular matter (PM) and nitrous oxide (NOx) pollution ~40% by 2050, substantially improving air quality in India** - Today, trucks represent just 3% of the total vehicle fleet (including both passenger and freight) yet are responsible for 53% of PM emissions.<sup>6</sup> A purposeful transition to ZETs can lead to considerable improvements in air quality and benefit citizens' public health.

**7. Widespread ZET adoption could reduce annual trucking carbon emissions 46% by 2050, lowering the nation's greenhouse gas (GHG) emissions** - The trucking sector is responsible for one-third of transport-related CO<sub>2</sub> emissions in India. A determined transition to ZETs can lead to 2.8–3.8 gigatonnes of cumulative CO<sub>2</sub> savings through 2050, which is equal to or greater than India's entire economy-wide annual GHG emissions today.

**8. The early state of the overall ZET market in India requires a coordinated ecosystem approach spanning the public and private sectors** - Such an approach can help overcome challenges such as the upfront capital needed to make the ZET transition through a combination of finance, technology, infrastructure, and policy strategies.



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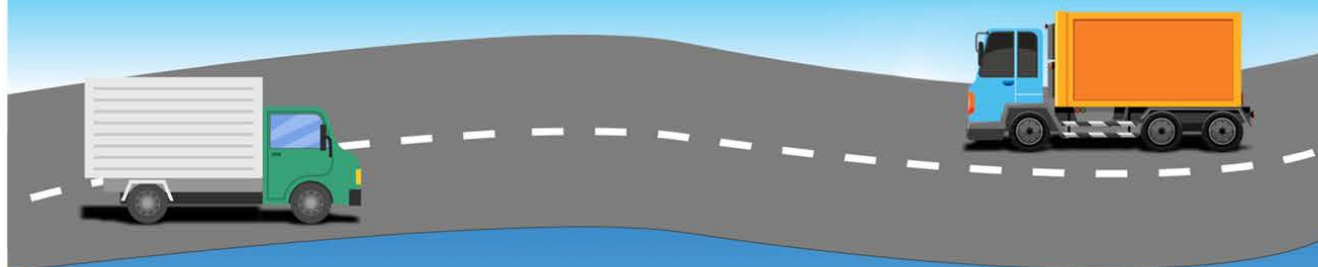
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## 7

## Golden Rules of Driving

India has the dubious distinction of being the accident capital of the world. With an accident happening every six minutes & a fatality every ten minutes, it is important for us to follow the Golden Rules of Driving and make our roads safer again!



1

**Speed Guidelines**

Follow Road Speed Guidelines diligently; a journey that stretches on for a few minutes longer is infinitely desirable than losing a life.



2

**Blind Overtaking**

Blind overtaking is to be avoided, for it not only endangers one's own life, but also the lives of co-passengers and the travellers in the oncoming vehicle (s).



3

**Vehicle Maintenance**

Lax Vehicle Maintenance is often the cause of accidents. Steering & suspension components are some of the oft-neglected, yet highly vital aspects that must be checked.



4

**Air Pressure**

Incorrect air-pressure levels can seriously destabilize a vehicle. They lead to blow-outs in extreme cases. Weekly tire pressure checks and/or before a long trip help go a long way.



5

**Adequate Sleep**

Ensure adequate sleep before getting behind the wheel. Drivers sleeping off when in motion are one of the key reasons for high accident rates.



6

**Alcohol**

Alcoholic intake or consumption of intoxicants is best avoided when driving.



7

**Seatbelts**

The simple act of wearing a seatbelts before starting out is an important life-saving habit.







## इस गर्मी में सड़क पर सुरक्षित रहें।

### नमस्ते ट्रक ड्राइवर भाईयों!

जैसा कि आप जानते हैं, भारत में गर्मियां बहुत भयंकर होती हैं। लेकिन आप हमारे देश को सबसे गर्म मौसम में भी चलाते रहते हैं। आप सड़कों के योद्धा हैं, जिनके बिना हमारा देश थम जाएगा।

लेकिन गर्मी का मौसम आपके स्वास्थ्य के लिए खतरा बन सकता है। इसलिए आज, हम आपके लिए कुछ ज़रूरी बातें लाए हैं, जिनसे आप इस गर्मी में सड़क पर सुरक्षित और स्वस्थ रह सकते हैं।

### गर्मी से कैसे बचें:

- अपनी यात्रा की योजना बनाएँ: जितना हो सके, दिन के सबसे गर्म समय (दोपहर 12-4 बजे) में गाड़ी चलाने से बचें।
- जब भी संभव हो छाया में पार्क करें: अगर आपको सीधी धूप में रुकना पड़े, तो केबिन को ठंडा रखने के लिए विंडशील्ड सनशेड का इस्तेमाल करें।
- ढीले, हल्के रंग के, सूती कपड़े पहनें: तंग कपड़े और गहरे रंग के कपड़े पहनने से बचें जो गर्मी को सोख लेते हैं।
- पूरे दिन अपने चेहरे और गर्दन को ठंडा रखने के लिए गीला तौलिया या रूमाल रखें।
- अपनी आँखों और सिर को धूप से बचाने के लिए धूप का चश्मा और चौड़ी टोपी ज़रूरी है।

### नियमित रूप से पानी पिएँ

- पानी आपका सबसे अच्छा दोस्त है! रोज़ाना कम से कम 4 लीटर ठंडा पानी साथ रखें। हर 15-20 मिनट में एक गिलास पानी पीने का लक्ष्य रखें, खासकर ब्रेक के दौरान।
- मीठे पेय और बहुत ज़्यादा चाय/कॉफ़ी पीने से बचें। ये शरीर में पानी की मात्रा को कम करते हैं। प्राकृतिक इलेक्ट्रोलाइट्स के लिए छाछ (लस्सी) या नारियल पानी पिएँ।

### खाना और आहार:

- हल्का, आसानी से पचने वाला खाना खाएँ: मसालेदार खाना प्यास बढ़ा सकता है। तरबूज, खरबूजा और खीरा जैसे फल और वैजिटेबल्स चुनें जिनमें पानी की मात्रा ज़्यादा हो।
- भारी भोजन से बचें जिसे पचाने में बहुत ज़्यादा ऊर्जा लगती है। अपनी यात्रा के दौरान फल, सलाद और लस्सी, दही का सेवन करें।
- खाना न छोड़ें! नियमित रूप से खाने से आपकी ऊर्जा का स्तर बनाए रखने में मदद मिलेगी।

### अतिरिक्त सुझाव:

- ब्रेक लें! हर 2-3 घंटे में किसी ठंडी जगह पर जाएँ, भले ही आपको थकान महसूस न हो। बाहर निकलें, अपने पैरों को फैलाएँ और छाया में आराम करें।
- अपने शरीर की आवाज़ सुनें: गर्मी से थकावट के लक्षणों में चक्कर आना, सिरदर्द और अत्यधिक पसीना आना शामिल हैं। यदि आप इन लक्षणों का अनुभव करते हैं, तो तुरंत गाड़ी चलाना बंद कर दें, आराम करने के लिए ठंडी जगह ढूँढ़ें और खूब सारा तरल पदार्थ पिएँ।
- बुनियादी दवाइयाँ साथ रखें: आपात स्थिति के लिए पैरासिटामोल और ओरल रिहाइड्रेशन सॉल्यूशन (ORS) अपने पास रखें।

याद रखें, आपका स्वास्थ्य ही आपकी संपत्ति है! इन सरल सुझावों का पालन करके, आप इस गर्मी में सड़क पर सुरक्षित और स्वस्थ रह सकते हैं।

यात्रा में सुरक्षित रहें!

ALL INDIA TRANSPORTERS WELFARE ASSOCIATION -[AITWA]

M-5, Ashoka Centre, 4E/15, Jhandewalan Extn. New Delhi -110055

24X7 Help line number - 98102 67815 || Highway Heroes Ph no.- 99 88 44 1033



# Follow Traffic Rules, Avoid Accidents

## Informative Signs

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



## Traffic Rules in India

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

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

following cases:

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

and back of your vehicle.

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

X

*"It isn't the challenge that defines you. It's what you do with it." - Sharon Pearson*



## भारतीय राष्ट्रीय राजमार्ग प्राधिकरण ने राष्ट्रीय राजमार्ग अनुबंधों में बीमा जमानत बॉन्ड के कार्यान्वयन पर वर्कशॉप आयोजित की

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) ने अपने अनुबंधों के लिए बीमा जमानत बॉन्डों (आईएसबी) के कार्यान्वयन पर नई दिल्ली में एक वर्कशॉप आयोजित की। इस वर्कशॉप का उद्देश्य बीमा जमानत बॉन्ड के कार्यान्वयन में हुई प्रगति की समीक्षा करना और इसे व्यापक रूप से अपनाने हेतु हितधारकों की भागीदारी को बढ़ावा देना था। इस वर्कशॉप को राजेंद्र कुमार, सदस्य (वित्त) एनएचएआई; ए.के. सिंह, सीजीएम (वित्त) एनएचएआई; एन.बी. साठे, सलाहकार, एनएचएआई; और श्रीमती मंदाकिनी बलोधी, निदेशक, वित्तीय सेवा विभाग ने अपने संबोधन दिए। वर्कशॉप में केंद्र सरकार के विभिन्न मंत्रालयों और विभागों, बीमा कंपनियों, हाईवे ऑपरेटर्स एसोसिएशन ऑफ इंडिया (एचओआई)

और नेशनल हाईवे बिल्डर्स फेडरेशन (एनएचबीएफ) के प्रतिनिधियों ने भाग लिया।

वित्त मंत्रालय ने सभी सरकारी खरीदों के लिए बीमा जमानत बॉन्ड को बैंक गारंटी के समतुल्य बना दिया है। एनएचएआई बीमा कंपनियों और ठेकेदारों से बोली सुरक्षा और/या प्रदर्शन सुरक्षा जमा करने के एक अतिरिक्त तरीके के रूप में बीमा जमानत बॉन्ड का उपयोग करने का आग्रह कर रहा है। एनएचएआई को अब तक 164 बीमा जमानत बॉन्ड प्राप्त हुए हैं, जिनमें प्रदर्शन सुरक्षा के लिए 20 बॉन्ड और बोली प्रतिभूतियों के लिए 144 बॉन्ड शामिल हैं।

इस वर्कशॉप में दी गई जानकारी के अनुसार, लगभग 3,000 करोड़ रुपये मूल्य के लगभग

700 बीमा जमानत बॉन्ड विभिन्न बीमा कंपनियों द्वारा अब तक जारी किए जा चुके हैं। इन बॉन्डों (आईएसबी) की क्षमता को पहचानते हुए वर्कशॉप के दौरान पैनल सदस्यों ने एनएचएआई के अनुबंध प्रदान के वित्तीय साधन को इन्हें व्यापक रूप से अपनाने की हिमायत की। वर्कशॉप में विभिन्न चुनौतियों पर भी बात की गई और इस उपकरण को तेजी से अपनाने के लिए संभावित उपायों पर विचार-विमर्श किया गया।

बीमा जमानत बॉन्ड एक वित्तीय साधन है, जहां बीमा कंपनियां 'जमानत' के रूप में कार्य करती हैं और वित्तीय गारंटी प्रदान करती हैं कि ठेकेदार सहमत शर्तों के अनुसार अपने दायित्व को पूरा करेगा। ऐसे उपकरणों को व्यापक रूप से अपनाने से देश में बुनियादी ढांचे के विकास को सुदृढ़ करने में मदद मिलेगी।

## एनएचएआई ने राजमार्ग उपयोगकर्ताओं के साथ दुर्व्यवहार के लिए टोल संचालन एजेंसी को प्रतिबंधित कर दिया

आम जनता के साथ टोल (उपयोगकर्ता शुल्क) संचालक और उसके कर्मचारियों द्वारा दुर्व्यवहार पर कड़ी कार्रवाई करते हुए भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) ने राजस्थान में अमृतसर-जामनगर खंड के सिरमंडी टोल प्लाजा पर राष्ट्रीय राजमार्ग उपयोगकर्ताओं के साथ मारपीट और दुर्व्यवहार की एक घटना के लिए मेसर्स रिड्डी सिद्धि एसोसिएट्स को प्रतिबंधित कर दिया है।

सिरमंडी टोल प्लाजा पर टोल संचालन एजेंसी के कर्मचारियों द्वारा राजमार्ग उपयोगकर्ताओं के साथ मारपीट और दुर्व्यवहार की यह घटना दिनांक 05 मई 2024 को सामने आई थी। इस मामले पर त्वरित कार्रवाई करते हुए

एनएचएआई ने घटना की जांच की और टोल संचालन एजेंसी को 'कारण बताओ' नोटिस दिया गया। लेकिन, टोल संचालन एजेंसी द्वारा प्रस्तुत जवाब संतोषजनक नहीं पाया गया।

यह पाया गया कि संविदात्मक प्रावधानों और एनएचएआई की स्थायी संचालन प्रक्रिया का पूरी तरह से उल्लंघन करते हुए, एजेंसी राजमार्ग उपयोगकर्ताओं के साथ हिंसा और दुर्व्यवहार गतिविधियों में लिप्त थी। प्राधिकरण ने मेसर्स रिड्डी सिद्धि एसोसिएट्स को पूर्व-अर्हता प्राप्त बोलीदाताओं की सूची से तीन महीने की अवधि के लिए प्रतिबंधित कर दिया है।

टोल संचालकों के साथ एनएचएआई अनुबंध

समझौते में स्पष्ट रूप से परिभाषित किया गया है कि टोल प्लाजा पर ठेकेदार द्वारा तैनात कर्मी जनता के साथ दुर्व्यवहार नहीं करेंगे और अपने व्यवहार में सख्त अनुशासन व शालीनता का पालन करेंगे। पिछले साल, एनएचएआई ने टोल प्लाजा पर झगड़े की घटनाओं को रोकने और यात्रियों तथा टोल संचालकों दोनों के हितों की रक्षा के लिए विस्तृत मानक संचालन प्रक्रिया (एसओपी) जारी की थी।

एनएचएआई राष्ट्रीय राजमार्गों पर सुरक्षित और निर्बाध यात्रा सुनिश्चित करने के लिए प्रतिबद्ध है और हाल ही में टोल प्लाजा पर राजमार्ग उपयोगकर्ताओं के साथ हिंसा और दुर्व्यवहार में शामिल दोषी एजेंसियों के खिलाफ कड़ी कार्रवाई की है।



# एनएचएआई ने समग्र राष्ट्रीय राजमार्ग विकास के लिए पर्यावरण अनुकूल उपायों पर राष्ट्रीय कार्यशाला का आयोजन किया

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) ने एक मजबूत और टिकाऊ राष्ट्रीय राजमार्ग नेटवर्क के निर्माण पर अपना ध्यान केंद्रित करते हुए, समग्र राष्ट्रीय राजमार्ग विकास के लिए पर्यावरणीय प्रभाव मूल्यांकन, योजना और शमन के विभिन्न पहलुओं पर चर्चा करने के लिए नई दिल्ली में एक-दिवसीय राष्ट्रीय कार्यशाला का आयोजन किया। सड़क परिवहन और राजमार्ग मंत्रालय के सचिव अनुराग जैन इस कार्यक्रम के मुख्य अतिथि थे। इस अवसर पर एनएचएआई के अध्यक्ष संतोष कुमार यादव के साथ सम्मानित अतिथि पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय के वन महानिदेशक एवं विशेष सचिव (डीजीएफ एंड एसएस), आईएफएस, जितेंद्र कुमार भी उपस्थित थे। इस कार्यक्रम में सड़क परिवहन एवं राजमार्ग मंत्रालय, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण, राष्ट्रीय राजमार्ग एवं आधारभूत विकास निगम (एनएचआईडीसीएल), पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय, क्यूसीआई-नेबेट, डीपीआर कंसल्टेंट, कंसेशनार, अथॉरिटी इंजीनियर्स और स्वतंत्र इंजीनियरों के वरिष्ठ अधिकारियों ने भाग लिया।

कार्यशाला के दौरान वरिष्ठ अधिकारियों और उद्योग जगत के विशेषज्ञों के साथ विभिन्न पैनल चर्चाएं आयोजित की गईं, जिसमें पर्यावरण की दृष्टि से टिकाऊ सड़क से जुड़ी आधारभूत संरचनाओं के विकास के विभिन्न पहलुओं पर महत्वपूर्ण जानकारी प्रदान की

गई। सत्र में वन्यजीव संबंधी मंजूरी के मुद्दों; वन्यजीवों पर रैखिक आधारभूत संरचनाओं के प्रभावों को कम करने के लिए पर्यावरण-अनुकूल उपायों पर अंतर्दृष्टि वन एवं पर्यावरण मंजूरी से संबंधित मुद्दे; पर्यावरणीय प्रभाव आकलन (ईआईए), पर्यावरण प्रबंधन योजना (ईएमपी); तटीय विनियमन क्षेत्र (सीआरजेड) मंजूरी, विनियम और सड़क बुनियादी ढांचा परियोजनाओं पर इसकी प्रयोज्यता पर चर्चा शामिल थी।

अपने उद्घाटन भाषण में, मुख्य अतिथि, सड़क परिवहन और राजमार्ग मंत्रालय के सचिव अनुराग जैन ने कहा कि मुझे खुशी है कि हम हरित और टिकाऊ राष्ट्रीय राजमार्ग विकास का मार्ग प्रशस्त करने के लिए विभिन्न संभावनाओं पर विचार-विमर्श करने और चुनौतियों का समाधान करने के लिए यहां एकत्र हुए हैं। मुझे यकीन है कि इन ज्ञान आधारित सत्रों के बाद, हमें वन और पर्यावरण संबंधी मंजूरी और प्रणालियों की गहरी समझ होगी। देश भर में टिकाऊ राष्ट्रीय राजमार्ग आधारभूत संरचनाओं को कुशलतापूर्वक विकसित करने के लिए पीएम गति शक्ति ढांचे का उपयोग करके विभिन्न विभागों के लिए एक सहयोगी दृष्टिकोण रखना भी महत्वपूर्ण है।

राष्ट्रीय सम्मेलन में दर्शकों को संबोधित करते हुए, सम्मानित अतिथि पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय के वन महानिदेशक एवं विशेष सचिव (डीजीएफ एंड एसएस) जितेंद्र कुमार ने कहा, 'हमें

आधारभूत संरचनाओं से जुड़ी परियोजनाओं के विकास के लिए अंतर-विभागीय सहयोग में सुधार करके और स्थायी कार्यप्रणालियों को शामिल करने के लिए एक ठोस रोडमैप बनाकर योजना और प्रस्ताव प्रक्रिया में तेजी लाने की दिशा में कदम उठाना होगा।'

अपने मुख्य भाषण में, एनएचएआई के अध्यक्ष संतोष कुमार यादव ने कहा, 'हम टिकाऊ और पर्यावरण के अनुकूल राष्ट्रीय राजमार्ग नेटवर्क विकसित करने के लिए प्रतिबद्ध हैं। आज, डीपीआर चरण में परियोजना की संकल्पना से लेकर टिकाऊ कार्यप्रणालियों को शामिल करने और सहयोग करने की अधिक आवश्यकता है। इस कार्यशाला में विभिन्न हितधारकों की भागीदारी, चर्चा की गुणवत्ता को समृद्ध करेगी और एक हरित तथा अधिक टिकाऊ राष्ट्रीय राजमार्ग बुनियादी ढांचे के विकास की दिशा में आगे बढ़ने का मार्ग निर्धारित करेगी।

समापन सत्र में अपनी टिप्पणियों को साझा करते हुए, एनएचएआई के सदस्य (प्रशासन) विशाल चौहान ने सभी पैनलिस्टों को उनकी सक्रिय भागीदारी के लिए धन्यवाद दिया। उन्होंने इस बात पर भी जोर दिया कि पर्यावरण से जुड़ी स्थिरता सुनिश्चित करना सभी हितधारकों की सामूहिक जिम्मेदारी है और आज की कार्यशाला में दूरदर्शी चर्चाओं ने पर्यावरण के एजेंडे को निरंतर आगे बढ़ाने में मदद की है।

पर्यावरण स्थिरता, आर्थिक विकास को बढ़ावा देने और राष्ट्रीय राजमार्ग नेटवर्क के विस्तार पर मजबूत ध्यान देने के साथ, एनएचएआई एक हरित, अधिक लचीला और समावेशी भविष्य का मार्ग प्रशस्त कर रहा है। राष्ट्रीय कार्यशाला ने महत्वपूर्ण अंतर्दृष्टि प्रदान करके और समग्र विकास के क्षेत्रों की पहचान करके इस दृष्टिकोण को मजबूत किया। दिन भर चली कार्यशाला में हुए विचार-विमर्श से राष्ट्रीय राजमार्गों के निर्माण के लिए विभिन्न टिकाऊ कार्यप्रणालियों को अपनाने और देश भर में पारिस्थितिक उपस्थिति को बढ़ाकर समावेशी विकास को बढ़ावा देने में काफी मदद मिलेगी।



ब्रेकिंग खबरें पढ़ने के लिए ट्विटर पर फॉलो करें @sandhyatimes4u फेसबुक पर लाइक करें हमारा FB पेज Sandhya Times

# ड्राइवर्स की कमी से जूझ रहा भारतीय लॉजिस्टिक उद्योग

Drivers

Logistics

मालवाहक चालकों में तनाव और असंतोष बढ़ा, ड्राइवर्स की चिंता का समाधान करे सरकार

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■ भारतीय लॉजिस्टिक्स उद्योग इस समय लॉग-हॉल (लंबी दूरी तय करने वाले) ट्रक ड्राइवर्स की भारी कमी से जूझ रहा है। यह समस्या अब संकट की स्थिति तक पहुंच गई है। यह कमी सिर्फ एक मामूली समस्या नहीं है, बल्कि देश की आपूर्ति श्रृंखला के सुचारु संचालन में एक महत्वपूर्ण बाधा है। कई अनुभवों ड्राइवर पेशा छोड़ रहे हैं और नई पीढ़ी ट्रक ड्राइविंग को अपनाने में रुचि नहीं दिखा रही है। इस पर ऑल इंडिया मीटर एंड गुड्स ट्रांसपोर्ट असोसिएशन (AIMGT) ने चिंता जताई है।

असोसिएशन के प्रेजिडेंट राजेंद्र कपूर ने कहा कि भारत में ट्रक-टू-ड्राइवर अनुपात लगभग 55:100 तक आ गया है, जबकि कुछ साल पहले यह अनुपात 75:100 था। इसमें गिरावट के कई कारण हैं। ट्रक ड्राइवर्स का औसत वेतन 22 हजार से 25 हजार रुपये प्रति महीने है। वहीं, शहर के कैब ड्राइवर, जिनका काम ट्रक चालकों की तुलना में आसान है, वो महीने में 35 हजार से 40 हजार रुपये तक कमा लेते हैं। ट्रक के ड्राइवर्स सड़कों पर राज्य पुलिस, ट्रैफिक पुलिस, आरटीओ अधिकारी और जीएसटी के अधिकारियों के उत्पीड़न को झेलते हैं। इससे मालवाहक चालकों में तनाव और असंतोष बढ़ रहा है। राजेंद्र ने बताया कि ट्रक ड्राइवर्स प्रतिकूल मौसम परिस्थितियों और दुर्घटनाओं के खतरे में रहते हैं। उन्हें स्वच्छ शौचालय और उचित आरामदायक सुविधाएं तक नहीं मिल पाती हैं। देश में सुरक्षित पार्किंग सुविधा भी नहीं है। गाड़ी चालक की मुश्किल रात में बढ़ जाती है। वो आराम करें या गाड़ी की सुरक्षा। ड्राइवर्स की चिंता का सरकार समाधान करे, ताकि उनके कार्य की स्थिति में सुधार हो। भारतीय लॉजिस्टिक्स उद्योग का भविष्य सामूहिक प्रयासों पर निर्भर करता है, ताकि ट्रक ड्राइविंग को फिर से एक सम्मानजनक पेशा बनाया जा सके।

## बीमारी का शिकार होते ड्राइवर्स

“ट्रांसपोर्ट पुरुषोत्तम अग्रवाल ने बताया कि आमतौर पर ट्रक ड्राइवर्स महीने में 20 से 25 दिन घर से दूर बिताते हैं। परिवार और घर से दूर रहने के चलते समय पर खाने-पीने को नहीं मिलता है। इससे शारीरिक और



मानसिक स्वास्थ्य पर असर पड़ता है। 50 प्रतिशत से ज्यादा ट्रक ड्राइवर्स किसी न किसी प्रकार की चिकित्सीय समस्या जैसे पीठ दर्द, गर्दन की समस्या से पीड़ित हो जाते हैं। 40 से 42 साल की उम्र में ड्राइवर्स का स्वास्थ्य खराब हो जाता है। पेशे में प्रतिष्ठा भी नहीं है। यही वजह है कि कई लोग पेशे को अपनाने या जारी रखने में हिचकते हैं।

## उद्योग पर व्यापक प्रभाव

“ट्रांसपोर्ट अरुण बंसल ने बताया कि भारतीय सड़कों पर लगभग 90 लाख ट्रक सक्रिय रूप से चल रहे हैं, लेकिन उपलब्ध ड्राइवरों की संख्या केवल लगभग 36 लाख है। इस गंभीर असंतुलन का मतलब है कि कम से कम 20 लाख ट्रक सक्रिय रूप से गाड़ी नहीं चला रहे हैं। हाल के महीनों में अत्यधिक मौसम परिस्थितियों के कारण संकट और ज्यादा बढ़ गया है, जिससे कई ड्राइवर बीमार हो गए हैं या इयूपी रिपोर्ट नहीं कर रहे हैं।



## तत्काल सरकारी दखल की जरूरत

“सरकार को समझना होगा कि परिवहन व्यवसाय आवश्यक गतिविधि है। ड्राइवर्स के बिना पूरा बिजनेस संचालन असंभव है। सरकार के हस्तक्षेप से वर्तमान चुनौतियों का समाधान हो सकता है। वेतन और लाभ में सुधार सुनिश्चित होना चाहिए। ट्रक ड्राइवर्स के लिए मुआवजे के पैकेज और फायदे बढ़ा सकते हैं। राजमार्गों पर ड्राइवर्स के लिए बुनियादी ढांचे विकसित हो और सुरक्षित पार्किंग की व्यवस्था होनी चाहिए। इसके साथ ही सरकारी अधिकारियों के उत्पीड़न से मुक्ति मिले। ट्रक ड्राइवर्स की प्रतिष्ठा और गरिमा को बढ़ाने के लिए अभियान शुरू किया जाए। इन हस्तक्षेपों के बिना लॉजिस्टिक्स उद्योग को नुकसान होता रहेगा। इससे न सिर्फ अर्थव्यवस्था बल्कि उन लाखों लोगों की दैनिक जिंदगी भी प्रभावित होगी, जो देश में माल ढुलाई के कार्य में शामिल हैं। @ देवेंद्र काका, महामंत्री, AIMGT







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GOVERNMENT OF INDIA  
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS  
**RAJYA SABHA**  
**UNSTARRED QUESTION NO – 579**  
ANSWERED ON- 07/02/2024

**LOSSES DUE TO TRUCK STRIKE**

579 Shri B. Lingaiah Yadav:

Will the Minister of Road Transport and Highways be pleased to state:

- (a) whether drivers of trucks, buses and oil tankers staged demonstrations and blocked roads at several places across States against stricter punishment for Hit and Run cases under the Bharatiya Nyaya Sanhita (BNS) 2023 which led to fears of fuel shortage;
- (b) whether Government had held meetings with transporters' bodies, the All India Motor Transport Congress (AIMTC), to defuse the situation, if so, details thereof and if not, reasons therefor; and
- (c) the details of loss reported due to such situation/sections changed in this regard/present status and steps being taken to avoid such situation in future?

**ANSWER**

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) and (b) There were reports from several States about strikes/ dharna of truckers/ drivers unions, raising issues against provisions of enhanced punishment for hit-and-run cases under Bharatiya Nyaya Sanhita, 2023. The Government has taken cognizance of the concerns of the truckers regarding provision of imprisonment and fine under Section 106(2) of the Bharatiya Nyaya Sanhita, 2023. In this regard, a meeting was held with members of All India Motor Transport Congress (AIMTC) on 02.01.2024. The above provisions of the Sanhita have not yet come into force.

(c) No such details for losses are reported.





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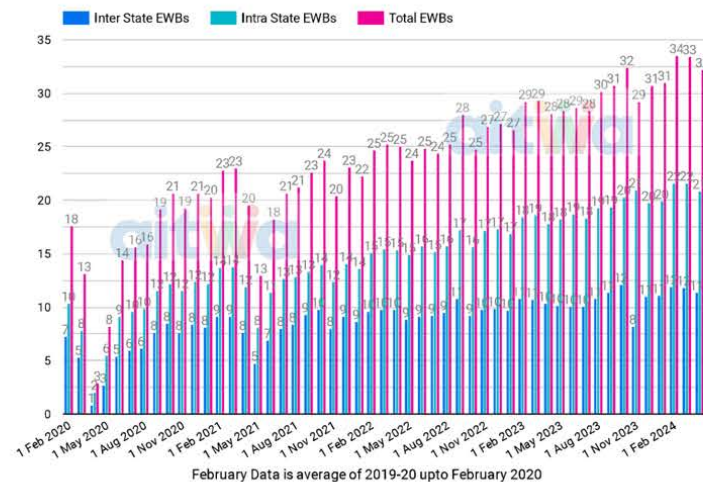
## Eway Bill Dashboard

Developed & compiled by

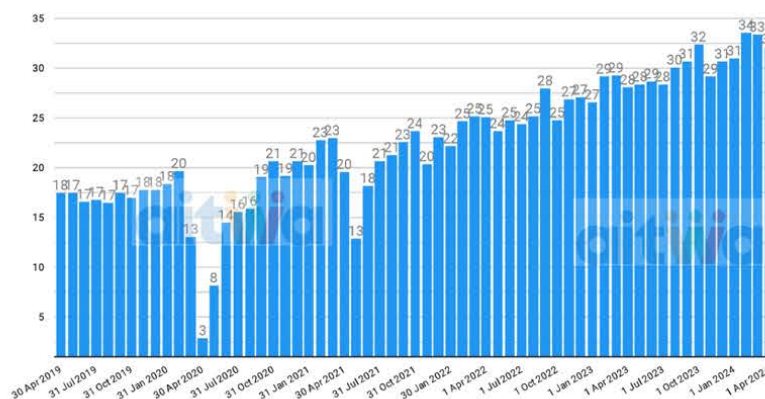


Last updated on 10th May 2024 | Data as on 30th April, 2024

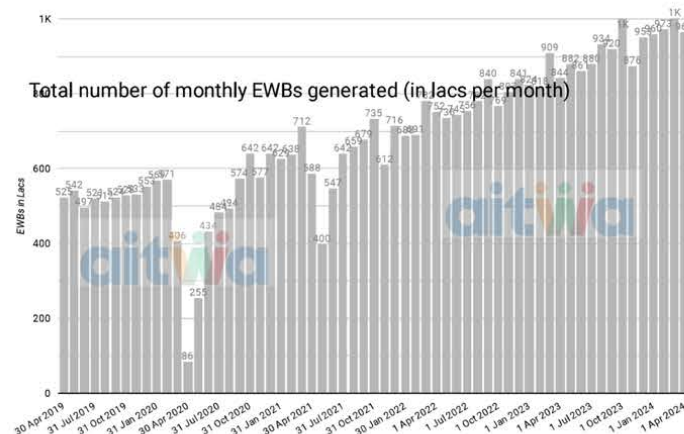
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



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

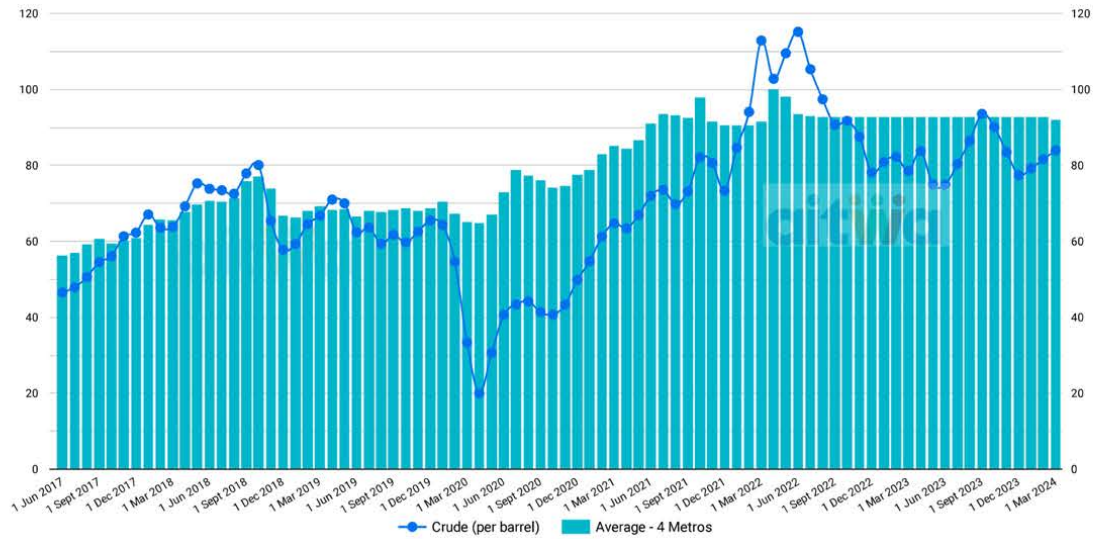




## Diesel Dashboard

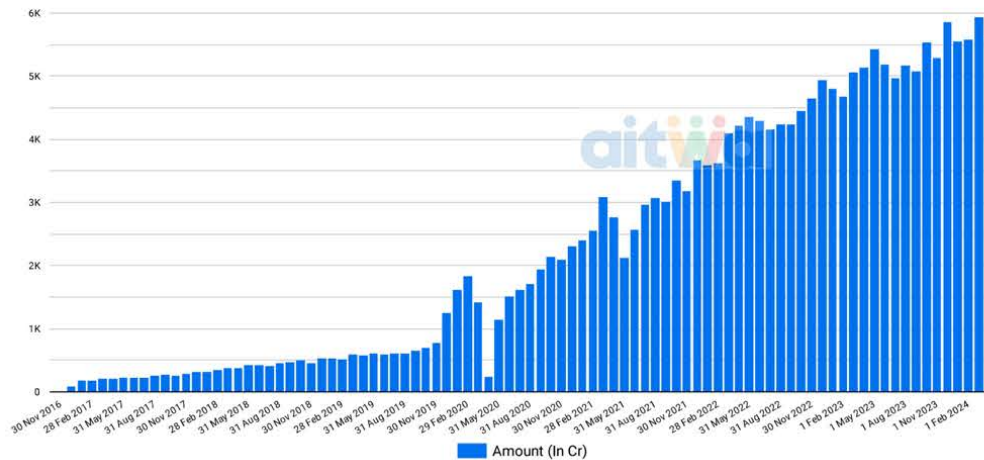
Last updated on 21st March 2024 | Data as on 21st March 2024

Diesel Price Average of 4 metros since 2017



## Toll Collection Dashboard

Last updated on 12th March 2024 | Data as on 29th February 2024



## National Permit Vehicles in India

Data upto February 2024





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

Freight (in MT.)							
S. no.	Airport	For The Month			For The Period April To April		
		April 2024	April 2023	% Change	2024-25	2023-24	% Change
(A) 18 International Airports							
1	Amritsar	421.1	244.0	72.5	421.1	244.0	72.5
2	Ayodhya	0.0	0.0	-	0.0	0.0	-
3	Bhubaneswar	696.5	791.5	-12.0	696.5	791.5	-12.0
4	Chennai	28550.3	27968.1	2.1	28550.3	27968.1	2.1
5	Coimbatore	778.9	385.0	-	778.9	385.0	-
6	Goa	525.7	536.9	-2.1	525.7	536.9	-2.1
7	Imphal	339.8	263.8	28.8	339.8	263.8	28.8
8	Kolkata	11410.6	9966.1	14.5	11410.6	9966.1	14.5
9	Kozhikode	1794.1	1498.0	19.8	1794.1	1498.0	19.8
10	Kushinagar	0.0	0.0	-	0.0	0.0	-
11	Port Blair	550.0	409.5	34.3	550.0	409.5	34.3
12	Rajkot (Hirasar)	68.6	0.0	-	68.6	0.0	-
13	Srinagar	633.6	694.2	-8.7	633.6	694.2	-8.7
14	Surat	1076.2	661.5	62.7	1076.2	661.5	62.7
15	Tiruchirappalli	466.3	525.0	-11.2	466.3	525.0	-11.2
16	Tirupati	12.3	1.0	-	12.3	1.0	-
17	Varanasi	317.2	309.2	2.6	317.2	309.2	2.6
18	Vijayawada	126.3	11.0	-	126.3	11.0	-
Total		47767.4	44264.9	7.9	47767.4	44264.9	7.9
(B) 6 PPP International Airports							
19	Ahmedabad	7751.9	8346.2	-7.1	7751.9	8346.2	-7.1
20	Guwahati	1477.7	1769.1	-16.5	1477.7	1769.1	-16.5
21	Jaipur	1381.7	1086.0	27.2	1381.7	1086.0	27.2
22	Lucknow	1654.9	1408.0	17.5	1654.9	1408.0	17.5
23	Mangalore	219.0	21.0	-	219.0	21.0	-
24	Thiruvananthapuram	1670.4	1665.1	0.3	1670.4	1665.1	0.3
Total		14155.7	14295.4	-1.0	14155.7	14295.4	-1.0
(C) 7 JV International Airports							
25	Bangalore (BIAL)	38768.0	32827.0	18.1	38768.0	32827.0	18.1
26	Delhi (DIAL)	82894.6	75862.0	9.3	82894.6	75862.0	9.3
27	Hyderabad (GHIAL)	12516.9	11408.0	9.7	12516.9	11408.0	9.7
28	Kannur (KIAL)	352.1	381.0	-7.6	352.1	381.0	-7.6
29	Kochi	5024.6	4516.0	11.3	5024.6	4516.0	11.3
30	Mumbai (MIAL)	70854.0	63750.0	11.1	70854.0	63750.0	11.1
31	Nagpur	704.3	710.0	-0.8	704.3	710.0	-0.8
Total		211114.5	189454.0	11.4	211114.5	189454.0	11.4
(D) 2 ST Govt./Pvt. INTL Airports							
32	Goa (MOPA)	166.4	12.2	-	166.4	12.2	-
33	Shirdi	2.9	41.9	-93.0	2.9	41.9	-93.0
Total		169.4	54.1	-	169.4	54.1	-
(E) 11 Custom Airports							
34	Agartala	475.6	294.3	61.6	475.6	294.3	61.6
35	Aurangabad	42.2	53.2	-20.7	42.2	53.2	-20.7
36	Bagdogra	607.3	738.0	-17.7	607.3	738.0	-17.7
37	Chandigarh	1109.2	481.2	-	1109.2	481.2	-
38	Gaya	0.0	0.0	-	0.0	0.0	-
39	Indore	839.8	872.0	-3.7	839.8	872.0	-3.7
40	Madurai	250.3	139.0	80.1	250.3	139.0	80.1
41	Patna	633.7	676.9	-6.4	633.7	676.9	-6.4
42	Pune	2695.5	3143.8	-14.3	2695.5	3143.8	-14.3
43	Vadodara	185.1	205.0	-9.7	185.1	205.0	-9.7
44	Visakhapatnam	428.1	267.1	60.3	428.1	267.1	60.3
Total		7266.8	6870.5	5.8	7266.8	6870.5	5.8
(F) 68 Domestic Airports							
45	Adampur (Jalandhar)	0.0	0.0	-	0.0	0.0	-
46	Agatti	0.0	3.0	-	0.0	3.0	-
47	Agra	4.0	1.0	-	4.0	1.0	-
48	Barapani(Shillong)	0.0	0.0	-	0.0	0.0	-
49	Bareilly	0.0	0.0	-	0.0	0.0	-
50	Belagavi	1.7	0.0	-	1.7	0.0	-
51	Bhatinda	0.0	0.0	-	0.0	0.0	-
52	Bhavnagar	0.0	0.0	-	0.0	0.0	-
53	Bhopal	169.3	258.6	-34.5	169.3	258.6	-34.5
54	Bhuj	0.4	0.0	-	0.4	0.0	-
55	Bhuntar(Kulu/Manali)	0.0	0.0	-	0.0	0.0	-
56	Bikaner	0.0	0.0	-	0.0	0.0	-
57	Coochbeher	0.0	0.0	-	0.0	0.0	-
58	Cuddapah	0.0	0.0	-	0.0	0.0	-
59	Darbhanga	23.1	5.0	-	23.1	5.0	-
60	Dehradun	108.1	272.8	-60.4	108.1	272.8	-60.4
61	Deoghar	0.0	0.0	-	0.0	0.0	-
62	Dimapur	159.6	73.5	-	159.6	73.5	-

Freight (in MT.)							
S. no.	Airport	For The Month			For The Period April To April		
		April 2024	April 2023	% Change	2024-25	2023-24	% Change
(F) 68 Domestic Airports							
63	Diu	0.0	0.0	-	0.0	0.0	-
64	Gaggal(Kangra)	0.0	0.0	-	0.0	0.0	-
65	Gondia	0.0	0.0	-	0.0	0.0	-
66	Gorakhpur	0.0	0.0	-	0.0	0.0	-
67	Gwalior	0.0	2.0	-	0.0	2.0	-
68	Hindon	0.0	0.0	-	0.0	0.0	-
69	Hubballi	14.9	5.0	-	14.9	5.0	-
70	Hyderabad(Begumpet)	0.0	0.0	-	0.0	0.0	-
71	Itanagar(Holongi)	0.0	0.0	-	0.0	0.0	-
72	Jabalpur	0.0	0.0	-	0.0	0.0	-
73	Jaisalmer	0.0	0.0	-	0.0	0.0	-
74	Jaigaon	0.0	0.0	-	0.0	0.0	-
75	Jammu & Kashmir	73.1	64.6	13.0	73.1	64.6	13.2
76	Jamnagar	14.3	0.0	-	14.3	0.0	-
77	Jharsuguda	0.0	5.0	-	0.0	5.8	-
78	Jodhpur	11.0	0.0	-	11.0	0.0	-
79	Jorhat	7.3	20.5	-64.5	7.3	20.5	-64.5
80	Juhu	25.6	25.7	-0.5	25.6	25.7	-0.5
81	Kalaburagi(Gulbarga)	0.0	0.0	-	0.0	0.0	-
82	Kandla	0.0	0.0	-	0.0	0.0	-
83	Kanpur(Chakeri)	9.3	9.0	2.9	9.3	9.0	2.9
84	Keshod(Junagarh)	0.0	0.0	-	0.0	0.0	-
85	Khajuraho	0.0	0.0	-	0.0	0.0	-
86	Kishangarh	0.0	0.0	-	0.0	0.0	-
87	Kolhapur	0.0	0.0	-	0.0	0.0	-
88	Kota	0.0	0.0	-	0.0	0.0	-
89	Lakhimpur(Lilabari)	0.0	0.0	-	0.0	0.0	-
90	Leh	183.4	181.1	1.3	183.4	181.1	1.3
91	Ludhiana	0.0	0.0	-	0.0	0.0	-
92	Mohanbari(Dibrugarh)	75.0	107.7	-30.4	75.0	107.7	-30.4
93	Mysuru	0.0	0.0	-	0.0	0.0	-
94	Pakyong	0.0	0.0	-	0.0	0.0	-
95	Pantnagar	0.0	0.0	-	0.0	0.0	-
96	Porbandar	0.0	0.0	-	0.0	0.0	-
97	Prayagraj	2.6	1.0	-	2.6	1.0	-
98	Puducherry	0.0	0.0	-	0.0	0.0	-
99	Raipur	380.9	389.2	-2.1	380.9	389.2	-2.1
100	Rajahmundry	1.4	4.0	-65.0	1.4	4.0	-65.0
101	Rajkot	0.0	71.0	-	0.0	71.0	-
102	Ranchi	781.3	524.2	49.0	781.3	524.2	49.0
103	Rupsi	0.0	0.0	-	0.0	0.0	-
104	Safdarjung	0.0	0.0	-	0.0	0.0	-
105	Salem	0.0	0.0	-	0.0	0.0	-
106	Shimla	0.0	0.0	-	0.0	0.0	-
107	Sholapur	0.0	0.0	-	0.0	0.0	-
108	Silchar	8.4	52.2	-83.9	8.4	52.2	-83.9
109	Tezpur	0.0	0.0	-	0.0	0.0	-
110	Tezu	0.0	0.0	-	0.0	0.0	-
111	Tuticorin	0.4	1.0	-64.0	0.4	1.0	-64.0
112	Udaipur	21.8	0.0	-	21.8	0.0	-
(F) 68 Domestic Airports		2077.0	2077.2	0.0	2077.0	2077.2	0.0
(G) 20 St.Govt. / Pvt Airports							
113	Aizawl(Lengpui)	67.1	39.3	70.9	67.1	39.3	70.9
114	Bengaluru(Hal)	0.0	0.0	-	0.0	0.0	-
115	Bidar	0.0	0.0	-	0.0	0.0	-
116	Bilaspur	0.0	0.0	-	0.0	0.0	-
117	Durgapur	2.9	4.4	-34.6	2.9	4.4	-34.6
118	Jagdalpur	0.0	0.0	-	0.0	0.0	-
119	Jamshedpur	0.0	0.0	-	0.0	0.0	-
120	Jeypore	0.0	0.0	-	0.0	0.0	-
121	Kurnool	0.0	0.0	-	0.0	0.0	-
122	Mundra	0.0	0.0	-	0.0	0.0	-
123	Nanded	0.0	0.0	-	0.0	0.0	-
124	Nasik(Hal Ozar)	87.1	0.0	-	87.1	0.0	-
125	Pasighat	0.0	0.0	-	0.0	0.0	-
126	Pithoragarh	0.0	0.0	-	0.0	0.0	-
127	Rourkela	0.0	0.0	-	0.0	0.0	-
128	Shivamogga	0.0	0.0	-	0.0	0.0	-
129	Sindhudurg	0.0	0.0	-	0.0	0.0	-
130	Utkela	0.0	0.0	-	0.0	0.0	-
131	Vijayanagar	0.0	0.0	-	0.0	0.0	-
132	Ziro	0.0	0.0	-	0.0	0.0	-
(G) 20 St.Govt. / Pvt Airports		157.1	43.7	-	157.1	43.7	-
Grand Total (A+B+C+D+E+F+G)		282707.9	257059.7	10.0	282707.9	257059.7	10.0

Source: A.A.I.

**OCEAN FREIGHT  
TRAFFIC HANDLED AT MAJOR PORTS  
(DURING APRIL TO MAY'2024\* VIS-A-VIS APRIL TO MAY'2023)**

(\*) TENTATIVE (IN '000 TONNES)

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/ LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers FIN. RAW	Coal Thermal & Steam	Coal Coking & Others	Containers Tonnage	TEUs	Other Misc. Cargo	TOTAL	% VAR. AGAINST 2023-24
KOLKATA												
Kolkata Dock System	TRF APRIL-MAY, 2024	40	90	-	99	7	66	1508	99	543	2353	
	TRF APRIL-MAY, 2023	52	80	-	120	-	292	1560	98	503	2607	-9.74
Haldia Dock Complex	TRF APRIL-MAY, 2024	1391	846	216	24	59	2042	314	16	1494	6386	
	TRF APRIL-MAY, 2023	1504	738	258	-	48	3348	408	21	1271	7575	-15.70
TOTAL: SMP, KOLKATA	TRF APRIL-MAY, 2024	1431	936	216	123	66	2108	1822	115	2037	8739	
	TRF APRIL-MAY, 2023	1556	818	258	120	48	3640	1968	119	1774	10182	-14.17
PARADIP	TRF APRIL-MAY, 2024	5935	288	4323	-	887	2957	60	4	2142	24943	
	TRF APRIL-MAY, 2023	6197	345	3519	27	833	2632	26	2	1698	23789	4.85
VISAKHAPATNAM	TRF APRIL-MAY, 2024	3559	191	2029	199	238	1768	2071	129	2882	14943	
	TRF APRIL-MAY, 2023	2456	363	2988	337	288	1325	1798	113	1709	13171	13.45
KAMARAJAR(ENNORE)	TRF APRIL-MAY, 2024	781	19	-	-	-	488	2270	118	552	7680	
	TRF APRIL-MAY, 2023	767	26	-	-	-	210	2063	107	474	8013	-4.16
CHENNAI	TRF APRIL-MAY, 2024	2486	249	281	-	-	-	5229	271	440	8685	
	TRF APRIL-MAY, 2023	2334	256	-	-	77	-	4858	252	428	7953	9.20
V.O.CHIDAMBARANAR	TRF APRIL-MAY, 2024	69	209	-	41	167	1395	2639	132	741	6966	
	TRF APRIL-MAY, 2023	73	209	-	168	134	1139	2544	127	774	6761	3.03
COCHIN	TRF APRIL-MAY, 2024	4002	80	-	-	37	-	1835	133	132	6086	
	TRF APRIL-MAY, 2023	3766	91	-	-	41	-	1653	120	416	5967	1.99
NEW MANGALORE	TRF APRIL-MAY, 2024	4123	519	54	140	-	1444	363	27	111	6908	
	TRF APRIL-MAY, 2023	4454	472	660	121	22	1387	477	30	130	7723	-10.55
MORMUGAO	TRF APRIL-MAY, 2024	98	69	739	63	-	335	1263	-	621	3188	
	TRF APRIL-MAY, 2023	120	80	892	42	-	783	985	-	636	3538	-9.89
MUMBAI	TRF APRIL-MAY, 2024	7110	306	850	113	-	1879	1	-	1826	12085	
	TRF APRIL-MAY, 2023	6282	271	1123	154	16	1599	37	3	1606	11088	8.99
J.N.P.A.	TRF APRIL-MAY, 2024	508	482	-	-	-	-	13238	1121	379	14607	
	TRF APRIL-MAY, 2023	596	471	-	-	-	-	13277	1050	250	14594	0.09
DEENDAYAL	TRF APRIL-MAY, 2024	10907	2180	289	524	50	3987	1109	65	5242	24446	
	TRF APRIL-MAY, 2023	10734	1618	155	755	25	4025	1500	78	4223	23075	5.94
ALL PORTS	TRF APRIL-MAY, 2024	41009	5528	8781	1203	1445	10291	30637	2115	17105	139276	
	TRF APRIL-MAY, 2023	39335	5020	9595	1724	1484	9971	30201	2001	14118	135854	2.52
% Variation from previous year		4.26	10.12	-8.48	-30.22	-2.63	3.21	1.44	5.70	21.16	2.52	

Source: I.P.A.



# IRDAI's Master Circular to Ease General Insurance Norms

**I**n an attempt to ensure ease of operations for the insurers the Insurance Regulatory and Development Authority of India (IRDAI) is looking to simplify its processes as the regulatory body is working on various reform policies.

According to IRDAI no general insurer can reject claims for want of documents, it needs to comply with strict timelines while settling claims and offer to motor insurance customers the additional 'Pay as you drive/Pay as you go' option as the first choice.

Counting these among the customer-centric measures of a comprehensive master circular on general insurance business it has issued by repealing as many as 13 circulars, the Insurance Regulatory and Development Authority of India said its stress is on reforms, so that no customer has a bitter taste, simply for hidden/rigid processes of insurers.

This is why IRDAI wants the processes to be simplified and a key aspect of the exercise is the move towards easy-to-understand products with introduction of a customer information sheet that will provide all policy details, including scope of coverage, exclusions, warranties and claim settlement processes.

For insurers "the shift from rule based to principle-based regulatory framework" is aimed at facilitating ease of doing business, promoting innovation and enabling reduction in response time for emerging market needs, it said.

On measures aimed at simplifying the claim settlement process, IRDAI said insurers ought to call for the required



documents at the time of underwriting the proposal and should reject no claim for want of documents. "The customer may be asked to submit only those documents necessary and related to claim settlement (if cashless is not available)," it said.

Favouring strict timelines for settlement of claims, including TATs for appointment of surveyors and submission of their reports, the regulator said it will be the duty of insurer to obtain timely survey reports. There also should be no burden on the customer for disposal of salvage. "Collection of salvage from the customer is insurer's responsibility," it said, pushing for the additional 'Pay as you drive/Pay as you go' option, in which the premium is linked to usage, as the first choice insurers should offer to motor insurance customers.

The regulator also stated that retail customers of general insurers can cancel the policy anytime by

informing the insurer, who in turn need to refund the proportionate premium for the unexpired policy period. Insurers can cancel the policy only on grounds of established fraud.

Insurers should consider suitability and affordability of customers in product development and avoid unnecessary and superfluous coverages. While pricing products, they need to factor risk exposure, experience and expenses so that the premium rates are not excessive or inadequate or unfairly discriminatory, it said.

The master circular applies to all existing general insurance products and add-on cover. It will also apply to the general insurance coverage section within a package product, but not on health insurance products included within a packaged product. The master circular comes in the backdrop of de-notification of all the tariffs and policy wordings, IRDAI said.





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