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

Gati Shakti: Accelerating Low-Emission Logistics in India



- **Page 16**
PM Gati Shakti: Changing India Big Time!
- **Page 30**
Tata Motors Likely to Name its Wholly Owned CV Subsidiary TML Commercial Vehicles
- **Page 36**
Clarification regarding Accredited Driver Training Centre (ADTC) & Driving Schools
- **Page 54**
Plying Motor Vehicles Without Valid Motor Third Party Insurance is a Punishable Offence



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contents

04 Editorial

- Gati Shakti: Opening Avenues for India to Be a Global Powerhouse

08 Outlook

- Preferring Gati Shakti, Reducing Carbon Emissions
- A sustainable logistics landscape for future generations

14 Seminar

- Accelerating Low Emission Logistics in India: A Seminar Cum Workshop

16 Background: PM Gati Shakti

- PM Gati Shakti: Changing India Big Time!

23 Analytics Report

24 Industry

- Domestic Commercial Vehicle Sales Likely to Dip 4-7% in FY25: ICRA
- China Gives 1st Approvals for Public Trials of Advanced Autonomous Driving
- Daimler India Commercial Vehicles Announces New Chief of Operations & Logistics
- Tata Motors Likely to Name its Wholly Owned CV Subsidiary TML Commercial Vehicles
- Clean Mobility Solution to Set Up Facility in Pune to Produce E3W Zbee for World Markets

34 Technology

- GNSS Technology Enhances Navigation and Positioning, Playing a Crucial Role in Modernizing Toll Collection Systems, Ensuring Seamless Travel, and Reducing Congestion on Roads

36 Clarification

- Clarification regarding Accredited Driver Training Centre (ADTC) & Driving Schools

38 Interview

- 'In another four to five years, there will be only two things to talk about, in terms of alternative fuel technology for CVs'

42 AITWA - LoTS's Impact

43 Rules Of Driving

44 Beat The Heat

46 NHAI

- NHAI Invites Global Expression of Interest for Implementation of GNSS-Based Electronic Toll Collection in India
- NHAI Unveils New Corporate Identity of National Highways Infra Trust
- NHAI to Enhance Green Cover Along the National Highways with Miyawaki Plantations
- NHAI Sets Up Dedicated Cell to Review Detailed Project Report of National Highway Projects

48 Highways For Us

- राज्य मंत्री ने दिल्ली देहरादून एक्सप्रेसवे की प्रगति की समीक्षा के लिए साइट का दौरा किया



49 Newspaper Cutting

50 AITWA - IRTDA Data

52 Statistics - Air Freight

53 Statistics - Ocean Freight

54 Must Know

- Plying Motor Vehicles Without Valid Motor Third Party Insurance is a Punishable Offence

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Gati Shakti: Opening Avenues for India to Be a Global Powerhouse

With nearly 2.35 Giga tonnes of carbon emissions in 2021, India is the third-largest GHG emissions (country-wise). Therefore, it is time to wake up. Now, the logistics sector, too, is growing environmentally conscious and trying to reduce its carbon footprint by switching to alternate fuels. Furthermore, the government's key initiatives, including the Sagarmala Programme, GST reduction, and National Master Plan (NMP), to name a few, will pave the way to green logistics.

The PM Gati Shakti NMP is a transformative economic and sustainable growth approach conceptualized with reduced carbon emissions. The scheme was launched to build world-class infrastructure in India in an integrated manner. It is a platform to bring 16 different ministries together to coordinate and implement infrastructure connectivity projects.

Additionally, by integrating 24 departments and six ministries into its Unified Logistics Interface Platform (ULIP), the government is creating a single-window logistic platform. Acting as unified documentation for accelerated and efficient execution of projects, it will provide real-time visibility to fill the gap in the movement of goods. Given the data exchange with private players, everyone will compete with each other to reduce costs and enhance the ease of doing business.

Also, the NMP is driven by seven engines – roads, airports, railways, mass transport, logistics infrastructure, and waterways. The plan is entrusted with a 100 lakh crore budget and is meant to ensure faster

implementation of development projects through technology, leading to a quicker, smoother, and more efficient delivery.

Under Gati Shakti, a network will be created where roads link to railway lines that will further feed into major and minor ports, leading to the efficient movement of goods,

Under Gati Shakti, a network will be created where roads link to railway lines that will further feed into major and minor ports, leading to the efficient movement of goods, especially from the hinterlands. Intending to integrate all the multi-modal connectivity projects holistically, the NMP will optimize the efficiency of the movement of goods and people

especially from the hinterlands. Intending to integrate all the multi-modal connectivity projects holistically, the NMP will optimize the efficiency of the movement of goods and people. The Ministry of Road Transport and Highways and Shipping plans to connect all state capitals in the northeastern region by augmenting the NH network to 2 lakh km by 2025. These developments will reduce the turnaround time, leading to efficiency



Ashok Gupta

enhancement in the supply chain.

This also means that the Government of India (GOI), through Gati Shakti aims at increasing the number of primary areas such as roads, railways, airports, ports, waterways, and logistics infrastructure. One major step is the creation of a one-stop national single-window system, where people interested in developing infrastructure can file proposals online and track their progress.

The development is set to display under all seven engines. The supportive functions for energy transmission, information and communications technology, bulk water and sewerage, and social infrastructure cooperate to power these engines. The strategy is driven by Sabka Prayas and Clean Energy, which are the joint efforts of the federal government, state governments and private sector. These initiatives will create significant job and business opportunities for everyone, particularly for the younger generation.

Needless to mention here the seven engines for seamless multi-modal connectivity, efficient logistics and economic transformation are included in the scope of the PM Gati Shakti

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National Master Plan. The plan will include infrastructure developed by

Needless to mention here the seven engines for seamless multi-modal connectivity, efficient logistics and economic transformation are included in the scope of the PM Gati Shakti National Master Plan. The plan will include infrastructure developed by state governments in compliance with the Gati Shakti Master Plan. The primary focus areas will be planning, financing—including through innovative means and use of technology—and quicker implementation

state governments in compliance with the Gati Shakti Master Plan. The primary focus areas will be planning, financing—including through innovative means and use of technology—and quicker implementation.

The GOI's announcement in the Interim Budget for 2024-25 regarding the implementation of three economic railway corridors identified under PM Gati Shakti for enabling multi-modal connectivity—i) energy, mineral and cement corridors; (ii) port connectivity corridors; and (iii) high traffic density corridors—represents a notable step towards improving logistics efficiency and lowering costs



associated with rail movement. It will reduce the logistical carbon footprint, free up traffic on high-density rail lines, and facilitate the switch from road to rail and coastal shipping.

The emergence of alternate fuels is also helping the cause of reducing carbon emissions. For instance, hydrogen fuel cell technology has emerged as a promising solution, as we are pursuing for a cleaner and more sustainable future. Today, as the world seeks to reduce its reliance on fossil fuels and transition to renewable energy sources, the importance of hydrogen fuel cells becomes increasingly evident. The potential of hydrogen fuel cells lies in their ability to transform various industries and provide a sustainable alternative to traditional energy sources.

Surely, this is an opportunity that the logistics sector can tap into. As of now, due to the poor infrastructure of CNG and LNG pumps, logistics companies and users are hesitant to opt for. However, with the government's constant efforts towards promoting NG as a long-haul transportation fuel, it will likely become a reliable choice due to its lower storage costs and lesser emissions. The CNG dispensing stations are expected to grow at a CAGR of 17 per cent and the

government is planning to set up 1000 LNG stations across India in the next three years.

The focus of the Government of India must also be on the electric vehicles (EVs). Vehicles in this category have emerged as a powerful tool in the global fight against carbon emissions and climate change. By reducing greenhouse gas emissions, leveraging renewable energy sources, improving energy efficiency, and enhancing air quality, EVs are revolutionising the transportation landscape.

In brief, India is set to achieve its short term and long term targets under the Panchamrit action plan, like- reaching a non-fossil fuel energy capacity of 500 GW by 2030; fulfilling at least half of its energy requirements via renewable energy by 2030; reducing CO2 emissions by 1 billion tons by 2030; reducing carbon intensity below 45 percent by 2030; and finally pave the way for achieving a Net-Zero emission target by 2070.

With the Gati Shakti initiative, we are sure to experience a much improved India where the economy will be flourish, citizens will live a quality life and turn India into a global powerhouse by utilising modern technologies and a comprehensive strategy that unites multiple sectors.



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Preferring Gati Shakti, Reducing Carbon Emissions



Ramesh Agarwal
National President, AITWA

Indian cities, for quite a long period, have been witnessing deterioration in air quality due to various factors. Heavy industries, construction activities, climatic conditions and vehicular emissions are the most influential factors. Notably, the transport sector has been ranked as India's third-largest greenhouse gas (GHG) emitter, contributes to 14 per cent of energy-related CO2 emissions. In an effort to combat air pollution, India has committed to achieving carbon neutrality by 2070 and has outlined a road-map for reducing carbon emissions in key sectors like energy and transport.

To facilitate this transition, India has implemented the Faster Adoption and Manufacturing of (Hybrid and) Electric Vehicles (FAME) subsidy scheme. Through the Gati Shakti National Master Plan India is also striving to streamline and optimize the logistics sector, making it more efficient and sustainable. This plan has significant potential to support the adoption of clean technologies in logistics, contributing to India's climate goals and reducing emissions from freight movement.

Efficient Freight Movement

Intelligent combinations of freight transport by road, rail and over the water can also ensure fewer unnecessary truck journeys on the roads. The government is stimulating supply chain management. In practice, supply chain management concerns

everything that has to do with the planning and execution of goods flows.

Multimodal Logistics Networks

Gati Shakti emphasizes the development of multimodal logistics networks that integrate railways, waterways, and highways. This approach can significantly improve freight efficiency and reduce emissions by shifting freight movement from congested roads to cleaner modes of transport.

Multimodal transportation system brings various advantages with it. Some of the key highlighters are:

Cost Savings:

Multimodal transportation system saves cost for businesses by combining different modes of transportation. This is achieved while engaging cheaper modes of transportation for certain legs of the journey, and optimizing transportation routes. For example, businesses can use rail cargo service for long-haul routes and then switch to trucks for shorter distances, thereby reducing overall transportation costs.

Improved Efficiency:

Multimodal transportation can improve efficiency by reducing transit times and optimizing logistics. By using the most efficient modes of transportation for each leg of the journey, businesses can improve overall efficiency and reduce unnecessary movements. For instance, using air transportation for time-sensitive deliveries and sea

transportation for bulk cargo can optimize the transportation process and save time.

Increased Customer Satisfaction:

Multimodal transportation can lead to increased customer satisfaction by reducing transit times, improving reliability, and providing better tracking and communication. Use of a variety of transportation modes can improve the health of businesses by offering predictability of shipments and meet customer expectations. Additionally, businesses can use technology to track shipments and provide real-time updates to customers.

Reduced Risk:

Multimodal transportation can help businesses reduce risk by diversifying transportation modes and routes. By using multiple transportation modes, businesses can reduce the risk of disruptions and delays caused by natural disasters, labor strikes, or geopolitical unrest. Additionally, by using different routes, businesses can avoid congestion and optimize transportation schedules.

Improved Sustainability:

Multimodal transportation can help businesses achieve their sustainability goals by reducing carbon emissions and environmental impact. By optimizing transportation routes and using the most efficient modes of transportation, businesses can reduce carbon emissions and minimize their environmental footprint. Additionally, businesses can leverage technology to



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track emissions and improve their sustainability performance.

Besides, offering preference to Multimodal system, the Government of India (GOI) has taken various initiatives to reduce the carbon emissions.

Some of the specific initiatives include:

Dedicated Freight Corridors (DFCs) – Numerous DFCs are designed to provide high-speed, high-capacity rail connectivity for freight. There is no doubt that railway mode is the cheapest mode of transportation and if a substantial portion of freight can be shifted from road to rail, congestion on highways will be reduced and they can lower emissions, as rail transport is more energy-efficient and has a lower carbon footprint than road transport.

Inland Waterways Development – Introduction of National Waterways (NW) is another initiative that will help reduce carbon emissions. The GOI has already started the NW on the River Ganga and aims at creating an extensive network of inland waterways for freight movement. Waterways are a cleaner mode of transport compared to road and can significantly reduce emissions per ton-kilometer of cargo moved.

The benefits from multimodal networks:

- Multimodal networks can relieve traffic congestion on roads, reducing fuel consumption and carbon emissions from idling and stop-and-go driving.
- Railways and waterways have lower emissions per ton-kilometer compared to road transport, contributing to a significant reduction in overall logistics emissions.

Developing Infrastructure and Promoting Electric Vehicles – Through Gati Shakti the GOI is aiming to establish a comprehensive network of electric vehicle (EV) charging stations across India. This infrastructure is critical for supporting the widespread adoption of electric trucks and other clean vehicles in the

logistics sector.

At the initial level the identified sites for planting the charging stations are Highways and Urban localities. While the installation of charging stations along major highways will ensure that electric trucks have access to charging facilities on long-haul routes, the charging hubs in urban centers will support last-mile delivery vehicles and urban freight movement.

The benefits from charging stations:

- A reliable and accessible charging network will encourage logistics companies to invest in electric trucks, reducing reliance on diesel-powered vehicles.
- Electric vehicles produce zero tailpipe emissions, contributing to improved air quality and lower greenhouse gas emissions from the logistics sector.

Other possible attractive offer to shift to low-emission logistics:

- The GOI can propose innovative financing models to encourage investment in eTrucks, charging infrastructure, and other clean technologies to attract truckers for shifting to eTrucks..

Green Industrial Corridors – The GOI, through Gati Shakti, focuses on developing industrial corridors along major freight routes that incorporate sustainable practices. These corridors can be designed to include:

- Dedicated EV Lanes (lanes specifically devoted to electric vehicles) to promote their use and ensure smooth movement.
- Utilizing solar and wind energy to power logistics facilities, reducing the carbon footprint of operations.
- Implementing efficient waste management and recycling systems to minimize environmental impact.

The benefits from green industrial corridors:

- Green industrial corridors can lead to more sustainable logistics operations, with reduced emissions and lower environmental impact.
- Using renewable energy sources can reduce dependency on fossil fuels and

enhance the overall energy efficiency of the logistics sector.

Promoting Logistics Innovation - Gati Shakti can play a vital role in fostering innovation in clean logistics technologies by supporting research and development in various fields. These identified fields are:

- **Electric Vehicle Battery Technology:** Advancing battery technology to increase the range and efficiency of electric trucks.
- **Hydrogen Fuel Cells:** Exploring the use of hydrogen fuel cells as an alternative to traditional fuels for long-haul trucks.
- **Autonomous Trucking:** Developing autonomous trucking technologies that can improve efficiency and reduce emissions through optimized driving patterns and reduced idling.

The benefits from logistics innovations:

- Gati Shakti can help position Indian logistics companies as leaders in the transition to a low-carbon economy.
- Innovative technologies can improve the efficiency and sustainability of logistics operations, leading to cost savings and reduced environmental impact.

Other possible attractive offer for logistics innovations:

- Truckers using battery technology, hydrogen fuel and autonomous trucking technologies can be awarded with x number of free fuel and batteries.

The National Master Plan, Gati Shakti, can change the map of India's logistics sector by significantly enhance its sustainability. And, there should be no iota of doubt. Under this plan, the development of multimodal logistics networks, a robust EV charging infrastructure, green industrial corridors, and logistics innovation all will help boost Indian economy as well as will support the adoption of clean technologies and reduce emissions. Trust, Gati Shakti aligns with India's climate goals and can drive the transition towards a low-emission logistics sector.



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A sustainable logistics landscape for future generations

Logistics is a critical sector that plays a significant role in the world's economy. However, logistics operations are responsible for significant carbon emissions, which contribute to climate change.

We are not unaware that climate change will have consequences with significant effects on financial assets and inflation resulting from supply shocks caused by food and energy shortages, leading to price instability. The transportation sector accounts for approximately 14% of global emissions, with road freight significantly contributing to this issue. If no action is taken, the World Bank estimates freight emissions could increase by over 50% by 2050.

The Government of India (GOI) is also committed to bringing down carbon emissions in the logistics sector. The Gati Shakti project is delivering various commitments to the logistics sector. Additionally, it has mandated that the top 1000 companies based on market capitalisation adhere to the BRSR (Business Responsibility and Sustainability Reporting) guidelines for reporting their business practices and sustainability efforts. This move demonstrates a commitment towards more extensive and updated reporting standards for corporate social responsibility and sustainable business practices in India. The report must provide information on the carbon emissions generated by these companies, including appropriate metrics, calculation methodologies, strategies adopted and initiatives taken, and progress made over time to reduce their carbon footprint.

Therefore, from a future perspective, it has become very critical to reduce carbon emissions in logistics. Logistics companies can reduce their environmental impact while improving their efficiency and competitiveness through sustainable practices and technologies. This is nevertheless a challenge but the industry can only contribute to a greener future by adapting to such bearings.

The logistics industry can reduce transportation distance and use low-

The logistics industry can reduce transportation distance and use low-emission vehicles, by improving vehicle efficiency, adopting sustainable packaging, increasing the use of renewable energy, using data analytics, and collaborating with suppliers and customers

emission vehicles, by improving vehicle efficiency, adopting sustainable packaging, increasing the use of renewable energy, using data analytics, and collaborating with suppliers and customers. These are a few in the list but there are many ways for logistics companies to lower their carbon emissions.

The burning of fossil fuels, like

gasoline and diesel, releases millions of tons of carbon dioxide emissions



Abhishek Gupta
General Secretary, AITWA

into the environment every year, which becomes a major contributor to global warming. India emits 2.3 Giga tonnes of carbon dioxide (CO₂) every year but it is not the only country to do so, the United States is responsible for 27% of total greenhouse gas emissions, which makes it the top contributor.

The following are a few ways to help achieve the goal of lowering carbon emissions:

1. One has to be more calculative and optimize the modes of transportation. India could greatly benefit from promoting rail and water transports, which contribute lower carbon footprint than road transport. Encouraging the adoption of rail and water transport, even if it's not a complete shift, could significantly contribute to reducing emissions. The use of intermodal transportation and consolidating shipments is very crucial. No doubt, by reducing transportation distance, logistics companies can lower their fuel consumption, reduce emissions, and

save costs.

2. Optimised use of road transport can also help in reducing carbon emissions. This means reducing empty miles, increasing loading efficiency, and promoting the use of larger trucks in the market.

3. Logistics companies can use low-emission vehicles, such as electric or hybrid vehicles, to reduce carbon emissions. These vehicles can be preferred for both short and long-haul transportation. Electric vehicles are recommended particularly for urban areas, where air quality is a significant concern. Additionally, logistics companies can also explore alternative fuels such as biofuels and cleaner fuels like LNG, to reduce emissions further.

Encouraging the adoption of electric vehicles (EVs) can be a viable solution to reduce emissions and costs. EVs have emerged as a promising option with zero tailpipe emissions.

4. Logistics companies can improve the efficiency of their vehicles by using fuel-efficient engines, reducing idle time, and maintaining their fleet. It is well understood that regular maintenance and tuning of vehicles can improve their performance and reduce emissions. Opting for technologies such as automatic start-stop systems, which turn off the engine when the vehicle is stationary, can also, be thought of to reduce emissions.

5. Logistics companies can reduce their carbon footprint by paying more attention to packaging practices. Using sustainable packaging materials, such as biodegradable or recyclable materials and using reusable packaging can help reduce waste and lower costs in the long run. Of course, this may not create a direct impact on lowering carbon emission but it is a critical sustainability



practice that can also help the overall goal to prevent global warming from getting worse. Further, using lighter packaging is also a great idea for companies to adapt, as this will reduce the weight of shipments and improve fuel efficiency, which equals lower carbon emissions.

6. The use of energy-efficient technologies like LED lighting, motion sensors, and solar panels in the warehouses helps to reduce energy consumption and therefore minimises carbon emissions. Logistics companies can think of wind power to run their operations.

7. Logistics companies can adapt to smart logistics systems, like an AI/ML-enabled route optimisation software or a visibility and data analytics platform to identify and mitigate carbon footprint.

8. Logistics companies can work with their suppliers and customers to reduce carbon emissions throughout the supply chain. This can include

sharing best practices, reducing waste, and using more sustainable materials. Companies can also collaborate on transportation and logistics to reduce transportation distance and emissions.

9. Companies can reuse and recycle materials by implementing reverse logistics processes like product take-back programs and remanufacturing. This saves energy but also significantly reduces greenhouse gas emissions.

The logistics sector in India is worth INR 11 lakh crore and is expected to grow by 7%, and it will continue to play a vital role in creating a sustainable future. Companies can contribute to a greener and more resilient supply chain landscape by taking the lead and implementing innovative initiatives. It is expected of the companies that they will work together to shape a sustainable logistics landscape that meets economic needs while preserving our planet for the present and future generations.

X

Accelerating Low Emission Logistics in India: A Seminar Cum Workshop

On June 12, 2024, at India Habitat Centre, New Delhi, Smart Freight Centre organized a seminar cum workshop – Accelerating Low Emission Logistics in India. It is important to mention here that the Smart Freight Centre is the organization that launched the SFC India program in May 2023 as a regional initiative in South Asia, in cognizance of the role of the region in the global ecosystem development for low-emission logistics.

The program was aimed at reducing global GHG emissions by 1 billion tonnes by 2030 and reaching Net Zero by 2050 in collaboration with the Indian freight sector.

An overview of the seminar:

The advent of Zero Emission Trucks (ZETs), or eTrucks, marks a pivotal shift in India's road freight sector, traditionally dominated by diesel trucks. With their zero tailpipe emissions and favourable TCO (Total Cost of Ownership) economics, ZETs are poised to capitalize on the burgeoning investments in India's logistics growth, steering the industry toward a sustainable, low-emission future in alignment with net zero objectives.

The Indian Freight Buyers and Logistics Service Providers (LSPs) are increasingly inclining towards ZETs. Simply because they are driven by the commitment towards sustainability and the tangible business benefits these vehicles offer.

Recognizing the critical role of finance in the commercial viability of ZETs, there is a pressing need for innovative financing models that surmount the prevailing challenges. The Indian government is also coming up with various initiatives. Concurrently, efforts to standardize freight emissions accounting framework in India are underway, promising to significantly reduce emissions via efficiency improvements and reduce fuel import reliance.

Smart Freight Centre brought together key stakeholders from the Indian freight ecosystem, including shippers, LSPs, financial institutions, OEMs, and policymakers in a day-long workshop.



Pradeep Singhal
Chairman, AITWA

The summary of the event:

The event witnessed the presence of senior officials from Niti Ayog, MHI, DPIIT, and representatives from SIDBI (Small Industries Development Bank of India), AITWA (All India Transport Welfare Association), CESL (Convergence Energy Services Limited), TERI, IIM Bangalore, e-FAST, Shakti Foundation along with other senior executives from Freight Industry, Allied sectors, and Knowledge partner organisations.

Dr. Christoph Wolff, CEO, of Smart Freight Centre (SFC), outlined the workshop's objective in line with SFC's vision to decarbonize global freight.

Sudhendu J Sinha, Advisor, Infra Connectivity & Electric Mobility Niti Ayog mentioned that approximately four million trucks currently running on the roads are spewing out 80% of greenhouse gas emissions.

The event also saw the exchange of a Memorandum of understanding between SIDBI and Smart Freight Centre (SFC), asserting confidence and unwavering ecosystem support for the vision of sustainable logistics via low-emission freight in India.

Another partnership announced at the event was a MoU between IIM Bangalore and SFC on the development of an emission accounting framework for India, with IIM Bangalore supporting the creation of the data framework. This initiative is currently undertaken as a collaborative exercise between SFC, TERI and IIM Bangalore.

TERI, along with Smart Freight Centre, Shakti Sustainable, IIM Bangalore, and

SIDBI also launched the report "Baseline Study for Non-Urban Road Transport in India". The report includes an assessment of the non-urban HDV goods sector in the Indian context and establishes the importance of estimating baseline emissions for long-distance road freight transport operators, specific energy consumption, and distance-based specific energy consumption for truck operators or carriers.

Panel discussion and takeaways:

The session - **Opportunities for ZET Deployment**, focused on India's e-FAST, a NITI (Government of India) initiative and India's first platform facilitating collaboration between government stakeholders and private sector players to shape strategies to create a conducive environment for freight electrification.

The members of the Panel, Sudhendu J Sinha - Advisor, Infra Connectivity & Electric Mobility, NITI Aayog, E. Srinivas - Joint Secretary, Ministry of Commerce & Industries (Logistics Division), Sumit Kumar - Deputy Secretary, Ministry of Heavy Industries, Pradeep Singhal - Chairman, All India Transporters Welfare Association (AITWA), Captain Prashant S. Widge - Head of Public Affairs, South Asia, Group Public and Regulatory Affairs, AP Moller - Maersk discussed various aspects to reduce carbon footprints.

The key takeaways of the session opportunities for ZET deployment are:

- Three broad levers that can be applied to make freight activities more environment friendly with less CO2 emission footprint are - avoiding the need for energy, shifting towards a more sustainable mode of transport, and efficiency improvements to again decarbonize.
- A transition across the board in terms of value drivers is the need of the hour.
- Three value cases which are of interest in ZET deployment are - the environmental case in CO2 reductions, the economical case in energy savings and the social value case that can be captured by this kind of transition.
- There is a need for the identification of corridors for Hydrogen as well as LNG-

fuelled vehicles, alongside a focus on the development of ZET corridors.

- It is necessary to map the domestic market's supply chain and get a clear understanding of the commodities that are being traded throughout it.
- The electrification of railroads has already received substantial funding, and by December 2024, all railroads will be fully electrified. The load share must be accurately assessed for both.
- An investment plan is required if green corridors need to be developed.
- The ZET industry will be in direct competition with the railways as the stated policy of the government is that freight movement through railways is to be promoted over road transport.

Panel discussion and takeaways:

In the session - **Strategic Levers for ZET Deployment at Scale**, the panel members - Dr R K Singh - CGM, Green Climate Finance, SIDBI, Amit Sood – Head, Commercial/ e-trucks, Convergence Energy Services Ltd., Sanjay Bajpai – Executive Director, CONCOR, Yashpal Sachar – VP Corporate Affairs, Ashok Leyland, Neha Nagpal Grover - International Finance Corporation (IFC) discussed various strategic aspects for ZET development.

The panel agreed that while EVs in India have witnessed strong market growth since the GOI launched the two FAME schemes (2015 and 2019) the Zero Emission Trucks (ZETs) have not found enough traction due to unclear demand signals.

Panel takeaways of the session:

- High acquisition cost and the residual value need to be overcome. Both factors have a significant role in determining the TCO, which in turn affects the viability of the business.
- The most important factors contributing to a successful ZET deployment strategy are -identifying the most feasible financing scheme and understanding its feasibility and applicability, a scale-up approach, establishing a robust risk-mitigating model, and formation of a communication platform.
- Deploying of E-trucks depends heavily on the availability and feasibility of longer-duration contracts since the initial cost is higher.
- Any logistical issues about loading or unloading must be fixed. A vehicle should

never be idle, if it happens, the shift duration also gets lengthy, hampering the economy.

- Electric mobility is meant to be profitable because it uses less energy. Although the total cost of ownership may be high, the cost per kilometre is essentially lower than that of gasoline and diesel.
- Focus needs to be on increasing the credit affordability of our banks to explore and support green projects. Without a proper financing model, ZET deployment will be difficult to initiate.
- Policy initiatives to bring the upfront as well as running cost of ZETs down through efficiency improvements, technology enhancements, and economies of scale need to be prioritized.

Panel discussion and takeaways:

In the session - **Financing for ZET Deployment**, the panel members - Mr Rajiv Kumar - General Manager, SIDBI, Mr. Pramod Sharma - President, Corporate Affairs, SUN Mobility, Mr. Jayant Prasad - Executive Director, Ckers Finance, Mr. Nishant Idnani - Founder & Managing Director, Vaultus Green Funding acknowledged the Indian Freight Industry's signal to the adoption of Electric Trucks with the aggregated demand of 7750 Trucks under NITI Aayog's e-FAST initiative.

Panel takeaways of the session:

- The major challenge for ZET adoption at scale will be the Capex at almost or more than double in the case of e-trucks. Financing will be the key thing as far as the e-trucking is concerned.
- MDV and HDV segments are growing exponentially and will be the case also in the future from the perspective of transitioning to electric trucks. The CAGR currently as per trend is at 2.81%.
- Performance risk again is considered higher for e-truck in the current scenario as compared to ICE. Similarly, operation risk and infrastructure risk are considerably higher for electric trucks.
- The funding model applied for railways by IRFC and NBFC can serve as a guide for developing a deployment plan akin to that of e-trucks.
- The subsidies offered as part of FAME-I and FAME-II triggered a lot of interest and have brought the market to a certain level of maturity where it becomes self-sustainable.
- As large-scale financing is not happening in ZET, the role of a

Development Financial Institution like SIDBI becomes crucial.

- There is a need for blended finance facilities, so that when SIDBI can bring down the rate of interest because if there is a higher upfront cost, the rate of interest will be reasonable.
- SIDBI is working on that count with the Green Climate Fund and other funds wherein there is an opportunity to bring in concessional capital in the country.
- By reducing the battery size of the vehicle as well as the downtime between the changes, upfront costs can be lowered significantly.
- Demonstration fleets are crucial for building market confidence by demonstrating the viability of ZET across various parameters including business and operational.
- The challenge lies in understanding electric vehicles and their technology as a new asset class.
- Proper battery management, including cooling during charging and use, can extend the battery life cycle by 20-30%.
- Lithium iron phosphate batteries used in EVs have a defined life cycle of 2500 cycles at 25 degrees Celsius, after which capacity depletes to 80%.
- After the first life cycle, batteries can be repurposed for secondary uses like solar applications, where they can undergo an additional 2000 cycles.
- Granting infrastructure status to the EV sector could enable priority funding and financing, stimulating market growth.
- The government should invest in infrastructure to support the EV ecosystem,

Panel discussion and takeaways:

In the session - **Freight Emissions Accounting in India**, the panel members discussed various aspects of the topic.

The key takeaways of the session:

- As the world's population grows, there will be a greater need to move goods, which will add more carbon emissions.
- There is essentially a road map that comprises several pillars when it comes to decarbonizing existing emissions. The first step is reporting and charting emissions. Once the emissions are calculated, scientific knowledge-based targets may be established. Thereafter, different decarbonisation mechanisms and tools can be deployed to cut emissions.

PM Gati Shakti: Changing India Big Time!



PM GatiShakti National Master Plan (PMGS-NMP) was launched on 13th October 2021 for providing multimodal connectivity infrastructure to various economic zones. Cabinet Committee on Economic Affairs (CCEA) accorded approval for the implementation of PM GatiShakti National Master Plan on 21st October 2021.

PM GatiShakti is a transformative approach for economic growth and sustainable development. The approach is driven by 7 engines, namely:

- Railways
- Roads
- Ports
- Waterways
- Airports

- Mass Transport
- Logistics Infrastructure

All 7 engines will pull forward the economy in unison. These engines are supported by the complementary roles of Energy Transmission, IT Communication, Bulk Water & Sewerage, and Social Infrastructure. The approach is powered by Clean Energy and Sabka Prayas – the efforts of the Central Government, the state governments, and the private sector together – leading to huge job and entrepreneurial opportunities for all, especially the youth.

The scope of PM GatiShakti National Master Plan will encompass the 7 engines for economic transformation, seamless multimodal connectivity and logistics efficiency. It will also include

the infrastructure developed by the State Governments, as per the GatiShakti Master Plan. The focus will be on planning, financing including through innovative ways, use of technology and speedier implementation.

The projects pertaining to these 7 engines in the “National Infrastructure Pipeline” will be aligned with PM GatiShakti framework. The touchstone of the Master Plan will be world-class modern infrastructure and logistics synergy among different modes of movement – both of people and goods – and location of projects. This will help raise productivity and accelerate economic growth and development.

The plan has been developed as a



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Digital Master Planning tool by BISAG-N (Bhaskaracharya National Institute for Space Applications and Geoinformatics) and has been prepared in dynamic Geographic Information System (GIS) platform wherein data on specific action plan of all the Ministries/Departments have been incorporated within a comprehensive database. Dynamic mapping of all infrastructure projects with real-time updation will be provided by way of a map developed by BISAG-N. The map will be built on open-source technologies and hosted securely on MEGHRAJ i.e. cloud of Govt. of India. It will use satellite imagery available from ISRO and base maps from Survey of India. The comprehensive database of the ongoing & future projects of various Ministries has been integrated with 200+ GIS layers thereby facilitating planning, designing and execution of the infrastructure projects with a common vision.

The digital system is a software where individual ministries will be given separate user identification (login ids) to update their data on a periodic basis. The data of all the individual Ministries will be integrated in one platform which will be available for planning, review and monitoring. The Logistics Division, Ministry of Commerce & Industry (MOCI) will further assist all the stakeholders through BISAG-N for creating and updating their required layers in the system and update their database through Application Programming Interface (APIs).

Notably, Prime Minister launched PM Gati Shakti - National Master Plan for Multi-modal Connectivity, 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 will provide integrated and seamless connectivity for movement of people, goods and services from one mode of transport to another. It will facilitate the last mile connectivity of infrastructure and also reduce travel time for people.

Vision of PM Gati Shakti: PM Gati Shakti will incorporate the infrastructure schemes of various Ministries and State Governments like

Vision of PM Gati Shakti: PM Gati Shakti will 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, agri zones will be covered to improve connectivity & make Indian businesses more competitive

Bharatmala, Sagarmala, inland waterways, dry/land ports, UDAN etc. Economic Zones like textile clusters, pharmaceutical clusters, defence corridors, electronic parks, industrial

corridors, fishing clusters, agri zones will be covered to improve connectivity & make Indian businesses more competitive. It will also leverage technology extensively including spatial planning tools with ISRO (Indian Space Research Organisation) imagery developed by BiSAG-N (Bhaskaracharya National Institute for Space Applications and Geoinformatics). More details of the Plan can be found here.

History & Steps to Overcome Challenges: Traditionally, there was lack of coordination between different Departments, for example, once a road was constructed, other agencies dug up the constructed road again for activities like laying of underground cables, gas pipelines etc. This not only caused great inconvenience but was also a wasteful expenditure. To address this, efforts were made to increase coordination so that all cables, pipelines etc. could be laid simultaneously. Steps have also been taken to address other issues like time-taking approval process, multiplicity of regulatory clearances etc. In the last few years, the Government has ensured unprecedented focus on infrastructure through a holistic outlook. This helps to address the past issues through institutionalizing holistic planning for stakeholders for major infrastructure projects. Instead of planning & designing separately in silos, the projects will be designed and executed with a common vision.

6 Pillars of PM Gati Shakti: PM Gati Shakti is based on six pillars:

- **Comprehensiveness:** It will include all the existing and planned initiatives of various Ministries and Departments with one centralized portal. Each and every Department will now have visibility of each other's activities providing critical data while planning & execution of projects in a comprehensive manner.



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- **Prioritization:** Through this, different Departments will be able to prioritize their projects through cross-sectoral interactions.

- **Optimization:** The National Master Plan will assist different ministries in planning for projects after identification of critical gaps. For the transportation of the goods from one place to another, the plan will help in selecting the most optimum route in terms of time and cost.

- **Synchronization:** Individual Ministries and Departments often work in silos. There is lack of coordination in planning and implementation of the project resulting in delays. PM Gati Shakti will help in synchronizing the activities of each department, as well as of different layers of governance, in a holistic manner by ensuring coordination of work between them.

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

- **Dynamic:** All Ministries and Departments will now be able 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 progress of the projects will be updated on a regular basis on the portal. It will help in identifying the vital interventions for enhancing and updating the master plan.

PM GatiShakti is the result of Prime Minister's constant endeavour to build Next Generation Infrastructure which improves Ease of Living as well as Ease of Doing Business. The multi-modal connectivity will provide integrated and seamless connectivity for movement of people, goods and services from one mode of transport to

another. It will facilitate the last mile connectivity of infrastructure and also reduce travel time for people.

Speeding Up with Gati Shakti: Infrastructure has often been the back on which countries have transformed themselves. The New Deal, ushered in by President Roosevelt in USA, lifted the country off its feet after the Great Depression. Japan post World War II, where transit oriented development was crucial. Between 1960-1990, South Korea grew at an average rate of 10% per annum. China between 1980-2010 set a similar pace. The result was a socio-economic transformation within a generation in these countries. A critical enabler in the success of these countries was a multi-modal transport network, that significantly reduced the cost of logistics, boosting export competitiveness. As India seeks to usher in a similar economic transformation, exports will be key. However, our infrastructure has often been cited as a binding constraint in raising the potential growth rate of our country.

Why does infrastructure matter? In economics parlance, multiplier effects accrue to the economy through infrastructure spending. This means that not only does the project contribute immediately through increased demand for labour, construction materials, but also through the second order effects improved connectivity brings. Goods & people will move faster between destinations. The cost of logistics comes down. Studies by the Reserve Bank of India and the National Institute of Public Finance and Policy have estimated the multiplier to be between 2.5-3.5x. This means, for every rupee spent by the government in creating infrastructure, GDP gains worth Rs. 2.5-3.5 accrue. Furthermore, in times of economic contractions, this multiplier is larger

than the one during times of economic expansion. This could imply that public investment if timed and targeted right, can actually 'crowd-in' private investment, rather than 'crowd-out'. To realise these benefits, raising our capital expenditure as a % of GDP will be crucial, at both the Central & State level.

At the same time, the infrastructure plan of a country must seamlessly & efficiently move goods & people across various modes of transport. However, this requires a coordinated approach. For instance, roads would feed into railway lines which in turn would feed into ports, efficiently moving goods from the hinterlands to the ports. This would enable the development of multiple urban, industrial centres across India. These urban centres in turn, would enable balanced regional development, as multiple industrial clusters could sprout up across India. Both Central and state government revenues would be bolstered, enabling higher spending on social sectors. This would have the spillover effect of easing pressure on existing urban agglomerations, leading to a higher quality of life across the board.

However, while India has tried to achieve the same, an end-to-end seamless, multi-modal transportation network is some way away. For instance, roads dominate the share of traffic. 64% of the freight in India is moved through roads. As diesel drives road transport, any spike in oil prices raise prices across the board, through higher transport costs and also because fuel is not part of GST, which means input tax credit is not available. Even post GST, FastTag and other initiatives, it is desirable to aspire for a higher share of railway in modal share as it remains a more efficient method. Furthermore, while many economic zones, industrial parks, logistics hubs

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KEY FACTS

Group Turnover



\$600 Mn.
(in 2017-18)

Employee
Strength



6000+

Vehicles/day
Managed on Road



12000

Cargo Ships
(Coastal Waters)



6

Warehouse
Covered Area



12 (million sq. Ft.)

Own Branch
Network



1400+

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and ports were planned, they often suffered owing to inefficient multi-modal connectivity, and also due to their small size. 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.

However, achieving an efficient, seamless multi-modal transport network is no easy task. It requires independent government departments to work in close coordination and collaboration, guided by an overarching master plan. The Prime Minister during his Independence Day speech of 2021 had emphasised that the National Master Plan, Gati Shakti would help realize the dreams of crores of our countrymen. The Gati Shakti programme marks a paradigm shift in decision making to break the silos of departmentalism. In the proposed Plan, all the existing and proposed economic zones have been mapped along with the multimodal connectivity infrastructure in a single platform. Individual projects of different line Ministries would be examined and sanctioned in future within the parameters of the overall

Plan, leading to synchronisation of efforts. Gati Shakti will bring synergy to create a world class, seamless multi-modal transport network in India. The National Master Plan will employ modern technology and the latest IT tools for coordinated planning of infrastructure. A GIS-based Enterprise Resource Planning system with 200+ layers for evidence-based decision-making is one example. The use of satellite imagery for monitoring is another. Digitisation will play a big role in ensuring timely clearances and flagging potential issues, and in project monitoring as well.

An efficient logistics network is one necessary condition. Another one is achieving economies of scale in manufacturing. Industrial parks and logistics parks need to grow in size to be globally competitive. The National Industrial Corridor Development Corporation (NICDC), formerly DMIDC will work in close coordination with state governments to develop these industrial corridors. State governments must take the lead in identifying parcels of land for industrialisation in consonance with the national plan to reap the maximum benefits of jobs and growth.

At the same time we must ensure these initiatives towards dedicated industrial corridors keep in mind the

current realities. Climate change is upon us and all projects must incorporate adaptation and mitigation strategies. Indian Railways has made substantial commitments in greening railways, by committing towards becoming a net-zero carbon emitter before 2030. Railway electrification has been given a big thrust and has grown by 10x since 2014. The targets set for electrification must be regularly monitored.

Much has been achieved in ensuring India can transform into a manufacturing powerhouse. A continuous easing of the business environment, coupled with economic reforms will boost formality & productivity. Cleaning up of bank balance sheets will raise availability of credit. Availability of large tracts of land, can help achieve scale in manufacturing. Public investments in infrastructure will reduce the cost of logistics, through creating a seamless multi-modal infrastructure network. However, this would require synchronisation across various government levels and departments to execute. This is what the GatiShakti plan aims to achieve - synchronous decision making to create a world-class, seamless multi-modal transport network, on the back of which India will be transformed.

X



*The quality of our Thoughts determines
our own personal degree of Happiness.*

Brahma Kumaris

Dwell Time Performance (June 2024): PAN India



Pipavav	
Import 66.2 hrs	Export 122.4 hrs

Hazira	
Import 19.9 hrs	Export 133.0 hrs

Mundra	
Import 27.5 hrs	Export 116.9 hrs

Nhava Sheva (JNPA)	
Import 26.3 hrs	Export 80.9 hrs

Kandla	
Import 34.3 hrs	Export 91.7 hrs

Tuticorin	
Import 21.4 hrs	Export 67.2 hrs

Kochi	
Import 41.2 hrs	Export 116.4 hrs

New Mangalore	
Import 75.7 hrs	Export 104.5 hrs

Kattupalli	
Import 52.1 hrs	Export 129.2 hrs

Ennore	
Import 48.9 hrs	Export 112.2 hrs

Chennai	
Import 42.7 hrs	Export 102.3 hrs

Kolkata	
Import 38.2 hrs	Export 136.9 hrs

Visakhapatnam	
Import 65.6 hrs	Export 100.0 hrs

Haldia	
Import 67.8 hrs	Export 120.0 hrs

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

Note: • Dwell Time includes free time
 • *Marked Dwell time does not include the free time at the port • All values are in hours

Source: NICDC Logistics Data Services Limited

Domestic Commercial Vehicle Sales Likely to Dip 4-7% in FY25: ICRA

The Indian commercial vehicle (CV) industry is expected to see a decline of 4-7 per cent in wholesale volumes in FY25, according to rating agency ICRA, reported Business Standard. The anticipated downturn follows a period of muted growth along with several influencing factors, such as the high base effect from previous financial years and a slowdown in economic activities due to the upcoming General Elections in 2024. Infrastructure projects are likely to be impacted in the first few months of FY25, further affecting CV demand.

In February 2024, the industry saw a slight 0.7 per cent year-on-year decline in wholesale volumes, although it managed a 5.1 per cent sequential growth. This mixed performance was attributed to reduced construction activity ahead of the implementation of the model code of conduct for General Elections and broader base effects. Conversely, retail volumes experienced a 4.8 per cent year-on-year increase despite a 0.9 per cent sequential drop.

According to Kinjal Shah, vice president and co-group head of corporate ratings at ICRA, the significant growth in volumes and tonnage during FY22 and FY23 set a high base, which, coupled with the economic slowdown ahead of the General Elections, has contributed to the expected decline in FY25. Despite a 2.1 per cent year-on-year growth in domestic CV wholesale volumes over the first 11 months of FY24, a slowdown in construction activities during the latter part of the financial year has offset initial gains.

The medium and heavy commercial vehicles (M&HCV) segment is predicted to see a decline of 4-7 per cent in FY25. This segment ended FY24 with a 4 per cent year-on-year (Y-o-Y) growth, primarily driven by an improved macroeconomic environment and higher freight availability early in the financial year. However, muted demand in the later months contributed to the overall decline.

The light commercial vehicles (LCV) segment is also expected to face a downturn, with a forecasted decline of

The LCV segment witnessed a 3 per cent year-on-year decline in FY24 due to these challenges, along with a deficit in rainfall impacting the rural economy

5-8 per cent in FY25. The factors influencing this decline include the high base effect, a sustained slowdown in e-commerce, and competition from electric three-wheelers (e3Ws). The LCV segment witnessed a 3 per cent year-on-year decline in FY24 due to these challenges, along with a deficit in rainfall impacting the rural economy.

In contrast, the bus segment is anticipated to grow by 2-5 per cent in FY25, driven by the replacement demand from state road transport undertakings (SRTUs) and the scrapping of older government

vehicles. The segment exceeded pre-COVID levels in FY24, with a significant 27 per cent year-on-year growth, supported by low base effects and increasing penetration of electric buses.

According to the Federation of Automobile Dealers Association (FADA), commercial vehicle original equipment manufacturer (OEM) sales in April 2024 were 90,707 units, compared to 88,663 units in April 2023, representing an increase of 2.3 per cent.

ICRA also expects the operating profit margins (OPM) of domestic CV manufacturers to decline marginally in FY25 to 8.5-9.5 per cent. This is due to lower volumes and higher competitive pricing pressures. The OPM had improved by 250-300 basis points in FY24 due to record-high industry volumes and favourable commodity prices.

Going ahead, the investment in the industry is set to rise, with capital expenditures projected to increase to approximately Rs 59 billion in FY25 from Rs 37 billion in FY24. These investments will focus on product development, technology upgrades, and maintenance-related capital expenditures.

While the near-term outlook for the domestic CV industry appears challenging, the long-term growth drivers remain robust. These include sustained infrastructure development, increased mining activities, and improvements in road and highway connectivity. Despite the anticipated decline in FY25, the replacement demand, particularly due to an ageing fleet, is expected to support CV volumes in the medium term.

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China Gives 1st Approvals for Public Trials of Advanced Autonomous Driving



China has granted approval to a first group of nine automakers to carry out tests on vehicles with advanced autonomous driving technologies on public roads, as part of a plan to accelerate adoption of self-driving cars, reported Reuters.

The tests of so-called level three autonomous driving technologies will

be carried out by automakers including BYD and Nio, as well as major state-owned manufacturers such as Changan Automobile, GAC and SAIC, according to a statement published by the industry ministry.

Fleet operators such as ride-hailing companies will also be involved in the tests.

The auto industry has defined five

levels of autonomous driving, spanning driver assistance features such as cruise control at level one to fully self-driving cars at level five.

China issued the guideline of the nationwide scheme last November to start accepting applications from companies that seek to roll out more fully autonomous driving vehicles for mass adoption.

In the plan, drivers in the test vehicles are allowed to take their hands off the steering wheels, with automakers and fleet operators taking responsibility for safety.

The ministry said the trial would pave way for further commercialisation of

***The ministry said
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of more advanced
autonomous
driving technologies,
without elaborating***

more advanced autonomous driving technologies, without elaborating. Automaker executives said it was a step closer to allowing level three vehicles to be sold to, and used by, individual buyers and fleet operators.

At least 10 automakers and suppliers including Huawei and Xpeng have been offering level two autonomous driving capabilities in China, which still require an attentive driver with hands on the wheel.

Tesla is also preparing to deliver its "Full Self-Driving" (FSD) software to Chinese users within the year, Reuters has reported. FSD is also a level-two system but Tesla CEO Elon Musk has said more fully autonomous vehicles are close.

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Daimler India Commercial Vehicles Announces New Chief of Operations & Logistics

Daimler India Commercial Vehicles (DICV), the wholly owned subsidiary of Daimler Truck AG (Daimler Truck) names Muthumaruthachalam C as President and Chief of Operations & Logistics.

His appointment will be effective August 15, 2024. He replaces the former Chief Operating Officer Anshum Jain who moved on from the organisation in April 2024.

Muthumaruthachalam began his journey with DICV in 2009, during the early project phase as a specialist in heavy-duty truck project management, playing a pivotal role in the market launch of BharatBenz products in 2012. Subsequently, he moved into a leadership position in quality management to oversee BharatBenz trucks' warranty analysis and product reliability.

In 2015, he relocated to Mitsubishi Fuso Truck and Bus Corporation (MFTBC) where he was responsible for product reliability and warranty for FUSO Trucks and Buses, globally. He returned to DICV in March 2020 as Head of Supply Chain Management & Logistics. Since March 2023, he has been spearheading the newly-formed 'Procurement & Supply Chain Management organization as President and Chief Supply Chain Officer. His extensive global experience and profound understanding of process management have driven his success within the Daimler Truck organization.

Satyakam Arya, Managing Director &



CEO, Daimler India Commercial Vehicles, said, "Muthu is a DICV veteran and has been with our organization since we set up our greenfield in Oragadam. I am pleased to see him assume his new role within our organisation. His proven experience and leadership within the Daimler Truck organization in India and overseas, in areas of procurement, supply chain management and quality make him the right choice to drive our operations and logistics business functions, which comprise the largest portion of our workforce."

In his new role, Muthumaruthachalam will be a member of DICV's core leadership team reporting to Satyakam Arya, the Managing Director & CEO of DICV. He will oversee Operations

& Logistics, Manufacturing Engineering and Truck Operating System departments in DICV. He will be responsible for ensuring seamless operational workflows, enhancing manufacturing processes and driving the efficiency and effectiveness of truck operating systems.

Muthumaruthachalam, said, "I feel honored as I assume my new role in DICV when we are building the foundation for a new era of commercial mobility. My journey with Daimler Truck and DICV has been long, rich with learnings and incredibly fulfilling. I look forward to working closely with our talented teams, guiding them and giving them a conducive environment to thrive and succeed in our organisation."

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Tata Motors Likely to Name its Wholly Owned CV Subsidiary TML Commercial Vehicles



Tata Motors informed its investors about the formation of its wholly owned subsidiary for its Commercial Vehicle business, reported ET Auto.

The Company's Board of Directors have proposed the name for its subsidiary to be TML Commercial Vehicles Limited (TMLCVL). The name of the subsidiary is yet to be approved by the Ministry of Corporate Affairs, Government of India, the company said in its regulatory filings.

Tata Motors in March announced its demerger of PV (Passenger Vehicles)

and CV (Commercial Vehicles) businesses. This made it two separate listed companies, housing the Commercial Vehicles business and its related investments in one entity, and; the Passenger Vehicles businesses including PV, EV, JLR and its related investments in another entity.

TMLCV has the authorized share capital of INR 50,00,000/- (Fifty Lakh only) divided into 25,00,000 equity shares of INR 2 each. The company further added that it (Tata Motors) will have 100% holding in TMLCVL.

"TMLCVL is proposed to be incorporated with a paid-up capital of

INR 10,00,000 comprising 5,00,000 equity shares of face value INR 2 each fully paid-up in cash," the company said.

The Board of Directors of Tata Motors Limited have further disclosed the merger of Tata Capital Limited (TCL) and Tata Motors Finance Ltd (TMFL). This merger will be done through an NCLT scheme of arrangement.

As per the details TCL will issue its equity shares to the shareholders of TMFL resulting in TML effectively holding a 4.7% stake in the merged entity, the company added.

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Clean Mobility Solution to Set Up Facility in Pune to Produce E3W Zbee for World Markets

Clean Mobility Solution India Pvt. Ltd., the Indian subsidiary of Sweden-based Clean Motion, plans to establish a dedicated manufacturing facility in Pune, India, to localise and indigenously manufacture its flagship product - Zbee, the three-wheeled passenger EV, for global markets.

The company will also set up an EV charging infrastructure through operation clusters. Each cluster will be equipped with parking, plug-in chargers, and swappable batteries to serve 20-25 Zbee vehicles in fleet operations, the company said in a media release.

The announcement was made in an exclusive event held at Business Sweden, New Delhi, in the presence of Jan Thesleff, Ambassador of Sweden to India, and Cecilia Oskarsson, Trade & Invest Commissioner of Sweden to India and South Asia, Business Sweden and Clean Motion's investors. Jan Thesleff said, "I am delighted to witness the collaboration between Clean Motion AB, an innovative Swedish mobility company, and India Accelerator. This partnership signifies a step towards addressing the pressing challenges posed by climate change and the need to think differently about

transportation."

The ambassador added, "By combining the strengths of both

The ambassador added, "By combining the strengths of both nations, this collaboration aims to scale-up and contribute to solutions that meet the demands of the Indian market."

nations, this collaboration aims to scale-up and contribute to solutions that meet the demands of the Indian market."

Ashish Bhatia of Finvolve said, "India is making impressive strides in the EV space and is poised to lead the charge of sustainable mobility at a global level. It is our strategic investment in the EV space, and we are confident that India's favourable manufacturing environment will provide an impetus for growth to Clean India, bringing

about a significant shift in the global EV market."

Meanwhile, India Accelerator through its leading micro VC Finvolve, has recently made a seed fund investment of USD 1 million in the Sweden-based Clean Motion through its Indian subsidiary Clean Mobility Solution India Pvt. Ltd. to support the company's multi-pronged growth agenda of scaling up its operations in the Indian EV market.

Capitalising on its clean mobility solutions, the Indian subsidiary will focus on first and last-mile services, connecting key locations including metro stations, malls, colleges, and offices. To further bolster the company's expansion efforts, Finvolve plans to invest additional USD 3million to 5 million in the next two years, the release said.

Clean Motion AB was introduced to India in 2014 through India-Sweden Innovations' Accelerator programme - part of an intergovernmental cooperation between India and Sweden focusing on green transformation and resource optimisation in India. The programme is backed by Swedish Energy Agency and supported by Business Sweden and CII - Green Business Centre, the release added.

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GNSS Technology Enhances Navigation and Positioning, Playing a Crucial Role in Modernizing Toll Collection Systems, Ensuring Seamless Travel, and Reducing Congestion on Roads

NHAI Organises International Workshop on Global Navigation Satellite System Based Tolling.

To provide seamless and barrier-free tolling experience on National Highways, Indian Highways Management Company Limited (IHMCL), a company promoted by NHAI organised a day-long international workshop in New Delhi on 'Global Navigation Satellite System (GNSS) based Electronic Toll Collection in India'. The international workshop provided a unique platform to both industry and global experts to deliberate various aspects related to smooth implementation of the free-flow tolling system based on GNSS technology in India.

Union Minister for Road Transport and Highways Nitin Gadkari was the Chief Guest on the occasion. Ajay Tamta, Union Minister of State, MoRTH; Harsh Malhotra, Union Minister of State, MoRTH & Corporate Affairs; Anurag Jain, Secretary, MoRTH; Santosh Kumar Yadav, Chairman NHAI; Vishal Chauhan, Member (Administration) NHAI & CMD IHMCL; S.P. Singh, Joint Secretary (Logistics) MoRTH and senior officials from Ministry of Road Transport & Highways, NHAI, IHMCL along with international industry experts from the US and Europe and representatives from IITs, NIC, NPCL, C-DAC, HOA(I), NHBFI, IRF, SIAM, Financial institutions and leading global technology companies were present on the occasion.

Multiple panel discussions were held at the daylong workshop, where varied

industrial and technical professionals along with global GNSS experts deliberated upon different aspects that included On-Board Units (OBU), Commercial vehicles and NH fee rules, Toll Charger Software, Role of issuer entity and Essentials of road infrastructure for successful implementation of multi-lane free flow Global Navigation Satellite System (GNSS) based Electronic Toll Collection in India.

Speaking on the occasion, Union Minister for Road Transport and Highways, Nitin Gadkari said, "GNSS technology enhances navigation and positioning, playing a crucial role in modernizing toll collection systems, ensuring seamless travel, and reducing congestion on our roads. We are continuously working towards easing citizens' lives, making governance more transparent, and providing faster services."

Anurag Jain, Secretary, MoRTH said, "Participation from many global experts on GNSS in the workshop which is a testimony of the belief that the world has in India's growth story. We are working to realize the vision of a developed India by 2047 and implementation of GNSS will be one of the important steps towards that goal." Santosh Kumar Yadav, Chairman NHAI "Over the past decade, road network has expanded manifolds and National Highways carries over 70% of country's freight along with the passenger traffic. Implementing GNSS will immensely contribute not only towards growth of our economy but will also make barrierless tolling a

reality for our citizens."

Vishal Chauhan, Member (Admin), NHAI & CMD, IHMCL summarized the key takeaways and outlined the way forward from the panel discussions held during the daylong International Workshop on GNSS-based Electronic Toll Collection in India.

Global Navigation Satellite System (GNSS) based Tolling is a barrier free method of Electronic Toll Collection wherein the road users are charged on the distance they have travelled on the tolled Highway stretch.

NHAI plans to implement the GNSS-based Electronic Toll Collection (ETC) system within the existing FASTag ecosystem, initially using a hybrid model where both RFID-based ETC and GNSS-based ETC will operate simultaneously. Dedicated GNSS lanes will be available at toll plazas, allowing vehicles using the GNSS-based ETC to pass through freely. As GNSS based ETC becomes more widespread, all lanes will eventually be converted to GNSS lanes

Implementation of GNSS based Electronic Toll Collection in India will facilitate smooth movement of vehicles along the National Highways and is envisaged to provide many benefits to highway users such as barrier less free-flow tolling leading to hassle-free riding experience and distance-based tolling. The GNSS based Electronic Toll Collection will also help to plug leakages and check toll evaders resulting in more efficient toll collection system across the country.

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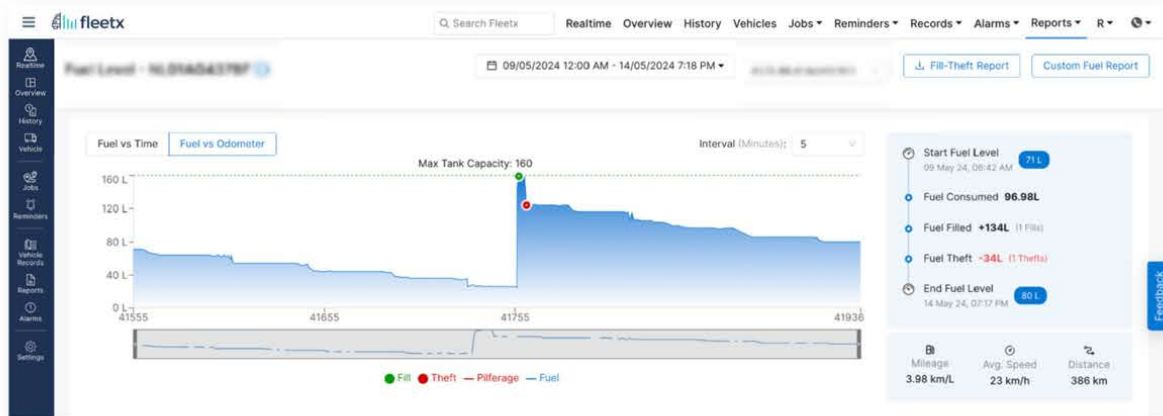
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Clarification regarding Accredited Driver Training Centre (ADTC) & Driving Schools

With regard to the news being circulated in some sections of the media it is clarified that the Rules 31B to 31J which prescribed provisions around Accredited Driver Training Centres (ADTC) were inserted in Central Motor Vehicles Rules (CMVR), 1989 vide GSR 394(E) dated 07.06.2021 are applicable with effect from 01.07.2021 and no change is envisaged from 01.06.2024.

It is also re-iterated that Section 12 of the Motor Vehicles (MV) Act, 1988 provides for the licensing and regulation of schools or establishments for imparting instruction in driving of motor vehicles. It was amended vide Motor Vehicles (Amendment) Act, 2019 to insert subsection (5) & (6) for schools or establishments accredited by a body notified by the Central Government.

The accreditation for such ADTC can be granted by the State Transport

Authority or any authorized agency notified by the Central Government on recommendations of any testing agency referred in rule 126 of CMVR,

The certificate issued by the ADTC on successful completion of course (Form 5B) vide sub-rule (iii) of rule 31E of CMVR, 1989 exempts the holder of such certificate from the requirement of driving test under proviso to sub-rule (2) of rule 15 of CMVR, 1989

1989. The certificate issued by the ADTC on successful completion of course (Form 5B) vide sub-rule (iii) of

rule 31E of CMVR, 1989 exempts the holder of such certificate from the requirement of driving test under proviso to sub-rule (2) of rule 15 of CMVR, 1989.

Other types of driving schools established under rule 24 of CMVR, 1989, having less stringent requirements as compared to ADTC, also issue a certificate on successful completion of course (Form 5) vide sub-rule (d) of rule 27 of CMVR, 1989. However, this certificate does not exempt its holder from the requirement of driving test under proviso to sub-rule (2) of rule 15 of CMVR, 1989.

The application for a driving licence under rule 14 of CMVR, 1989 is to be accompanied by Form 5 or Form 5B, as applicable.

Irrespective of the exemption from the requirement of driving test mentioned in Para 3 above, the power to issue driving licence shall be with the licensing authority.

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'In another four to five years, there will be only two things to talk about, in terms of alternative fuel technology for CVs'

The road ahead is not absolutely clear yet, in terms of technology mix, for the automobile industry's journey towards clean transportation. Therefore, bets are to be done on emerging options. In this edited interview, R S Sachdeva, industry veteran and VECV's Dy. CEO and Chief Transformation Officer, talks to ETAuto about the industry's transition journey, upcoming trends, and VECV's investments and efforts to grow in these disruptive times.

Q. You mentioned that VECV is investing close to INR 1,000 crore in developing new fuel technologies. Could you share some more insights in terms of what are the key technology options that VECV sees as more relevant in India, and accordingly appropriate investments?

Today, if I look at the global scenario, and from very insightful discussion with Volvo group also, everywhere we see that there's a sort of confusion in the sense of what the future is looking like. We have survived as an industry with one technology for the last 50 years, and that is the internal combustion engine. And, Diesel, largely Diesel run, and now with some percentage moving to CNG. But largely, it has been the diesel and also internal combustion engine technology has been there. But looking into the future, we'll see EV, (Battery Electric Vehicle), Hydrogen

internal combustion engine, or (Hydrogen) fuel cell, out of these three technology options, which is going to be the most relevant technology which will which will propel the future growth, and also lead to decarbonisation which every industry is today talking about.

Largely the consensus is coming out that EV will be relevant for the smaller vehicles, buses for intra-city application, whereas the inter-city long haulage trucks will be going to the Hydrogen fuel cell or the Hydrogen internal combustion engine. Good thing between the Hydrogen internal combustion engine and Hydrogen fuel cell is that the fuel part -- Hydrogen, continues to be the same for both. There've been challenges for the Hydrogen generation, through the electrolysis process. The challenge related to storage and transportation of Hydrogen, and safety concerns are the same whether you go for the Hydrogen internal combustion engine or Hydrogen fuel cell technology.

Q. And also the colour of the Hydrogen, right?

The colour issue of the hydrogen you can say is also there. Some difference could be there that you have either hydrogen, grey hydrogen, which is relevant for the hydrogen internal combustion engine. Fuel cell will require more purer hydrogen, green hydrogen. That is the one difference (between H2ICE and Fuel cell

technology options). But as far as safety, handling, storage, what pressuring you need to do -- 750 bar, that may continue to be the same in both options.

So, going forward, in another four to five years, there will be only two things to talk about. Either you have an EV side, or you have got the hydrogen-led fuel technology. And, if we talk about global developments, and if I look at players like Cummins, they are working on all the technologies. If I look at competition, they're also working on all technology options like Fuel Cell and Hydrogen Internal Combustion Engine, and so are we.

Q. There's also an engineering direction of developing a fuel agnostic engine platform. Are you also looking at similar engineering approaches to minimise investments required in this transition phase?

I think everybody is taking a similar approach. If I look at our engine also, in the engine platform, there I'm using for diesel, I'm using for CNG, and I am now upgrading that for Hydrogen internal combustion engine.

Largely below the cylinder head, everything is almost common in all the three technologies. By changing the cylinder head, you can also convert it to biodiesel, you can convert it to CNG., or you can convert it tomorrow to a Hydrogen internal combustion engine. I think everybody is getting attracted towards the hydrogen internal combustion engine, because

most of them are able to use the current manufacturing setup as well as the design and product setup.

While ideally it's better to have Hydrogen fuel cell, but considering the cost and technological challenges hydrogen ICE is seen as the low hanging fruit and especially from an emerging market perspective. In the West, OEMs were focused almost only on Hydrogen fuel cell technology. But it looks like they are seeing merit in H2ICE also.

If I also see in the West, for example, a player like Cummins is developing Hydrogen ICE engine technology not only for India, but they are working for applications across the globe. They see a (global) relevance is there, and that's why they are working on this technology.

Q. There are two different approaches or viewpoints -- a Darwinist approach of developing and offering a bouquet of technologies, and letting market forces choose the best option, while the other is to focus and invest only on a select set of one or two new technologies and putting all policy support and resources to promote them. Which approach do you think is more preferable, and more practical for India?

If I think, as we see, consolidation is happening across the industry. There we see that it is definitely very important that we look at fleet owners' approach and make sure that these things are well suited for the transportation sector's needs.

Q. So you're saying that it's better to offer them a lesser number of cleaner transportation options to choose from than offering a larger bouquet which perhaps may not be so conducive for them to have in a fleet.

It may not be very convenient from their perspective. We feel that we give them one similar solution. That would

be more beneficial for our customers.

Q. Of the nearly INR 1,000 crore provisioned for developing new technologies at VECV, how much of that have you already invested, and how many years would the rest be invested over? Would it be fair to

Of the nearly INR 1,000 crore provisioned for developing new technologies at VECV, how much of that have you already invested, and how many years would the rest be invested over?

Would it be fair to assume that of the rest 70%, almost all of it will be invested for battery electric and hydrogen technologies, or would there be some more futuristic technology development also?

assume that of the rest 70%, almost all of it will be invested for battery electric and hydrogen technologies, or would there be some more futuristic technology development also?

We have already invested about 30%, and about 70% will come in the next four to five years. Investment will be across all technologies, all the three technologies I have talked about.

Q. What is your take on LNG? With the focus on growing a gas based economy, does LNG have maybe better prospects than CNG?

For LNG, the main important thing is the supply chain, the availability of LNG. That's the biggest issue being faced today. And, it is dependent on

imports. Once this aspect is taken care of, then people are very very keen. Even we have handed over 20 LNG vehicles to Volvo Trucks. So, we are very clear that it can be a very relevant technology, absolutely no issue at all, but the only problem is the availability of LNG. If we ensure the availability (of LNG), definitely there's an operating economy for the fleet operators and definitely they'll go for them.

Q. If this part of distribution is taken care of, LNG will be a better solution than CNG, considering that LNG trucks also have a significantly longer driving range in a tankful, compared to CNG trucks.

It will definitely be a better solution, because you're able to carry a higher quantity of fuel on the vehicle, which is not possible in CNG. Because in CNG you're carrying the gas with 260 bar pressure, and you're able to carry maybe one-third of the gas that you can carry in the liquid form of LNG. So that way for long range trucking LNG becomes a much better option.

In LNG, it is carried in -160 degree centigrade in the cryogenic tank. So once in the liquid form, you're able to carry much higher quantity on the vehicle and a single cylinder can take the heavy duty vehicle almost 700 kilometres, which may not be possible in a CNG truck with even five or six cylinders because it's in the gaseous form.

As you prepare for a serious play in the EV space, is there any area/s where Eicher is leaning on Volvo for the journey?

The good thing with the joint venture is that Volvo supports on all technology ideas. Whatever technology is relevant for India, that's relevant for us. We feel very fortunate from that perspective.

Q. Can you share any example or

anecdote regarding Eicher's contribution in terms of frugal engineering or ingenuity which Volvo may have adopted for global markets.

There are many examples. Many of the concepts, like engine concept which they have adopted in the global form. And many other areas like lightweighting, and other areas where the reverse innovation also has happened. Difficult to pinpoint exact examples, but I can tell you the chassis system, the powertrain system, a lot of the areas where they've carried forward the concept from here.

Q. As an industry veteran, what major changes do you see happening in the Indian commercial vehicle industry a few years down the line?

A lot of focus today is on decarbonisation. Now, decarbonisation is coming through the alternate fuels, and second is coming through the upgradation of the emission norms, like Euro seven coming into India. So, these are the two areas which are prominent there.

And, secondly, there's a high focus on driver comfort. All trucks, from a certain category, will be air-conditioned from next year. That'll contribute significantly to the driver's comfort.

Another area is the better ride, suspension. And then there is the use of the advanced driver assist systems (ADAS). We're using ADAS systems like emergency braking, front collision warning, driver state monitoring, so a lot of features are coming which are helping the trucks get upgraded. Going forward we see that vehicles will emit less, and they will be much more comfortable.

Next, on the segmentation side, vehicles are getting more and more segmented. As GST has now



proliferated, also leading to the growth of the Hub and Spoke arrangement. Actually we are seeing that thing happening -- bigger vehicle movement between hub to hub, and the hub to spoke in smaller vehicles. And, in hub to hub, we are witnessing a growing trend of the tractor trailer's share in the overall heavy duty truck industry over the past three years. Its share has already come to 30-35%. One-third of the vehicles today are tractor-trailers, which was 20% about three years ago.

So these are the major changes I see happening -- lower emission through alternative fuel technologies, and through upgradation of the current emission norms, safer and comfortable driving conditions for the

driver. And third, is the movement toward the tractor trailers. In advanced countries, we see that almost 60%-70% of the truck market are tractor-trailers. In India also, I see a movement from 20-25% to 60% in the next five years. So, that's the journey.

Q. And the other trend, which is happening in the automotive industry is the softwarisation. Have you also invested in setting up your software technology development teams?

Already steps are there in that direction. VECV has tied up with iTriangle (a transportation telematics company), for a joint venture for connected and software services. And, we have got a very strong team in the software side, in the areas of vehicle dynamics, emissions, and services.

X

"All you need is the plan, the road map, and the courage to press on to your destination."— Earl Nightingale



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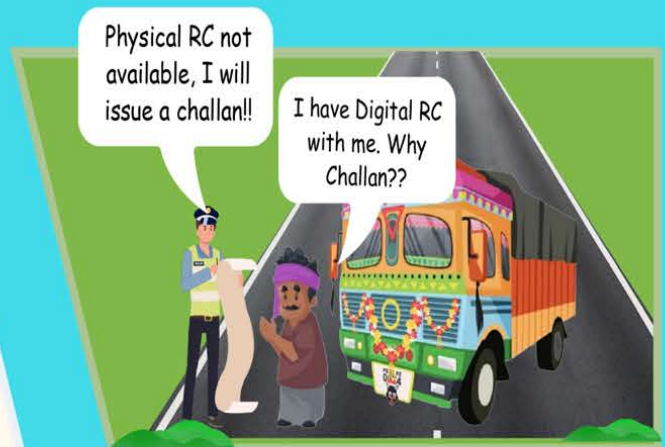


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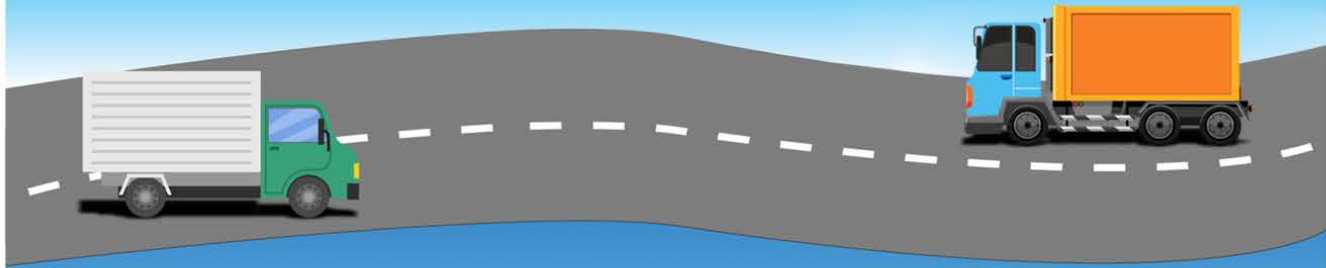
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7

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।

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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.

					
Public Telephone	Petrol Pump	Hospital	First Aid Post	Eating Place	Light Refreshment
					
Resting Place	Thorough Road	Thorough Side Road	Park This Side	Parking Lot Scooter & Motor Cycle	Slippery Road



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

"Belief creates the actual fact." — William James

NHAI Invites Global Expression of Interest for Implementation of GNSS-Based Electronic Toll Collection in India

To provide seamless and barrier-free tolling experience to National Highway users and enhance efficiency & transparency of toll operations, Indian Highways Management Company Limited (IHMCL), a company promoted by NHAI has invited Global Expression of Interest (EOI) from innovative and qualified companies to develop and implement GNSS-based Electronic Toll Collection system in India.

NHAI plans to implement the GNSS-based Electronic Toll Collection (ETC) system within the existing FASTag ecosystem, initially using a hybrid model where both RFID-based ETC and GNSS-based ETC will operate simultaneously. Dedicated GNSS lanes will be available at toll plazas, allowing vehicles using the

GNSS-based ETC to pass through freely. As GNSS-based ETC becomes more widespread, all lanes will eventually be converted to GNSS lanes

To leverage the advance satellite technology, the EOI aims to identify experienced and capable companies that can deliver a robust, scalable, and efficient Toll Charger Software, which will serve as the backbone for the implementation of Global Navigation Satellite System (GNSS) based Electronic Toll Collection (ETC) in India. The EOI also includes a complete plan of implementation and invites suggestions on the same. Interested companies can email their interest at tenders@ihmcl.com by 1500 hrs (IST) till 22nd July 2024.

Implementation of GNSS based Electronic Toll Collection in India will facilitate smooth movement of vehicles along the National Highways and is envisaged to provide many benefits to highway users such as barrier less free-flow tolling leading to hassle-free riding experience and distance-based tolling where users will pay only for the stretch they have travelled on a National Highway. The GNSS based Electronic Toll Collection will also result in more efficient toll collection as it helps to plug leakages and check toll evaders.

GNSS based Electronic Toll Collection in India will further help to provide smoother, and seamless journey to commuters on National Highways.

NHAI Unveils New Corporate Identity of National Highways Infra Trust

NHAI has unveiled a new corporate identity with the launch of a logo of its infrastructure Investment Trust, National Highways Infra Trust (NHIT). Depicting 'Agility' and 'Progress', launch of new corporate identity marks a significant milestone in NHIT's evolution. The new logo aims to bolster NHIT brand visibility with various stakeholders and align its image with its core values of Accountability, Agility, Continuous Learning, Excellence, Integrity and Collaboration. NHAI Chairman, Santosh Kumar Yadav, unveiled the new logo of NHIT at NHAI Headquarter in New Delhi, in presence of senior officials from

NHAI and NHIT.

NHIT was registered as a trust with SEBI in October 2020, to support the Government of India's National Monetization Pipeline (NMP). With the completion of three rounds of monetization, the total realized value of all three rounds performed by NHIT stands at Rs. 26,125 crore.

NHIT has 190 investors and over 12,000 retail bond holders of its Non-Convertible Debentures. It operates a diversified portfolio of fifteen toll roads with an aggregate length of approximately 1,525 kilometres, spread across nine states of Assam, Gujarat, Karnataka, Madhya Pradesh, Maharashtra, Rajasthan, Telangana,

Uttar Pradesh and West Bengal.

Historically, units of NHIT were issued for Rs. 101 per unit in November 2021 and listed on both the BSE and the NSE. The Net Asset Value ("NAV") of NHIT as on March 31, 2024 is Rs.124.75 per unit. Under the NMP for FY 2024- 25, NHAI intends to monetize projects worth Rs. 15,000 – 20,000 crore through NHIT.

The new corporate identity will help NHIT to establish itself as a leading player in the InvIT space, playing a critical role in channelizing financial capital for further development of National Highway network across the country.

X

NHAI to Enhance Green Cover Along the National Highways with Miyawaki Plantations

To realise the vision of saturating National Highways with green cover, NHAI will undertake a unique initiative to plant Miyawaki plantation on land parcels adjacent to National Highways at various locations. Total land area of over 53 acres has been identified at different places in and around Delhi-NCR to establish the Miyawaki plantations.

Some of the sites proposed for development of Miyawaki plantations along the National Highways include 4.7 acres of land area along Haryana section of Dwarka Expressway, 4.1 acres near Sohna on Delhi – Vadodara section of Delhi-Mumbai Expressway, around 5 acres each at Chabri and Kharkhara interchanges on NH 152D of Ambala – Kotputli corridor in Haryana, over 12 acres at Shamli bypass on NH-709B, 9.2 acres at Duhai interchange on the Eastern Peripheral Expressway near Ghaziabad and 5.6 acres near Meerut-

Najibabad section of NH-34 in Uttar Pradesh.

Ground preparation has already started at the selected sites and plantation shall be taken up during upcoming monsoon season scheduled to be completed by end of Aug 2024.

Miyawaki plantations, also known as Miyawaki method is a unique Japanese approach to ecological restoration and afforestation development. This method aims to create dense, native, and biodiverse forests in a short period of time. These forests retain ground water and helps to recharge the ground water table. With this method, trees grow ten times faster and the plantations act as a sound and dust barrier. For successful implementation of the Miyawaki Plantation method, focus will be on plantation of indigenous species of plants that can survive in the local climate and soil conditions.

Development of Miyawaki Forests

will contribute towards the creation of a resilient ecosystem, offering a range of benefits to both the environment and local community. It will also have multiple long-term benefits, which include improvement in micro-climatic conditions such as improvement in air & soil quality. It will also help in biodiversity conservation, rapid growth of green cover, efficient carbon absorption, soil restoration and in habitat creation for local flora and fauna. Basis the success of Miyawaki plantation in Delhi/NCR, the similar pattern will be replicated across the country.

Using the Miyawaki method, increase in green cover will not only help to enhance the overall health and well-being of citizens living along the National Highways, but will also add to the aesthetics and pleasure of commuting on the National Highways in NCR.

NHAI Sets Up Dedicated Cell to Review Detailed Project Report of National Highway Projects

To ensure the highest construction standards, cost effectiveness and timely completion of National Highway projects, NHAI has set up a Detailed Project Report (DPR) cell at NHAI Headquarters in New Delhi. The cell will provide expert inputs and enable end-to-end monitoring of the DPR for the National Highway projects. The cell will help to bring uniformity in review mechanism of the DPR and will ensure that quality DPRs are prepared and reviewed before the implementation of the projects.

A DPR is an essential component for successful implementation of the National Highway project and includes various surveys, investigations and designs related to

the project. The DPR cell will help in finalizing various parameters for all highway components (Highway & Structures) as per IRC specifications and standards.

The DPR cell will have a dedicated team of around 40 professionals consisting of Principal DPR Experts and various domain experts for Road safety, Traffic, Land Acquisition, Bridges, Tunnels, Geotechnical experts, Senior Highway experts and forest specialists.

These experts will help to develop mechanisms and monitoring systems that will ensure uniform implementation of reviewing process throughout DPR project lifecycle. In addition, the team will also study bid

documents and technical schedules related to National Highway projects and will provide cost estimates based on design features. It will also assist in planning of preconstruction activities and in incorporating the project with the Highway Information Model Software (HIMS). Officials from the cell will undertake site visits to evaluate proposals made by DPR / Design consultants and suggest innovative practices to enhance quality output in the DPR relevant to the project.

The DPR cell will help to prepare accurate reports that will enable development of world class National Highways, further contributing towards the growth of the nation.

राज्य मंत्री ने दिल्ली देहरादून एक्सप्रेसवे की प्रगति की समीक्षा के लिए साइट का दौरा किया

केन्द्रीय कॉरपोरेट कार्य; सड़क, परिवहन और राजमार्ग राज्य मंत्री हर्ष मल्होत्रा ने 29.06.2024 को सांसद मनोज तिवारी, करावल नगर विधायक मोहन सिंह बिष्ट, गांधी नगर विधायक अनिल वाजपेयी, निगम पार्षद सत्यपाल सिंह, नीता बिष्ट, बृजेश सिंह, संदीप कपूर, नीमा भगत और दिल्ली नगर निगम के क्षेत्रीय पार्षदों और भारतीय राष्ट्रीय राजमार्ग प्राधिकरण के अधिकारियों के साथ दिल्ली देहरादून एक्सप्रेसवे की प्रगति की समीक्षा के लिए साइट का दौरा किया। उन्होंने जलभराव की समस्या और इस राष्ट्रीय राजमार्ग पर अन्य मुद्दों से संबंधित मुद्दों को हल करने के लिए राष्ट्रीय राजमार्ग 709बी का भी निरीक्षण किया।

साइट का दौरा एनएच-709बी के शमशान घाट (चेनेज किमी 5+100) के पास गीता कॉलोनी से शुरू हुआ और सोनिया विहार (चेनेज किमी 14+350) और सभापुर गांव (चेनेज किमी 15+300) तक जारी रहा।

मंत्री ने दिल्ली देहरादून एक्सप्रेसवे की प्रगति पर संतोष व्यक्त किया और कहा कि यह एक्सप्रेसवे पूर्वी दिल्ली के गांधी नगर क्षेत्र में भीड़भाड़ कम करने में सहायक होगा और दिल्ली मेट्रो एक्सप्रेसवे पर भी भार कम करेगा। उन्होंने एक्सप्रेसवे को समय पर पूरा करने का निर्देश दिया ताकि इसे तय समय पर आम जनता के लिए खोला जा सके।

राष्ट्रीय राजमार्ग-9 पर जलभराव के संबंध में भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) के अधिकारियों ने बताया कि एनएच के साथ एमसीडी/पीडब्ल्यूडी का एक समानांतर मास्टर ड्रेन है, जो कई वर्षों से अवरुद्ध है और उसमें पानी भरा हुआ है। इसके अलावा, राष्ट्रीय राजमार्ग का सतही नाला भी राजमार्ग के हिस्से के सतही पानी की निकासी के लिए समानांतर मास्टर ड्रेन से जुड़ा हुआ है।



चूंकि एमसीडी/पीडब्ल्यूडी का समानांतर मास्टर ड्रेन अवरुद्ध है, इसलिए एनएच का सतही पानी मास्टर ड्रेन (जो पहले से ही अवरुद्ध है और सीमित क्षमता के कारण भरा हुआ है) में जाने के बजाय वापस एनएचएआई की सर्विस रोड पर भर जाता है। मल्होत्रा ने एनएचएआई के अधिकारियों को निर्देश दिया कि वे इस मुद्दे को एमसीडी/पीडब्ल्यूडी के साथ उठाएं, ताकि वे आवश्यक कार्रवाई कर सकें।

मल्होत्रा ने मौके पर निवासियों द्वारा उठाए गए मुद्दों का संज्ञान लिया और एनएचएआई के अधिकारियों को विकास कार्यों की तीव्र प्रगति सुनिश्चित करने के निर्देश दिए, साथ ही यह भी सुनिश्चित किया कि कार्यों से स्थानीय निवासियों को किसी प्रकार की समस्या न हो। उन्होंने शमशान घाट गीता कॉलोनी, दिल्ली के पास पहले से प्रस्तावित दो यू टर्न (एक एलिवेटेड फ्लाईओवर के पास और एक मौजूदा फ्लाईओवर के पास) के निकट हल्के वाहनों को दोनों तरफ आवश्यक पहुंच प्रदान करने के लिए दो अतिरिक्त यू टर्न प्रदान करने का निर्देश दिया। उन्होंने लोगों को यह भी आश्वासन दिया कि फ्लाईओवर के नीचे हरित

पट्टी क्षेत्र विकसित किया जाएगा, जो पर्यावरण के लिए वरदान साबित होगा।

सोनिया विहार के निवासियों द्वारा टोल प्लाजा को स्थानांतरित करने के अनुरोध के जवाब में, मल्होत्रा ने आश्वासन दिया कि टोल प्लाजा को उत्तर प्रदेश की ओर 300 मीटर स्थानांतरित किया जाएगा, ताकि यह सुनिश्चित किया जा सके कि सोनिया विहार, दिल्ली के स्थानीय निवासियों को कोई टोल टैक्स न देना पड़े। उन्होंने यह भी आश्वासन दिया कि उत्तर प्रदेश की ओर से नाले का पुनः नहरीकरण किया जाएगा।

सभापुर गांव में, मल्होत्रा ने एनएचएआई के अधिकारियों को जलभराव की समस्या का शीघ्र समाधान करने और यह सुनिश्चित करने के निर्देश दिए कि आज से ही काम शुरू हो जाए। अधिकारियों को वहां पाइपलाइनों की समीक्षा करने और जल्द से जल्द समस्याओं का समाधान करने के निर्देश भी दिए गए। उन्होंने आश्वासन दिया कि सर्विस रोड का निर्माण किया जाएगा, ताकि स्थानीय निवासियों को आस-पास के गांवों में आने-जाने में किसी प्रकार की परेशानी का सामना न करना पड़े।

जब सर्विस ठीक नहीं, तो राजमार्गों पर टोल वसूली क्यों?

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■ राजमार्गों पर भारी भरकम टोल वसूले जाते हैं। कई नाकों पर टोल वसूली तो होती है, लेकिन सड़कों की हालत खराब रहती है। सवारी गाड़ियों से लेकर मालवाहकों को इटके लगते हैं। इसमें लोगों को परेशानी, चोट लगने के साथ माल के टूटने-फूटने का भी खतरा बना रहता है। वाहनों की स्पीड कम हो जाती है। इसी को ध्यान में रखकर केंद्रीय सड़क परिवहन एवं राजमार्ग मंत्री नितिन गडकरी ने टोल टैक्स पर अहम टिप्पणी की है। उन्होंने कहा कि अगर सड़कें अच्छी स्थिति में नहीं हैं, तो राजमार्ग को ऑपरेट करने वाली एजेंसियों को टोल टैक्स नहीं वसूलना चाहिए। वहीं से टोल वसूली होनी चाहिए, जहां गुणवत्ता वाली सड़कें हैं। गड़्वां और कीचड़ वाली सड़कों पर टोल वसूली होती है, तो लोगों की प्रतिक्रियाओं का सामना करना पड़ेगा।



ऑल इंडिया ट्रांसपोर्ट वेलफेयर असोसिएशन के चेयरमैन प्रदीप सिंहल ने कहा कि नितिन गडकरी का बयान स्वागतयोग्य है। जब सर्विस ठीक नहीं है, तो टोल वसूली क्यों? सरकार ने टोल प्लाजा को रेवेन्यू



सोर्स बना रखा है। एजेंसियों के संग एग्रीमेंट होता है, वो यूजरफीस कहते हैं। पहले कहा गया कि अच्छे रोड के लिए पैसे चुकाने होंगे। गाड़ियों की मीट्रिक्स कोस्ट घटने का दावा किया, लेकिन ऐसा नहीं हो रहा है। डीजल कोस्ट और टोल कोस्ट में ज्यादा अंतर नहीं है। इतनी तो ट्रांसपोर्ट की सेविंग तक नहीं है। जहां नए रोड और नए लिंक बन रहे हैं, वहीं टोल

टैक्स लगना चाहिए।

नितिन गडकरी को ही लेने हैं

राजमार्गों पर कितना टोल वसूलना है, किस एजेंसी से वसूली करवानी है, ये फैसले सड़क और परिवहन मंत्री के अधीन आता है। जब उनके संज्ञान में कुछ

बातें आई हैं, तो उन्हें तुरंत प्रभाव से कार्यवाही करनी चाहिए। जो विचार नितिन गडकरी ने जाहिर किए हैं, निर्णय भी उन्हें लेने हैं। ट्रांसपोर्ट्स की अपील है कि सड़क पर चलने वालों को राहत दी जाए। यह सही है कि जहां सड़कें खराब हैं। रास्तों में काम हो रहा है और ट्रैफिक जाम लग रहा है, वहां टोल वसूली न्यायसंगत नहीं है। @ राजेंद्र कपूर, अध्यक्ष, ऑल इंडिया मोटर एवं गुड्स ट्रांसपोर्ट असोसिएशन



नए ढंग से वसूला जाएगा टोल टैक्स

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (NHAI) मौजूदा फास्टैग व्यवस्था के भीतर ही ग्लोबल नेविगेशन सैटेलाइट सिस्टम (GNSS) पर आधारित इलेक्ट्रॉनिक टोल कलेक्शन (ETC) व्यवस्था लागू करने की योजना बना रहा है। इसमें शुरुआत में हाइब्रिड मॉडल का इस्तेमाल किया जाएगा, जिसमें रेडियो फ्रिक्वेंसी (RFID) पर आधारित टोल कलेक्शन और GNSS-बेस्ड टोल सिस्टम दोनों एक साथ काम करेंगे।

ट्रांसपोर्टर्स मांगें बजट में ये सब

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■ केंद्रीय वित्त मंत्री निर्मला सीतारमण 23 जुलाई को लोकसभा में वित्तीय बजट 2024-25 पेश करेंगी। बजट में पूर्ण मामूली व्यवहारिक संशोधन अपेक्षा माल, मुद्रा, शिपिंग विलियम माधवर्ष में उठ रहे हैं।



राजेंद्र कपूर



अनिल देव



प्रदीप सिंह

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क्या चाहते हैं ट्रांसपोर्टर्स

राष्ट्रीय राजमार्गों में सुधार: व्यवसायिक वाहनों के सुराग खोजने के लिए नेशनल हाइवे में सुधार जरूरी है, ताकि कम खर्च में ज्यादा दूरी तय की जा सके।
डीजल GST के खतरे में नहीं: इसमें परिवहन व्यवसायियों पर आर्थिक बोझ कम होगा।
टायरों के आयात पर रोक हटाई जाए: परिवहन व्यवसाय में टायरों की बढ़ती भूमिका व आवश्यकता है, इसलिए टायरों के आयात से रोक हटाने चाहिए।
खरा 154सी के तहत TDS हटाया: त्रिक छूट और फायदा व्यवसायियों को उठा सकते हैं।
ट्रक, टायर, स्पेयर पार्ट्स और बर्द घाटी इन्सुरेंस पर GST में कमी: ये परिवर्तन के लिए नहीं हैं। ये इन पर जोएसटी को हटाने का काम करेगा।
नकद लेन-देन की मंजूरी: GST प्रेशर टक ऑपरेटिंग मिला टक सजिक है, इसलिए माल चढ़ के नकद लेन-देन की मंजूरी

मिलनी चाहिए।
आधारभूत संरचना का विकास: नए हाइवे, एक्सेलवे और सड़कें का निर्माण, पुराने सड़कों की मरम्मत और चौड़ाई बढ़ाने का काम बजट में प्राथमिकता पर देने चाहिए।
इसमें यात्रा का समय कम होना और दुर्घटनाओं में कमी आएगी।
फंडिंग और निवेश: इस क्षेत्र में निवेश को प्रोत्साहित करने के लिए सरकार को नई योजनाओं और नीतियों की घोषणा करनी चाहिए। निजी क्षेत्र के निवेश को आकर्षित करने के लिए पब्लिक-प्राइवेट पार्टनरशिप (PPP) मॉडल को बढ़ावा देना चाहिए। इसके साथ ही विदेशी निवेशकों को भी इस क्षेत्र में निवेश के लिए प्रेरित करने की जरूरत है।
डिजिटल इंडिया का योगदान: डिजिटल इंडिया अभियान के तहत सड़क परिवहन को स्मार्ट और सुरक्षित बनाने के लिए

सरकार का ध्यान देगी, तो व्यापार और उद्योग बढ़ेंगे और सुरक्षित, तेज और सस्ती परिवहन सुविधाएं मिल सकेंगी : ट्रांसपोर्टर्स

ट्रांसपोर्ट सेक्टर में निजी क्षेत्र के निवेश को आकर्षित करने के लिए (PPP) मॉडल को बढ़ावा देना चाहिए।
सरकारी व निजी क्षेत्र के निवेश को आकर्षित करने के लिए (PPP) मॉडल को बढ़ावा देना चाहिए।
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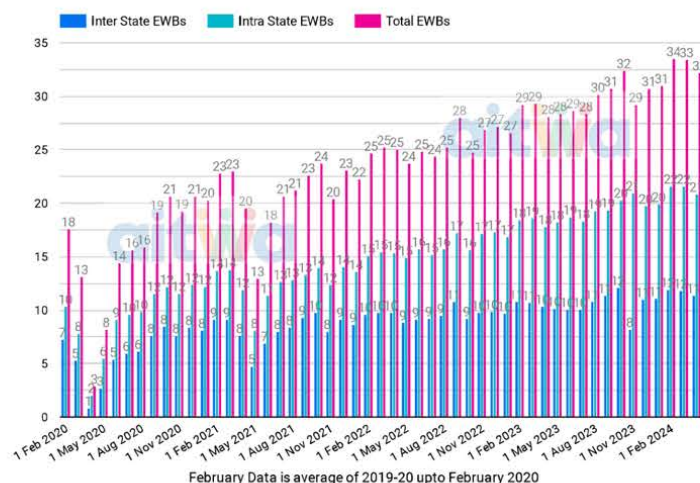
Eway Bill Dashboard

Developed & compiled by

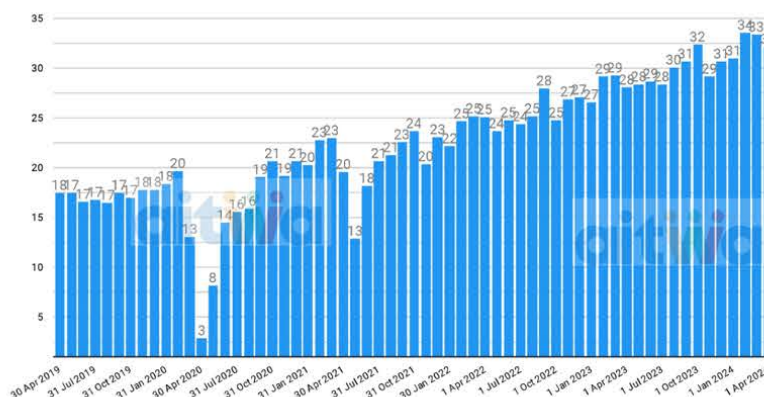


Last updated on 10th May 2024 | Data as on 30th April, 2024

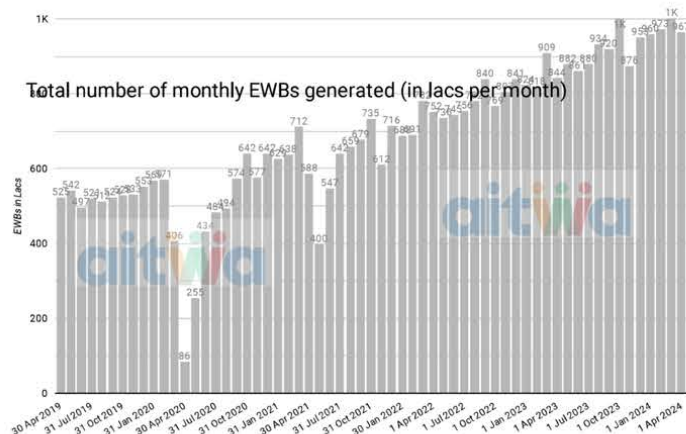
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



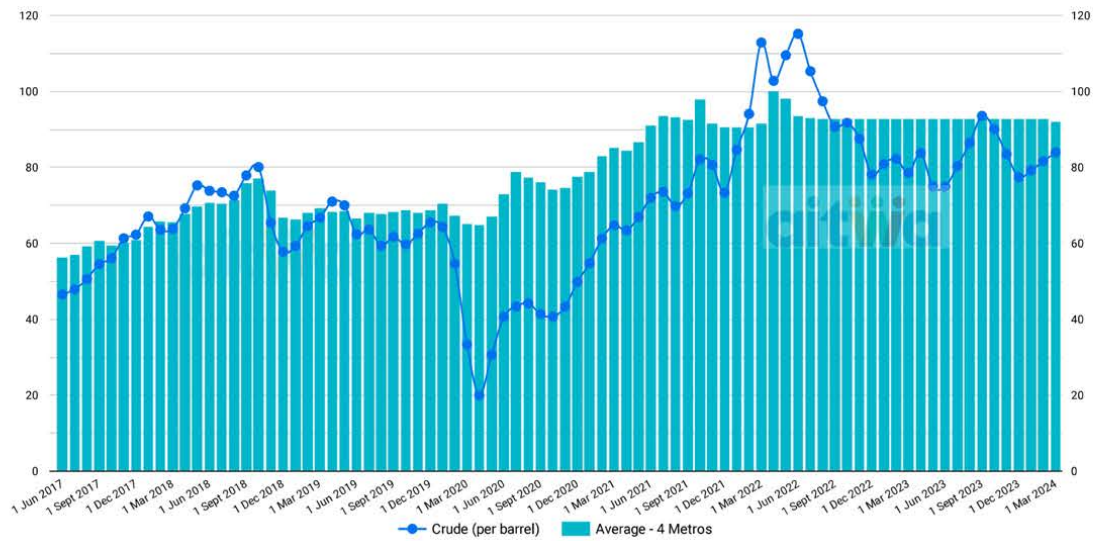
Total number of monthly EWBs generated (in lacs per month)



Diesel Dashboard

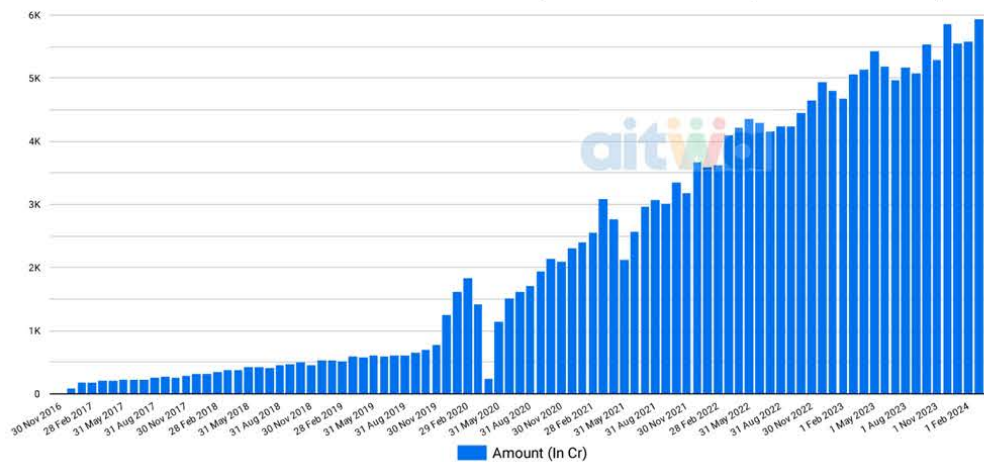
Last updated on 21st March 2024 | Data as on 21st March 2024

Diesel Price Average of 4 metros since 2017



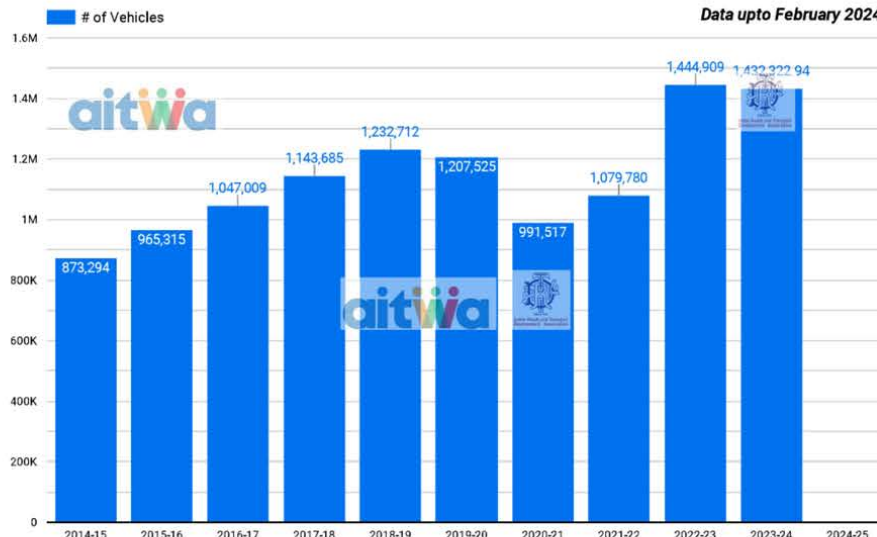
Toll Collection Dashboard

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 May		
		May 2024	May 2023	% Change	2024-25	2023-24	% Change
(A) 18 International Airports							
1	Amritsar	576.6	279.1	-	997.6	523.1	90.7
2	Ayodhya	0.0	0.0	-	0.0	0.0	-
3	Bhubaneswar	770.5	865.8	-11.0	1467.0	1657.3	-11.5
4	Chennai	30668.6	28871.6	6.2	59218.9	56839.8	4.2
5	Coimbatore	880.8	404.0	-	1659.7	789.0	-
6	Goa	483.0	514.6	-6.1	1008.8	1051.5	-4.1
7	Imphal	408.8	505.9	-19.2	748.6	769.7	-2.7
8	Kolkata	15700.7	11099.0	41.5	27111.3	21065.1	28.7
9	Kozhikode	1768.4	1519.0	16.4	3562.5	3017.0	18.1
10	Kushinagar	0.0	0.0	-	0.0	0.0	-
11	Port Blair	529.9	398.5	33.0	1079.9	808.0	33.6
12	Rajkot (Hirasar)	49.6	0.0	-	118.1	0.0	-
13	Srinagar	1079.7	1000.6	7.9	1713.3	1694.9	1.1
14	Surat	568.4	464.2	22.4	1644.6	1125.7	46.1
15	Tiruchirappalli	531.1	556.0	-4.5	997.4	1081.0	-7.7
16	Tirupati	5.5	3.0	82.8	17.7	4.0	-
17	Varanasi	439.6	348.1	26.3	756.8	657.3	15.1
18	Vijayawada	142.1	69.0	-	268.4	80.0	-
Total		54603.3	46898.5	16.4	102370.7	91163.4	12.3
(B) 6 PPP International Airports							
19	Ahmedabad	8789.1	8862.0	-0.8	16541.0	17208.2	-3.9
20	Guwahati	2132.3	2032.2	4.9	3610.0	3801.3	-5.0
21	Jaipur	1635.0	1236.5	32.2	3016.8	2322.5	29.9
22	Lucknow	2027.2	1493.9	35.7	3682.2	2901.9	26.9
23	Mangalore	223.7	181.0	23.6	442.7	202.0	119.2
24	Thiruvananthapuram	1898.9	1649.7	15.1	3569.3	3314.8	7.7
Total		16706.2	15455.3	8.1	30861.8	29750.8	3.7
(C) 7 JV International Airports							
25	Bangalore (BIAL)	43614.0	34157.0	27.7	82382.0	66984.0	23.0
26	Delhi (DIAL)	90578.2	77543.0	16.8	173472.8	153405.0	13.1
27	Hyderabad (GHIAL)	14151.1	12129.0	16.7	26668.1	23537.0	13.3
28	Kannur (KIAL)	401.1	307.0	30.7	753.2	688.0	9.5
29	Kochi	5558.7	5204.0	6.8	10583.3	9720.0	8.9
30	Mumbai (MIAL)	73975.4	69048.0	7.1	144829.4	132798.0	9.1
31	Nagpur	733.2	404.1	81.4	1437.5	1114.1	29.0
Total		229011.8	198792.1	15.2	440126.3	388246.1	13.4
(D) 2 ST Govt./Pvt. INTL Airports							
32	Goa (MOPA)	189.4	16.1	-	355.8	28.3	-
33	Shirdi	4.4	31.3	-86.0	7.3	73.2	-90.0
Total		193.8	47.4	-	363.1	101.6	-
(E) 11 Custom Airports							
34	Agartala	464.6	31.7	-	940.1	326.0	-
35	Aurangabad	56.0	56.7	-1.1	98.3	109.9	-10.6
36	Bagdogra	725.4	694.1	4.5	1332.8	1432.1	-6.9
37	Chandigarh	1848.3	459.8	-	2957.5	941.0	-
38	Gaya	0.0	0.0	-	0.0	0.0	-
39	Indore	856.0	899.3	-4.8	1695.8	1771.3	-4.3
40	Madurai	246.3	270.0	-8.8	496.6	409.0	21.4
41	Patna	776.4	665.0	16.7	1410.1	1341.9	5.1
42	Pune	3355.5	3062.5	9.5	6049.0	6206.3	-2.5
43	Vadodara	114.8	239.0	-52.0	299.9	444.0	-32.5
44	Visakhapatnam	450.1	462.0	-2.6	878.2	729.1	20.5
Total		8891.4	6840.1	30.0	16158.2	13710.6	17.9
(F) 68 Domestic Airports							
45	Adampur (Jalandhar)	0.0	0.0	-	0.0	0.0	-
46	Agatti	0.0	5.9	-	0.0	8.9	-
47	Agra	4.3	4.0	6.7	8.3	5.0	66.2
48	Barapani (Shillong)	0.0	0.0	-	0.0	0.0	-
49	Bareilly	0.0	0.0	-	0.0	0.0	-
50	Belagavi	2.3	0.0	-	4.1	0.0	-
51	Bhatinda	0.0	0.0	-	0.0	0.0	-
52	Bhavnagar	0.0	0.0	-	0.0	0.0	-
53	Bhopal	191.4	244.1	-21.6	360.7	502.8	-28.3
54	Bhuj	0.7	0.0	-	1.1	0.0	-
55	Bhuntar (Kullu 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	49.9	74.0	-32.5	73.0	79.8	-7.5
60	Dehradun	374.9	262.9	42.6	483.0	535.7	-9.8
61	Deoghar	0.0	0.0	-	0.0	0.0	-
62	Dimapur	126.6	90.0	40.7	286.2	163.5	75.0

Freight (in MT.)							
S. no.	Airport	For The Month			For The Period April To May		
		May 2024	May 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	1.0	-	0.0	3.0	-
68	Hindon	0.0	0.0	-	0.0	0.0	-
69	Hubballi	24.1	4.0	-	39.1	9.0	-
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	Jalgaon	0.0	0.0	-	0.0	0.0	-
75	Jammu & Kashmir	89.3	52.2	71.2	162.4	116.8	39.1
76	Jamnagar	20.8	0.0	-	35.2	0.0	-
77	Jharsuguda	0.0	7.0	-	0.0	12.0	-
78	Jodhpur	8.7	0.0	-	19.7	0.0	-
79	Jorhat	13.9	12.0	15.9	21.2	32.5	-34.9
80	Juhu	24.3	30.0	-19.0	49.9	55.7	-10.5
81	Kalaburagi(Gulbarga)	0.0	0.0	-	0.0	0.0	-
82	Kandla	0.0	0.0	-	0.0	0.0	-
83	Kanpur(Chakeri)	7.8	10.0	-21.9	17.1	19.0	-10.2
84	Keshod(Junagarh)	0.0	0.0	-	0.0	0.0	-
85	Khajuraho	0.0	0.0	-	0.0	0.0	-
86	Kishanganrh	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	231.0	231.2	-0.1	414.4	412.3	0.5
91	Ludhiana	0.0	0.0	-	0.0	0.0	-
92	Mohanbari(Dibrugarh)	85.7	114.0	-24.8	160.8	221.7	-27.5
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	4.1	2.0	-	6.7	3.0	-
98	Puducherry	0.0	0.0	-	0.0	0.0	-
99	Raipur	444.6	429.0	3.6	825.5	818.2	-0.9
100	Rajahmundry	1.5	1.0	50.0	2.9	5.0	-42.0
101	Rajkot	0.0	45.0	-	0.0	116.0	-
102	Ranchi	987.4	457.0	-	1768.8	981.2	80.3
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	36.0	50.0	-28.1	44.4	102.2	-56.6
109	Tezpur	0.0	0.0	-	0.0	0.0	-
110	Tezu	0.0	0.0	-	0.0	0.0	-
111	Tuticorin	0.6	0.0	-	1.0	1.0	-5.0
112	Udaipur	22.6	16.8	34.2	44.4	16.8	-
(F) 68 Domestic Airports		2752.6	2143.2	28.4	4829.6	4220.3	14.4
(G) 20 St.Govt. / Pvt Airports							
113	Aizawl(Lengpui)	75.5	35.8	-	142.6	75.1	89.9
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	74.9	83.2	-9.9	77.8	87.5	-11.2
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)	76.0	0.0	-	163.1	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		226.4	119.0	90.3	383.5	162.6	-
Grand Total (A+B+C+D+E+F+G)		312385.4	270295.7	15.6	595093.2	527355.3	12.8

Source: A.A.I.

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

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers		Coal		Containers Tonnage	TEUs	Other Misc. Cargo	TOTAL	% VAR. AGAINST 2023-24
					FIN.	RAW	Thermal & Steam	Coking & Others					
KOLKATA	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	0	2108	1822	115	2037	8739	
	TRF APRIL-MAY, 2023	1556	818	258	120	48	0	3640	1968	119	1774	10182	-14.17
PARADIP	TRF APRIL-MAY, 2024	5935	288	4323	-	887	8351	2957	60	4	2142	24943	
	TRF APRIL-MAY, 2023	6197	345	3519	27	833	8512	2632	26	2	1698	23789	4.85
VISAKHAPATNAM	TRF APRIL-MAY, 2024	3559	191	2029	199	238	2006	1768	2071	129	2882	14943	
	TRF APRIL-MAY, 2023	2456	363	2988	337	288	1907	1325	1798	113	1709	13171	13.45
KAMARAJAR(ENNORE)	TRF APRIL-MAY, 2024	781	19	-	-	-	3570	488	2270	118	552	7680	
	TRF APRIL-MAY, 2023	767	26	-	-	-	4473	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	1705	1395	2639	132	741	6966	
	TRF APRIL-MAY, 2023	73	209	-	168	134	1720	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	154	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	158	1109	65	5242	24446	
	TRF APRIL-MAY, 2023	10734	1618	155	755	25	4025	40	1500	78	4223	23075	5.94
ALL PORTS	TRF APRIL-MAY, 2024	41009	5528	8781	1203	1445	23277	10291	30637	2115	17105	139276	
	TRF APRIL-MAY, 2023	39335	5020	9595	1724	1484	24406	9971	30201	2001	14118	135854	2.52
% Variation from previous year		4.26	10.12	-8.48	-30.22	-2.63	-4.63	3.21	1.44	5.70	21.16	2.52	

Source: I.P.A.

Plying Motor Vehicles Without Valid Motor Third Party Insurance is a Punishable Offence

Section 146 of the Motor Vehicles Act, 1988 requires motor vehicles plying on Indian roads to compulsorily have an insurance policy covering third party risks.

In addition to being a legal requirement, having a motor third party insurance cover is an important aspect of being a responsible road user as it provides support to victims in case of accidents or damages.

Those who drive or allow an uninsured vehicle to be driven without a valid motor third party insurance are liable to be punished, including imprisonment, for violation of the law. Such offenders are punishable under section 196 of the Motor Vehicles Act, 1988:

First offence: imprisonment upto three months, or fine of Rs. 2,000 or both;

Subsequent offence: imprisonment upto three months, or fine of Rs. 4,000 or both.

Vehicle owners need to check the status of motor third party insurance of their respective motor vehicles and obtain / renew their insurance at the earliest, if not done already.

The aforementioned penalty provisions shall be imposed by the enforcement officials on those vehicles which are found to be plying without a valid motor third party insurance cover.

Notably, third-party insurance, which is also sometimes referred to as 'act-only' insurance is a statutory requirement for all vehicle owners as per the Motor Vehicle Act. It is a type of insurance cover where the insurer

offers protection against damage to the third-party vehicle, personal property and physical injury. The policy does not provide any coverage to the insurer.

If a policyholder meets with an accident, then the insurer offers financial assistance to pay for the cost of repairs to the third-party property. Thus, it reduces the financial burden for the policyholder. In the event of an accident, the insured must inform the insurance company about it immediately before filing for a claim.

When the claim is filed, the insurer appoints a surveyor to assess the damages and verify the estimated cost of repairs. Once the verification is completed, the insurer settles the claim.

Third-party insurance is a mandatory requirement by law. So, having third-party cover allows the policyholder to comply with the legal obligation.

Although it is a basic coverage option, it gives the policyholders peace of mind knowing that they have sufficient financial protection against the damage they may cause to other people in an accident.

Third-party motor insurance secures the policy holder's finance against accidental risks.

The first step in understanding how a third-party insurance cover works are to make a note of the terminologies used. Some of the commonly used term associated with third-party cover includes:

First party: Policyholder or person who has purchased an insurance

policy.

Second-party: Insurer or insurance company.

Third-party: Claimant or person who raises a claim for damages caused by the first party.

If the policyholder is involved in an accident with a third-party, then the policyholder is liable to pay for damages or injuries caused. When an accident takes place, the policyholder must inform the insurance company at the earliest and apprise them of the situation.

Also, it is essential that information is gathered regarding the accident and provided to the insurer with the following details:

Description of an accident along with date and time.

Details of insurance and policyholders present during the accident.

Describe injuries sustained by driver, passengers, and/or to property or vehicle damaged.

Details of witnesses.

Weather and visibility condition at the time of the accident.

Photographs of evidence collected from the accident site.

In case the police enquire, furnish details of the insurance company and make a note of the First Information Report (FIR) number, if applicable. Additionally, if the accident was not due to the policyholder, then the claimant can raise a claim for the cost of hiring a motor vehicle, repair costs, and injury compensation as per the conditions stated in the insurance policy document.



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