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Monthly Magazine of All India Transporters Welfare Association

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What Can The Road Transport Industry Expect From Modi 3.0



Om Logistics Acquires
ICD Bawal for INR 110 Crore,
Sets New Logistics Benchmark

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Indian Auto Component Industry Growth to
Moderate in FY25: ICRA

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Road Accidents in India

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Govt. Announces 6-Lane Access-controlled 7 Km Road
Project Costing Rs 1183 Crore from Manohar International
Airport to Dhargal on NH-166S in Goa

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Government of India Can Change the Logistics Landscape

Ashok Gupta



For every country logistics infrastructure is a pivot that enables the economic development. India is no different. The Government of India (GOI) recognising this critical role of logistics infrastructure has multiplied the budget every year. Despite this increase, the country's network of roads, rail and waterways looks to be insufficient as freight movement increases about 3 fold in the coming decade. This shortfall in logistics infrastructure may put India's growth at risk.

The positive side of it is, since a large part of India's future logistics network is yet to be built, the country has a chance to build infrastructure optimally, to meet the growing demand. To realise this, an integrated, coordinated approach is required, in which the development of each mode—railways, waterways and roads—is matched to the needs and existing assets are better utilised.

India specifically needs to increase its use of rail. Also, it requires to realise the true potential of its waterways. Presently, Indian Railways share in freight is around 25 per cent. This is relative to almost 50 per cent rail share in China and the US, similar continental sized nations. To be more specific, as of May 2024, Indian Railways moved 27% of the country's goods, or about 1.4 billion tons of freight, across its 68,000-kilometer network. A positive approach towards Railways can not only just increase India's rail share but double it.

If India doesn't pay heed to it, waste caused by poor logistics infrastructure will increase drastically. And, if tackled in an integrated and coordinated

manner, this can reduce the waste percentage by half and India's transport fuel requirement reduced by 15 to 20 per cent.

Four major shifts will be required to achieving this.

First, building the right network and ensuring flows on the right mode, comprising an integrated mesh of seven high-density long-distance corridors (rail and coastal waterways), 150 medium-distance rail and road connectors and about 700 last mile links.

Second, creating enablers to maximise the efficient use of the network, which includes developing 15 to 20 logistics parks, providing standards for containers and pallets and upgrading the skilled workforce.

Third, extracting more from existing assets, this can be achieved by increasing the share of toll plazas with electronic tolling, using stainless steel wagons with higher load carrying capacity, and increasing spend on maintenance of roads.

Fourth, allocating more investment to rail and reallocating within roads and rail. Based on current trends, USD 500 billion is estimated to be spent on logistics infrastructure in the next decade, with roads accounting for more than 50 per cent of the spend and rail for 40 per cent. However, this investment will need to be re-apportioned to support the changes required. The allocation to railways, for instance, needs to increase to more than 50 per cent with large sums spent on building high-density traffic corridors, connectors and last mile links

If these shifts are implemented, India's waste in logistics in coming years

would be almost one-third lower. This amount can be reduced further to about USD 70 billion (3 per cent of expected GDP) if the investment can be increased to about USD 700 billion. In addition, these shifts would reduce India's commercial energy consumption by over 1 per cent.

To implement these four major shifts, India has already introduced a National Logistics Policy (NLP). The policy aims at a greater share of rail, reduce economic waste and improve energy efficiency. The NLP, also targets to establish and implement 10 targeted national programmes including for dedicated rail freight corridors, coastal freight corridors, national expressways, last-mile roads, last-mile rail, multi-modal logistics parks, road maintenance, technology adoption, skills development and equipment and service standards. However, the process is still on and once these concepts are implemented the result can only be visible.

Yes, it is understandable that implementing a new logistics infrastructure strategy is a complex task, given that there are multiple stakeholders within the central and the state governments. However, the GOI can do its bit and change the logistics landscape as well as can boost the Indian economy.

Currently, the India's logistics infrastructure looks inadequate to meet growth aspirations. It requires a logistics infrastructure strategy that can offer a balanced modal Network. Also, the National Logistics Policy (NLP) has to come of its own to transform the logistics sector. The government of India's initiative will really dictate the terms.

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Limitations of Logistics Sector in India's Growth Aspiration



Ramesh Agarwal
National President, AITWA

India's logistics network accounts for over two-thirds of the total freight trade flow in the country. However, the logistics flows are highly concentrated. The freight routes witness the highest traffic volumes in the country making the delivery process late and logistics costs high. It will continue to do so if the Government of India (GOI) do not take action to provide a resolution.

India's freight transport relies excessively on roads

As of 2022, India's national highways handle 40 per cent of road freight traffic even though they are less than 2 per cent of the country's total road network. Similarly, rail links account for 27 per cent of the Indian rail network but handle over 50 per cent of rail freight traffic in the country. But, interestingly, 67 per cent of the total freight movement in India is covered by road.

Research says that India's roads account for far a higher share of freight traffic compared to other continental-sized countries like the US and China. India's reliance on roads is more than three times that of China. This is although a large part of India's freight traffic comprises bulk material and moves over long distances that can be more economically served by rail and waterways.

Further, the higher dependence on road transport is adverse for the environment as emissions from road transport are higher than emissions from rail and waterways. Road transport emits 84g of CO₂ equivalent per ton-km compared to 2Bg for railways and 15g for waterways. Yet, India continues to transport a majority of its goods via roads including bulk materials like steel, cement and coal. A moderate shift from road to rail can help India save close to 0.7 per cent of its total commercial energy consumption.

Inefficiencies in India's logistics network around USD 45 billion is lost each year

While in absolute terms, industry spending on logistics in India is low—the relative spend is high. India spends 13 per cent of GDP on logistics which is more than what the US (9.5 per cent) and Germany (8 per cent) spend.

The purchasing power parity (PPP) adjusted benchmark of transportation costs by mode with the US demonstrates that India's logistics infrastructure is inefficient. For instance, rail and coastal shipping costs in India are approximately 70 per cent higher than those in the US. Likewise, road costs in India are higher by about 30 per cent. This not only results in higher prices and lower

competitiveness but also hampers economic growth. A Mackenzie analysis suggests that poor logistics infrastructure costs the economy an extra USD 45 billion or 4.3 per cent of GDP each year. Two-thirds of these costs are hidden i.e., not generally regarded as logistics costs. These hidden costs include theft and damage, higher inventory holding costs, and facilitation and transaction costs.

More pressure will be on India's logistics infrastructure as freight traffic is set to increase by 2.5 times in the next decade

India's current infrastructure is already over-stretched. Most of the national highway network and rail links along the Golden Quadrilateral and North-South and East-West corridors are congested. Many large ports are already operating at very high utilisation rates.

Further, even at a conservative annual growth rate of 7.5 per cent, India's freight traffic is likely to more than double from current levels in a few years. Finally, investments in the current network design will only lead to increased inefficiencies and losses as established earlier.

Recognising these challenges, the GOI continuously has been increasing the logistics infrastructure spending every year. The GOI, in the Interim Budget 2024–2025, allocated ₹11.1



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lakh crore for capital investment in infrastructure, which is an 11 per cent increase from the previous year's budget. This investment is expected to be 3.4 per cent of GDP. It is worth taking note here that the Eleventh Five-Year Plan proposed a large increase in logistics infrastructure spending from USD 65 billion or 1.5 per cent of GDP in the Tenth Plan period to USD 160 billion or 2.3 per cent of GDP. Despite the large increase, the planned spending looked insufficient.

So, a constant increase in logistics infrastructure spending is a must or else inadequacies in India's logistics infrastructure could constrain India's growth by adversely impacting user industries. India's exports, for example, could be rendered less competitive on account of higher transit times and lower reliability.

Transform to a balanced modal network

Going by the profile and measure of India's freight flows, systematic and efficient development of logistics infrastructure calls for a big transformation. This is based on four important dimensions — concentrating flows along the right mode, building enablers, increasing asset efficiency and re-allocating investments.

The transformation towards a balanced network design could enable the railways to increase their share. This balanced network will also reduce losses. And, if the GOI investments in logistics infrastructure are increased from the current level losses could further be decreased.

Building the right network and ensuring flows along the right mode

The road has become the dominant mode of transport for India's freight traffic. Current plans earmark half of the planned investment for roads even



as capacity on rail and waterways (including last-mile connections) remains inadequate. However, to meet the demands of growing freight traffic, a shift to more economically as well as environmentally suitable modes i.e., waterways and rail is vital. In addition to a greater emphasis on rail and waterways, the right mode of transport has to be used. Ideally, rail and waterways should be prioritised for long distances, rail for medium distances and roads including expressways, for shorter stretches. Such a balanced modal approach would lower transportation costs, achieve greater efficiency and be more environment-friendly.

The current government has made various efforts to attract private participation in its railways infrastructure through different avenues, such as wagon investment schemes, liberalising container policies, implementing schemes like the Special Freight Train Operator (SFTO), Automobile Freight Train Operator (AFTO), and Special Parcel

Train Operator (SPTO) schemes, allowing private freight terminals, and constructing and opening dedicated freight corridors.

An efficient network will have five rail dedicated freight corridors (DFCs) namely, Delhi- Mumbai, Delhi-Kolkata, Mumbai-Chennai, Delhi-Chennai, Mumbai-Kolkata and two coastal corridors namely, Kandla-Kochi and Kolkata-Chennai. These corridors will need to be supported by 20 to 30 expressways, road and rail links across the 150 connectors and 700 last-mile links.

In effect, a considered network design is vital to developing effective and efficient logistics infrastructure, particularly if the funds are limited and freight flaws are concentrated. Investments need to be targeted and initiatives focused on connecting growth clusters.

Enablers to maximise network efficiency

This transformation predominantly refers to improving interfaces. It



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includes constructing last-mile links and 15 to 20 logistics parks to ensure interconnection between modes. Additional initiatives include standardising equipment, containers and pallets and upgrading skills.

Extracting more from existing assets

India needs to use its existing logistics infrastructure and equipment better. It must ensure better maintenance of roads, rail tracks and rolling stock; unlock the capacity of the rail network by accelerating the implementation of automatic block signalling, moving to lower tare load wagons, improving the efficiency of scheduled rake maintenance operations; and enhancing road efficiency through electronic tolling systems on highways. These measures could unlock 5 to 10 per cent of freight capacity with much lower investments than is needed for new infrastructure creation.

More investment in railways and reallocating within road and rail

For developing logistics infrastructure, the GOI cannot just focus on roads, emphasis must be given to railways and waterways as well. To build economical and environment-friendly logistics infrastructure GOI will have to

allocate more funds for railways and the funds within the rail and road need to be spent differently.

Reallocate spend within railways

The increased investment in railways needs to be used to create rail capacity on high-density corridors and to support the movement of a

The increased investment in railways needs to be used to create rail capacity on high-density corridors and to support the movement of a greater volume of traffic on existing track infrastructure. Also, it needs to be supplemented with the development of logistics parks and last-mile road and rail links which can facilitate better integration across modes

greater volume of traffic on existing track infrastructure. Also, it needs to be supplemented with the development of logistics parks and last-mile road and rail links which can facilitate better integration across modes.

Redirect investments within roads

Investment in roads on the high-density traffic stretches can be

translated by increasing the road length of national highways, and state and major district roads including expressways. In addition, the number of planned expressways must also be increased to improve service quality and fuel efficiency. Further, the spending on last-mile stretches should be increased substantially. At present, there is no focused programme and measurement of last-mile links.

The National Logistics Policy (NLP)

Achieving the four major transformations outlined above will require a concerted effort by multiple stakeholders and pose many challenges. Here, the role of NLP will be significant. The NLP should set clear long-term targets based on rigorous analysis of future flows of freight traffic. These can then be cascaded into near-term targets for the various bodies involved in building India's logistics infrastructure.

The National Logistics Policy should have the following 10 targeted programs;

- Rail-dedicated freight corridors
- Coastal freight corridors
- National expressways
- Last-mile roads
- Last-mile rail
- Multi-modal logistics parks
- Roads maintenance
- Technology adoption (such as national electronic tolling)
- Logistics skills development
- Access to better equipment and setting common standards

Developing and implementing various initiatives as part of the balanced modal approach will require an integrated approach across multiple stakeholders at the central and state levels. However, this is not an impossible task for the Government of India, remember the saying? - When there is a will, there is a way.



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Role of National Logistics Policy in Developing Logistics Infrastructure

India's National Logistics Policy (NLP) is a framework that aims to improve the country's logistics and supply chain sector. The Government of India (GOI) introduced this policy in September 2022. The policy has several goals, including: reducing logistics costs, improving global trade competitiveness, promoting sustainability, fostering innovation and technology adoption, creating employment opportunities and creating a single-window e-logistics market.

To elaborate, The NLP aims to reduce logistics costs from 14 per cent of GDP to less than 10 per cent. Also, it aims to increase the competitiveness of Indian products in both domestic and international markets. In addition, the policy is focused on reducing the logistics sector's environmental impact, which has a significant impact on carbon emissions. Further, it intends to use technology, optimized processes, and skilled labour to develop an integrated logistics network. The NLP, moreover, is designed to generate employment and skills and to make micro, small, and medium-sized enterprises (MSMEs) more competitive.

The significance of NLP is more than what it may look like as it can transform the entire logistics sector as well as the Indian economy. However, to implement it effectively, it will require changes at the highest levels. An empowered Group of Ministers, the Cabinet Committee on Infrastructure, the Prime Minister's

Office or an equivalent central body at the highest level will have to take charge to run it smoothly. While the policy execution will be carried out by ministries in the centre and states, such a body should ensure an integrated, coordinated, timely and flexible approach to infrastructure development.

As for the logistics sector, there is no doubt that the sector can reach its

As for the logistics sector, there is no doubt that the sector can reach its optimum potential and achieve optimum profit. However, a balanced modal approach has to be owned by the government to extract maximum benefit out of it. Much has been done for roads, it is time for rails and waterways now

optimum potential and achieve optimum profit. However, a balanced modal approach has to be owned by the government to extract maximum benefit out of it. Much has been done for roads, it is time for rails and waterways now. Today, 67 per cent of the freight business is in the kitty of road transport but a systematic and



Abhishek Gupta
General Secretary, AITWA

logical analysis will suggest that rail and waterways can be far cheaper than road transport. Also, transportation of cargo through rail and waterways can be cost-effective and less time-consuming.

The National Logistics Policy should include and implement the under-mentioned 10 programs to ensure that the Indian logistics sector reaches the optimum potential it has and en-cashes optimum profit.

The 10 outlined programs are:

Freight corridors dedicated to rail

This program should have a dual focus. First, accelerating the special purpose vehicles (SPVs) for the two planned DFCs—Delhi- Kolkata, Delhi-Mumbai—and simultaneously incorporating SPVs for three additional DFCs. These are on the Kolkata-Mumbai, Delhi-Chennai, and Mumbai-Chennai corridors.

Coastal freight corridors

The objective of this program must be to strengthen the West i.e., Kandla to Kochi and East i.e., Kolkata to Chennai coastal freight corridors

through integrated projects that include last-mile rail and road program, trans-shipment hubs, proactive marketing and accelerated port development.

National expressways

This includes constructing expressways of 100 to 300 km stretches that factor in expected increases in traffic. While currently, 5 to 7 expressways are likely to be completed in upcoming years, ideally, the number of expressways should be increased to over 20 in the next couple of years.

Last-mile roads

Creating a dedicated last-mile program with over 750 last-mile links to connect particular port and railway terminals to production and distribution centres.

Last-mile rail

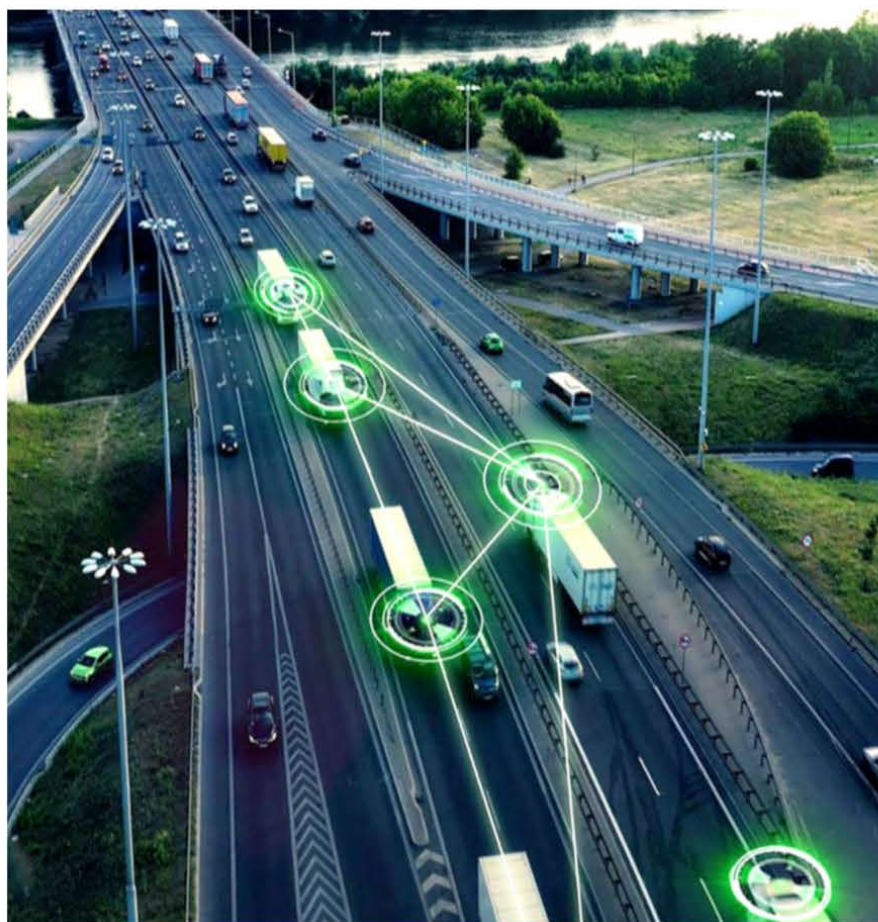
This should ensure last-mile rail infrastructure in many of the last 750-mile links. It will include developing track and rail head infrastructure to support 8 to 10 critical coal corridors in mineral-rich states such as Jharkhand, Chattisgarh and Orissa.

Multi-modal logistics parks

This program will predominantly focus on demarcating land for logistics parks at 15 to 20 key points where different modes overlap, near major cities, or along proposed DFC routes. Designed as concessions, these should be equipped with the necessary infrastructure to ensure the seamless movement of freight across modes. The GOI has already identified the locations of these parks, however the development part is still missing.

Roads maintenance

This comprises creating long (e.g. 10 years) annuity-based maintenance contracts for 400 km to 500 km stretches. The current practice has been to issue contracts for shorter distances of 50 km to 100 km. Clear



commitment to maintenance could also encourage the participation of more private providers.

Extending both the duration of contracts and increasing the road stretches to be maintained could act as an incentive to providers to achieve scale and invest in better technology, thereby reducing costs.

Technology adoption

Technology is a must in today's world. So how can tolling not have the technology? With technology in place for the national electronic tolling system nationwide electronic toll collection (ETC) will be easy. One set of norms and services to facilitate transactions will reduce waiting time and also improve service levels.

Developing logistics skills

Adopting a balanced modal approach will increase demand for requisite skills. In particular, demand for four

types of personnel will grow—warehouse managers, logistics managers, coastal seafarers and truck drivers. This in turn will require upgrading the training infrastructure and collaborating with institutes of technology, engineering colleges, marine training institutes and driver training institutes to help meet growing demand.

Access to better equipment and setting common standards

Acquiring better equipment means getting access to larger trucks and higher tare load railway wagons. This will help develop common standards to aid inter-modal transport that ensures consistency in containers, pallets and cranes. Further, supporting research institutions like Road Research Institute could help develop better quality road construction materials to bolster construction while simultaneously reducing costs.

Overcoming Challenges, Begin a Journey of Growth

The GOI has so much to offer for transporters, to help them achieve their goals.



India's logistics industry is a major driver of the Indian economy, contributing around 14% to GDP and employing over 22 million people. With the easing of FDI norms, implementation of GST, increasing globalization, growth of e-commerce, positive changes in the regulatory policies, and government initiatives such as “Sagarmala”, “Make in India”, “Gati Shakti” the sector is valued at USD 282.3 billion in 2023 and is expected to grow to \$557.4 billion by 2032.

Road transport plays a pivotal role in raising this value, as it carries about 60-65 per cent of the freight traffic in India. However, it was not a roller coaster drive for the transporters as they had to face a series of major challenges, marked by rapid

technological evolution, increasing environmental pressures, and changes in consumption habits. Here are the top ten challenges faced by road freight carriers that the Government of India (GOI) needs to focus on to overcome.

First, **the uncertain fluctuations in fuel prices** have been posing a persistent challenge for the road freight industry. Companies had to constantly adjust their budgets according to the fluctuations of the oil market, which has often increased operational costs. Solutions such as adopting more fuel-efficient technologies and diversifying energy sources are essential to mitigate the financial impact of these variations. The GOI has been making statements about introducing hydrogen gas but

until it becomes a reality fuel prices will continue to go up. The GOI will have to start it sooner rather than later.

Second, the increasingly stringent emission regulations are pushing carriers to invest in **cleaner vehicle fleets**. The initial high cost of these vehicles and limited charging infrastructure are major obstacles, testing the sector's ability to operate sustainably.

Third, a **shortage of drivers** has been a challenge for cargo companies. Presently, 25-28 per cent of trucks in India are idle due to a shortage of drivers. This has a big impact on the economy - about 1-1.5 per cent of GDP is lost due to this. The situation has reached the state because of the low job satisfaction of truck drivers. Not having adequate rest (11.9 hrs

drive/day); poor remuneration (erratic and low salaries); no insurance, retirement, PF and other facilities; poor health (not prioritizing their health); poor road safety (lack of formal training/skilling) and lack of respect (respect is missing from society) are a few causes that have pushed the drivers to find other means of earning. Companies and the GOI must find ways to attract people for commercial driving.

Fourth, **digital tools**. They are the backbone of crisis anticipation, informed decision-making, and sustainable development efforts. Despite associated costs, the industry is aware of the imperative nature of digital capabilities. 76 per cent of logistics companies recognize the serious risk posed by neglecting digital advancements. There should be no second thought to implementing it as it helps manage economic uncertainties, geopolitical turmoil, and technological disruptions while capitalizing on technological innovations and sustainable paths. The GOI can inspire and promote the medium to help companies achieve resilience and success.

Fifth, when companies are looking to further **optimize their routes and logistics**, operational efficiency remains crucial in road freight. Technologies such as Artificial Intelligence (AI) and Machine Learning (ML) offer solutions, but until the mediums are successfully implemented no result can be achieved. Of course, these technologies require significant adaptation of existing processes. The GOI can be instrumental in this.

Sixth, adapting to **global disruptions is a big challenge**. We have seen what a pandemic can do. Similarly, global events, such as other health crises, geopolitical conflicts, and natural disasters, can severely disrupt global

supply chains. In such situations, road freight faces the need for increased resilience to quickly adapt to these disruptions. The GOI must come forward to design contingency plans, mediate collaboration with other supply chains, and be ready to script operational flexibility.

Seventh, we are aware that **Artificial Intelligence (AI)** offers significant opportunities to improve fleet management. However, its adoption in road freight is full of obstacles. Companies face challenges such as staff training, integrating complex

Companies face challenges such as staff training, integrating complex systems, and the need to ensure transparency and ethics in data use. The GOI can help by offering training to smoothly implement it

systems, and the need to ensure transparency and ethics in data use. The GOI can help by offering training to smoothly implement it.

Eighth, the pandemic arrived as a boon in disguise in many ways. The significant increase in mergers and acquisitions for the freight transport sector has seen a positive. This is expected to stay long as smaller independent carriers can expect intensified mergers. While companies

without a niche struggle to catch up with larger counterparts due to insufficient investment capabilities, large carriers seize opportunities to acquire competitors and increase their market share.

Ninth, **real-time supply chain management** has become a must as consumers now demand fast and transparent deliveries. Needless to mention this creates tremendous pressure on supply chain management. Therefore, road freight companies must invest in advanced real-time tracking, inventory management, and end-to-end visibility systems to meet customer expectations and remain competitive in the market. The GOI can organize seminars, and workshops to help supply chains educate about this.

Tenth, the transport companies cannot do without a **sustainable business model**. As sustainability has become a business imperative, road freight will have to adapt accordingly. Can companies just think of reducing their carbon footprint? The answer is no. They will also have to think about their business models. The multi-model system (including railways, waterways, and roadways) of transportation has to be implemented to reduce the operational cost, and when it comes to road transport the use of alternative fuels will have to be prioritized. In this, the role of the GOI is very crucial, as it can dictate terms for transporters.

In coming years, the road freight will face even more complex and interconnected challenges but if the industry players adopt a proactive approach and start investing in technological innovation, improving environmental sustainability, and developing workforce management strategies they will experience a new beginning, a beginning of growth and responsibility.

X

Om Logistics Acquires ICD Bawal for INR 110 Crore, Sets New Logistics Benchmark

Om Logistics, a pioneer in supply chain and logistics management in India, has made a big announcement with the acquisition of Inland Container Depot (ICD) Bawal in Haryana for a staggering INR 110 crore. This significant investment marks a major milestone in Om Logistics' journey, further solidifying its position as a leader in the industry.

Strategically located on the Delhi-Mumbai Industrial Corridor (DMIC) and within the Haryana State Industrial and Infrastructure Development Corporation (HSIIDC) industrial estate, ICD Bawal is a state-of-the-art multimodal logistic hub built on 20 acres of land. The facility features 2 automated rail lines, a 30,000 sq. ft. custom bonded warehouse space and a capacity to handle 5,000 containers of EXIM cargo per month.

ICD Bawal boasts exceptional connectivity to major ports, including Mundra, Pipavav and JNPT, ensuring seamless cargo movement. Additionally, its proximity to Indira Gandhi International Airport (DEL) and other airports enables efficient air cargo handling. The depot is also strategically located near NH48 and NH71, providing easy access to northern and western India via road connectivity. Further, ICD Bawal has direct connectivity to the Western Dedicated Freight Corridor (WDFC) and Indian Railways, facilitating swift rail cargo movement.

This acquisition enables Om Logistics



to expand its PAN India operations, reduce average transit times and optimize supply chain management. "This milestone demonstrates our commitment to revolutionizing supply chain management and setting new benchmarks in the logistics industry," said **Raghav Singhal, Executive Director of Om Logistics.**

ICD Bawal features advanced technology, including automated container movement systems, real-time GPS tracking and app-based monitoring. The depot also offers customized warehousing solutions with value-added services, ensuring operational excellence and accuracy.

With its strategic location and multimodal connectivity, ICD Bawal is poised to become a key hub for industrial and economic growth in the region, further solidifying Om Logistics' position as a leader in the logistics industry.

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Road Construction Initiatives

At the beginning of the current financial year 2024-25, under ongoing/awarded projects, the Ministry had about 20,000 km balance length of National Highways (NHs) for construction. Moreover, the Ministry has a shelf of projects under DPR and tendering process, to further augment the construction progress during the current and next fiscal years. The Ministry is leveraging the mechanism of review and resolution of bottlenecks/hindrances in ongoing projects, in active collaboration with the State Governments and other stakeholder. Ministry is also making full efforts to expedite the availability of necessary clearances / approvals and the fulfilment of conditions

precedent, for new projects. However, no specific annual rate of increase in construction has been planned so far.

The Government has approved Hybrid Annuity Model (HAM) for building NHs to speed up construction pace in the country by renewing interest of private developers in highway projects. The objective is to maximize the quantum of projects that can be implemented within the available limited financial resources of the Government. Further, HAM allows sharing of risk between private developers and the Government. By contributing 40% of the project cost during construction period, the government shares the financial burden with private players, while

traffic/ revenue risks lie with the Authority.

Under the Atmanirbhar Bharat initiative, this Ministry has been able to provide various relaxations to the contractors & concessionaires to ensure sufficient cash flow to the projects and reduced working capital requirements. Further, Innovative Financing methods like InvIT have unlocked value of completed road assets. Through InvIT, the Ministry has been able to generate alternate source of capital in addition to traditional sources of funds such as budgetary allocation & toll revenue, and there is greater participation in O&M of private players.

Maintenance of Old Roads and Bridges on National Highways

Maintenance and upkeep of National Highways (NHs) including bridges, structures, etc. are undertaken through different modes. In Engineering Procurement and Construction (EPC) contracts, the contractors maintain the road during construction period and thereafter during Defects Liability Period-cum-Maintenance Period. In Design Build Finance Operate and Transfer (DBFOT) / Hybrid Annuity Mode (HAM) Contracts, the concessionaires maintain the road during construction period and thereafter till end of concession period. Concessionaires of Toll Operate and Transfer (TOT)/ Special Purpose Vehicles (SPVs) of INVIT agreements maintain the road during the concession period. Rest of the National Highways stretches are generally maintained by contractors of Performance Based Maintenance Contract (PBM) and Short-Term Maintenance Contract (STMC).

Visual as well as equipment based periodical inspection, evaluation and monitoring has been mandated for National Highways including bridges to ensure that structural integrity of various components of NHs is maintained through timely repair/rehabilitation intervention. Structural health monitoring on real time basis is also carried out in some very important bridges. Ministry has also sanctioned Indian Bridge Management System (IBMS) for monitoring and maintenance of the bridges and other structures on the entire NH network in the country.

Completion of National Highways Projects

From amongst all the National Highway projects started since 1st April 2014, there are 697 ongoing projects that have spilled beyond their original completion schedule, without attaining any of the various stages of project completion. The State/Union Territory-wise details are annexed.

The primary reasons for delay in NH projects are issues / bottlenecks relating to land acquisition, statutory clearances / permissions, utility shifting, encroachment removal, law & order, financial crunch of Concessionaire / Contractor, poor performance of Contractor/ Concessionaire, and Force Majeure events like Covid-19 pandemic, heavy rainfall, floods, cyclone, landslides/avalanches etc.

Additional financial implication is not incurred in all delayed projects. If delay is not attributable to the Contractor, price escalation is paid as per contract conditions, which may or may not result in additional cost, depending upon final value of price escalation determined on actual completion of project and final settlement of bills. If delay is attributable to the Contractor, damages are imposed and there is no additional cost due to delay.

Since 2014, NHAI has availed loan and other borrowings totalling about ₹ 3.77 lakh crore for completion of projects / scheme entrusted with them.



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Regional Connectivity

The Ministry is primarily responsible for development and maintenance of National Highways (NHs). The development of NHs is carried out after network planning through PM Gati Shakti framework in whole of the government approach. While planning such development, connectivity to important Economic, Tourist and Religious centres / nodes, including connectivity to District Headquarters, are invariably taken into consideration.

NH length in the Country has increased by 1.6 times from 91,287 km in March, 2014 to 1,46,126 km at present. Ministry has constructed 98,021 km of NHs at an expenditure of Rs. 14.55 Lakh Crore since April, 2014. As per the latest available

records, out of 784 District Headquarters, 746 are accessible within a distance of 10 km of NHs.

All districts in the State of Uttar Pradesh has been connected by NHs, with construction of about 7,554 km NH length at an expenditure of about Rs. 1,53,918 Crore in the State since April, 2014. Out of 75 District Headquarters, 73 are accessible within a distance of 10 km from NHs in the state of Uttar Pradesh.

Infrastructure sector which is the prime mover of the economy contributes to the faster economic growth and development.

NH network in the country has increased by 1.6 times from 91,287 km in March, 2014 to 1,46,126 km at present. Budgetary allocation of the

Ministry has increased from about Rs. 31,130 Crore in 2013-14 to about Rs. 2,84,000 Crore in 2024-25. With such increased budgetary allocation, quality of NHs has improved substantially. Length of 4 lane and above NH network has increased by more than 2.5 times from 18,371 km in 2014 to 48,422 km. Also less than 2 lane NHs has more than halved from 27,517 km to 13,000 km by bringing down the share of less than 2 lane NHs from 30% to less than 10% of the total NH network.

The above developments have increased the regional connectivity, including for the State of Uttar Pradesh, and accessibility to the NHs across the country and also increased the logistics efficiency.

Maintenance of Roads Under CRIF

The Ministry allocates funds for State Governments / Union Territories (UTs) for development and maintenance of State Roads under the Central Road & Infrastructure Fund (CRIF) Scheme as per the provisions of the amended CRIF Act, 2000.

State / UT – wise details of accrual and release of funds / expenditure incurred for development and maintenance of State roads under CRIF Scheme during each of the last three years are at Annexure-I.

State / UT – wise details of the State/UT Road projects sanctioned / finalized under CRIF Scheme during last three years are at Annexure-II.

At present, 1,209 State Road projects in a length of about 14,369 km amounting to Rs. 37,098 Crore are under implementation with completion in a phased manner by 2027.

The Ministry is primarily responsible for development and maintenance of National Highways (NHs). Total NH network in the country has been enhanced from about 91,287 km in March, 2014 to about 1,46,126 km at present.

Work for restoration of rain damages on Jia Manikaran road (Km 1/610 to 35/110) has been approved amounting to Rs. 38.86 Crore under CRIF Scheme during 2023-24 and progress is 70% with completion by December, 2024.

Delhi-Mumbai Expressway



Ministry has taken up construction of Delhi-Mumbai Expressway including spurs in 53 Nos. of packages having 1386 km length. As of June 2024, total 26 Nos. of packages have been completed. The physical progress of the work is 82% and cumulative length of 1136 km has been constructed.

The revised scheduled completion date is October, 2025.

The corridor provides connectivity to major economic centers within Delhi, Uttar Pradesh, Haryana, Rajasthan, Madhya Pradesh, Gujarat and Maharashtra. As per the DPR, the impact includes reduction in distance from Delhi to JNPT by about 180 km and reduction in travel time of upto 50% to connected destinations.



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Assessment of Quality of Highways

User fee rates at National Highways fee plazas are levied as per the extant National Highways Fee Rules.

Upkeep and maintenance of National Highways (NHs) including bridges, structures, etc. are undertaken through different modes of Contract as per stipulations of respective Concession/Contract Agreement. In Engineering Procurement and Construction (EPC) Contracts, the Contractors maintain road during construction period and thereafter during Defects Liability Period-cum-Maintenance Period. In Design Build Finance Operate and Transfer (DBFOT)/ Hybrid Annuity Mode (HAM) Contracts, the Concessionaires maintain the road during construction period and thereafter till end of concession period. Concessionaires of Toll Operate and Transfer (TOT)/Special Purpose Vehicle (SPVs)

of INVIT agreements maintain the road during the concession period. Rest of the National Highways stretches are generally maintained by contractors of Performance based Maintenance Contract (PBMC) and Short-term Maintenance Contract (STMC).

Towards improving the efficiency in the collection of user fees, several steps have been taken:

The availability of FASTag has been simplified and made widespread, and the government has mandated its fitment in M&N categories of motor vehicles.

All lanes of fee plazas have been declared FASTag lanes.

The "One Vehicle One FASTag" (OVOT) initiative has also been taken to ensure that each vehicle is linked to a single FASTag.

The Automatic Number Plate

Recognition (ANPR) integrated with FASTag System has been introduced in certain areas to enhance transparency in fee collection.

A Global Expression of Interest (EOI) has been invited for implementation of GNSS based tolling in India. It has been decided to initially implement GNSS based Electronic Toll Collection (ETC) System at selected sections of National Highways on pilot basis as an added facility along with FASTag.

Road users can raise complaints regarding infrastructure, operations at National Highways fee plazas and the quality of highway roads through National Highways Authority of India toll free helpline Number 1033.

Further, Highway users can raise an issue/complaint with image or video evidence through Rajmargyatra application, track the grievance status and provide feedback.

Highway Nest Mini Facilities

The details of Highway Nest Mini (HNM) facilities currently operational across the Country are as under:

Madurai: 16	Uttarakhand: 0
Bangalore: 49	Chandigarh: 50
Chennai: 29	Delhi: 7
Guwahati: 0	Hyderabad: 19
Jabalpur: 5	Jammu: 11
Mumbai: 0	Raipur: 21
UP (West): 19	Vijayawada: 16
Kerala: 4	Bhopal: 8
Shimla: 0	Jaipur: 27
UP (East): 8	

The Policy on Highway Nest (Mini) was issued back in 2017 due to lack of large format wayside amenities along National Highway to provide some basic facilities such as tea/coffee/water/packages food items/toilet. However, over the last few years, NHAI is focusing on development of large format wayside amenities wherein better and more facilities can be provided to the road users. NHAI has also setup up National Highways & Logistics Management Limited (NHLML), a company under NHAI with focus on development of standardised wayside amenities.

Policy on Clogging of Highways

There are instances of ribbon development, unauthorized parking, encroachments on/ along National Highways (NHs). In this regard, Ministry has taken measures for identification and removal of encroachments on NH right of way with assistance from State Govts. In order to involve citizens in this effort, Ministry has introduced a new feature in the "Rajmargyatra" mobile application enabling users to report unauthorized occupation on National Highways. This feature not only empowers users to flag such incidents but also serves to bolster safety measures along National Highways.

Further, for decongestion of stretches passing through built up areas, construction of Bypasses/Elevated roads/flyovers/underpasses/foot over bridges are taken up depending upon traffic volume, techno-economic feasibility, availability of land & funds and inter se priority. Also, in order to avoid re-occurrence of ribbon development, new bypasses/ highways are developed as access controlled facilities based on feasibility.

Special drive has been undertaken to remove such encroachment/unauthorized occupation from the National Highways including those in state of Uttarakhand. In this regard, Ministry has also requested all the state Governments to issue necessary instructions to local Revenue and Police authorities to extend the support to concerned Highway Administrations notified under the Control of National Highways (Land and Traffic) Act, 2002 for removal of unauthorized occupations on National Highways.

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Network



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Road Infrastructure in North Eastern Region

The total length of National Highways (NHs) constructed in North Eastern Region (NER) during the last ten years is 9,984 km with an expenditure of Rs.1,07,504 crore while 265 nos. of NH projects are under implementation at a cost of Rs.1,18,894 crore with total length of 5,055 km.

Ministry pays special attention to the development of NHs in the NER and 10% of the total budget is earmarked for NER. Several initiatives taken for development of NHs in the NER are as under: -

Special Accelerated Road Development Programme for North East (SARDP-NE) with objective of up-gradation of NHs connecting State capitals to 2/4 lane, providing connectivity to District Headquarter towns of NER by at least 2-lane road,

providing road connectivity to backward and remote areas of NER to boost socio - economic development, improving roads of strategic importance in border areas and improving connectivity to neighbouring countries. Total length of works sanctioned under SARDP-NE including Arunachal Package in NER is 5,468 km at a cost of Rs.63,542 crore. Out of these, total 3,699 km length has been completed with an expenditure of Rs.38,160 crore.

Under NHDP Phase-III, total 110 km length of NHs has been developed in NER.

Under Bharatmala Pariyojna, total length of works sanctioned in the NER is 2,767 km with cost of Rs.64,319 crore. Out of these, total length of

works completed is 272 km with an expenditure of Rs.5,462 crore.

Trans-Arunachal Highway from Tawang to Kanubari with total length 1,077 km at a cost of Rs.11,643 crore were sanctioned. Out of these, total length of works completed is 815 km with an expenditure of Rs.8,708 crore.

Frontier Highway has been taken up in Arunachal Pradesh with an objective to provide enhanced connectivity to the border areas serving strategic importance, fostering socio-economic development. Total 41 number of projects have been sanctioned at a cost of Rs.29,562 crore with total 1,498 km length, with funding from Ministry of Road Transport & Highways, Ministry of Defence and Central Road & Infrastructure Fund.

New Toll Collection System



The Pilot study with regard to Global Navigation Satellite System (GNSS) based user fee collection system has been done on the following two Highway stretches:-

Bengaluru-Mysore section of NH-275 in the State of Karnataka.

Panipat- Hisar section of NH-709 (old NH-71A) in the State of Haryana.

A stake holder consultation through international workshop was organised on 25th June, 2024. Global Expression of Interest (EOI) has also been invited for wider industrial consultation on 7th June, 2024 with last date of submission as 22nd July, 2024.

It has been decided to initially implement GNSS based Electronic Toll Collection (ETC) System at selected sections of National Highways on pilot basis as an added facility along with FASTag.

Road Connectivity Project in Himalayas

National Highways projects are taken up in Himalayan region keeping in view traffic and strategic requirements. Detailed Project Report is prepared after evaluating the geological, geotechnical, hydrological and topographical conditions of terrain before taking up any development work on National Highways in Himalayan region.

Chardham project comprises improvement of 5 existing National Highways (NHs) connecting Chardham viz. Yamunotri, Gangotri, Kedarnath and Badrinath including Tanakpur to Pithoragarh section of Kailas-Mansarovar yatra, aggregating a length of about 825 km. Out of 825 km length, 616 km length has been completed.

Under the directions of Hon'ble Supreme Court of India, MoEF&CC, in August 2019, has constituted a High Powered Committee (HPC) comprising representatives from various reputed institutes like Physical Research Laboratory, Wildlife Institute of India, Wadia Institute of Himalayan Geology, Central Soil Conservation Research Institute, National Institute of Disaster Management, Forest Research Institute etc. with mandate to consider the cumulative and independent impact of Chardham Projects on the entire Himalayan Valleys and give directions in respect of environmental impacts. In addition, Hon'ble Supreme Court has also set up an "Oversight Committee" to ensure the implementation of the recommendations given in the report of aforesaid HPC especially the strategic roads viz. Rishikesh – Mana, Rishikesh – Gangotri and Tanakpur - Pithoragarh. The committees meet on regular basis and their recommendations are implemented during execution of the works.

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Vehicle Scrapping Policy

The Ministry of Road Transport and Highways has formulated the Vehicle Scrapping Policy that includes a system of incentives/disincentives for creation of an ecosystem to phase out older, unfit polluting vehicles. In order to enforce provisions of the policy, rules have been notified under the framework of the Motor Vehicles Act, 1988 and Central Motor Vehicle Rules, 1989. Following notifications have been issued and uploaded on the Ministry's website:

(1) GSR Notification 653 (E) dated 23.09.2021 provides the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 for establishment of Registered Vehicles Scrapping Facility (RVSF). The notification has come into force with effect from 25th September, 2021.

(2) GSR Notification 652 (E) dated 23.09.2021 provides for recognition, regulation and control of Automated Testing Stations. The notification has come into force with effect from 25th September, 2021.

(3) GSR Notification 714 (E) dated 04.10.2021 provides for upward revision of registration fee, fitness testing fee and fitness certification fee of vehicles. The notification has come into force with effect from 1st April, 2022.

(4) GSR Notification 720 (E) dated 05.10.2021 provides for concession in the motor vehicle tax for the vehicle registered against submission of "Certificate of deposit". The notification has come into force with effect from 1st April, 2022.

(5) GSR notification 272(E) dated 05.04.2022 provides for mandatory fitness of motor vehicles only through

an Automated Testing Station, registered in accordance with rule 175 of the Central Motor Vehicle Rules 1989, as under –

(i) For Heavy Goods Vehicles/Heavy Passenger Motor Vehicles with effect from 01st April 2023 onwards, and

(ii) For Medium Goods Vehicles/Medium Passenger Motor Vehicles and Light Motor Vehicles (Transport) with effect from 01st June 2024 onwards.

(6) GSR Notification 695(E) dated 13.09.2022 provides for amendments in Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 earlier published vide GSR 653(E) dated 23.09.2021.

(7) GSR notification 797(E) dated 31.10.2022 provides for amendments in the rules for “recognition, regulation and control of automated testing stations” earlier published vide G.S.R. 652(E) dated 23.09.2021.

(8) GSR Notification 29(E) dt 16.01.2023 provides that Certificate of registration for vehicles owned, by Central, States and UT governments and their Departments, Local government (Municipal Corporations or Municipalities or Panchayats), State transport Undertakings, PSUs and other Autonomous bodies with the Central Government and State Governments, shall not be renewed after the lapse of fifteen years.

(9) GSR 663(E) dated 12.09.2023 provides for extension of date for mandatory testing of Transport Vehicles through an Automated Testing Station, registered in accordance with rule 175 of the Central Motor Vehicle Rules 1989 to 01st October 2024.

(10) GSR 195(E) dated 14.03.2024 provides for amendments in the rules

for “recognition, regulation and control of automated testing stations” earlier published vide G.S.R. 652(E) dated 23.09.2021 and last amended vide GSR 797(E) dated 31.10.2023.

(11) GSR 212(E) dated 15.03.2024 provides for amendments in Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 published vide GSR 653(E) dated 23.09.2021 and lastly amended vide GSR 695(E) dated 13.09.2022.

The Ministry undertakes training of the officials of Transport Departments of States / UTs, officials from the SRTUs/STUs/STCs and Traffic Police officials of States /UTs regarding the new rules, regulations and technologies relating to transport, including vehicle scrapping policy, and conducts Workshop cum Training programmes for development of Human Resources in States/UTs through several premier institutes.

The status of implementation of the policy is as under:-

(i) 60 Registered Vehicle Scrapping Facilities and 75 Automated Testing Stations are operational across the country.

(ii) 21 States/UTs have announced concessions in the MV tax on a vehicle which is purchased against a Certificate of Deposit. 18 States/UTs have announced waiver in pending liabilities on the vehicles offered for scrapping at RVSFs.

(iii) As on 15.07.2024, a total of 96,980 vehicles have been scrapped by the Registered Vehicle Scrapping Facilities.

The Government of India is a signatory to the Stockholm declaration which envisages the reduction in road fatalities and injuries by 50% by the year 2030.

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Road Accidents in India



Based on the data received from Police Department of States/ UTs, total number of fatalities due to road accidents in the country from calendar year 2018 to 2022 is given in the table below :-

2018: 1,57,593
2019: 1,58,984
2020: 1,38,383
2021: 1,53,972
2022: 1,68,491

Ministry does not compile information/data regarding the nature of death. However, the number of fatalities due to road accidents in India classified according to traffic rule violations for the calendar year 2022 is given below :-

Over-Speeding: 1,19,904

Drunken Driving/ Consumption of alcohol & drug: 4,201

Driving on Wrong side: 9,094

Jumping Red Light: 1,462

Use of Mobile Phone: 3,395

Others: 30,435

The Government of India aims to reduce road fatalities & injuries by 50% by the year 2030, as per its commitment under the Stockholm Declaration. To this end, the Ministry of Road Transport and Highways has adopted a multi-pronged approach of 4E's, namely, Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care. Accordingly, various initiatives have been taken by the Ministry as detailed at Annexure. Further, the notifications related to road and vehicle safety are

notified from time to time after due consultation with all the concerned stakeholders.

Details of various initiatives taken by the Ministry to address the issue of Road Safety: -

(1) Education:

Ministry administers Road Safety Advocacy Scheme to provide financial assistance to various agencies for raising awareness about road safety and for administering road safety programs.

Observance of National Road Safety Month/Week every year for spreading awareness and strengthening road safety.

Ministry administers a scheme for setting up of Institutes of Driving Training & Research (IDTRs), Regional Driving Training Centres (RDTCs) and Driving Training Centres (DTCs) at state/district level across the Country.

(2) Engineering :

Road engineering:

Road Safety Audit (RSA) of all National Highways (NHs) has been made mandatory through third party auditors/ experts at all stages i.e. design, construction, operation and maintenance etc.

High priority is accorded to identification and rectification of black spots/accident spots on NHs.

Road Safety Officer (RSO) has been designated at each Regional Office of road owning agencies under the Ministry to look after RSA and other road safety related works. RSO of each RO will submit road worthiness certificate of National Highway under their jurisdiction biannually.

Ministry administers the electronic Detailed Accident Report (e-DAR) Project to establish a central repository for reporting, management and analysis of road accidents data across the Country.

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प्रयुक्त कमर्शियल वाहन ऋण

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

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

ड्रॉप-लाइन ओवर ड्राफ्ट लिमिट

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

अधिक जानकारी के लिए सम्पर्क करें।

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

Ministry has issued guidelines for the provision of signages on Expressways and National Highways to offer improved visibility and intuitive guidance to the drivers.

Provisions have been made in the Motor Vehicles Act, 1988 for failure to comply with standards for the road design, construction and maintenance, as prescribed by the Central Government from time to time.

2.2 Vehicle engineering:

Ministry has taken various initiatives to make vehicles safer, including the following:-

Mandatory provision of an airbag for the passenger seated on the front seat of a vehicle, next to the driver.

Prescribed norms related to safety measures for children below four years of age, riding or being carried on a motor cycle. It also specifies use of a safety harness, crash helmet and restricts speed to 40kmph.

Mandatory provisions for fitment of following listed safety technologies: -

For M1 category vehicles:

Seat Belt Reminder (SBR) for driver and co-driver.

Manual Override for central locking system

Over speed warning system.

For all M and N category vehicles:

Reverse Parking Alert System

Mandated Anti-Lock Braking System (ABS) for certain classes of L [Motor vehicle with less than four wheels and includes a Quadricycle], M [Motor vehicles with at least four wheels used for carrying passengers] and N [Motor vehicles with at least four wheels used for carrying goods which may also carry persons in addition to goods, subject to conditions stipulated in BIS standards] categories.

Mandated speed limiting

function/speed limiting device in all transport vehicles, except for two wheelers, three wheelers, quadricycles, fire tenders, ambulances and police vehicles.

Published the rules for recognition, regulation and control of Automated Testing Stations, which define the procedure for fitness testing of vehicles through automated equipment and the procedure for grant of fitness certificate by ATSS. The rules have been further amended on 31.10.2022 and 14.03.2024.

Formulated the Vehicle Scrapping Policy based on incentives/dis-incentives and for creating an ecosystem to phase out old, unfit and polluting vehicles.

A Scheme to set up one model Inspection & Certification Centre in each State/UT with Central assistance for testing the fitness of vehicles through an automated system.

Published rules regarding the Bharat New Car Assessment Program (BNCAP) to introduce the concept of safety rating of passenger cars and empower consumers to take informed decisions.

Published rules regarding prescribed level playing field in the area of manufacturing of buses by Original Equipment Manufacturers (OEMs) and Bus Body Builders.

Mandated vehicles, manufactured on or after 1st October, 2025, shall be fitted with an air-conditioning system for the cabin of vehicles of N2 (goods vehicle with gross vehicle weight exceeding 3.5 tonnes but not exceeding 12.0 tonnes) and N3 (goods vehicle with gross vehicle weight exceeding 12.0 tonnes) category.

(3) Enforcement:

The Motor Vehicles (Amendment) Act, 2019 as stands implemented

provides for strict penalties for ensuring compliance and enhancing deterrence for violation of traffic rules and strict enforcement through use of technology.

Ministry has issued rules for Electronic Monitoring and Enforcement of Road Safety. The rules specify the detailed provisions for placement of electronic enforcement devices on high risk & high density corridors on National Highways, State Highways and critical junctions in cities with more than one million population.

Ministry on 10th June, 2024 has issued an advisory to all the States and Union territories on technological interventions for ensuring compliance with Motor Vehicle Act, 1988.

(4) Emergency care:

Ministry has for the protection of Good Samaritan, who in good faith, voluntarily and without expectation of any reward or compensation renders emergency medical or non-medical care or assistance at the scene of an accident to the victim or transports such victim to the hospital.

Ministry has enhanced compensation of victims of Hit and Run motor accidents (from Rs. 12,500 to Rs. 50,000 for grievous hurt and from Rs. 25,000 to Rs. 2,00,000 for death).

The National Highways Authority of India has made provisions for ambulances with paramedical staff/Emergency Medical Technician/Nurse at toll plazas on the completed corridor of National Highways.

Ministry along with National Health Authority (NHA), has implemented a pilot program for providing cashless treatment to victims of road accidents in Chandigarh and Assam.

“A big business starts small” - Richard Branson

Dwell Time Performance (July 2024): PAN India



Pipavav	
Import 52.6 hrs	Export 134.8 hrs

Hazira	
Import 20.2 hrs	Export 124.5 hrs

Mundra	
Import 26.5 hrs	Export 123.7 hrs

Nhava Sheva (JNPA)	
Import 26.7 hrs	Export 79.9 hrs

Kandla	
Import 23.3 hrs	Export 67.6 hrs

Tuticorin	
Import 19.9 hrs	Export 71.8 hrs

Kochi	
Import 30.7 hrs	Export 116.0 hrs

New Mangalore	
Import 81.8 hrs	Export 103.7 hrs

Kattupalli	
Import 48.4 hrs	Export 108.0 hrs

Ennore	
Import 44.9 hrs	Export 112.7 hrs

Chennai	
Import 43.3 hrs	Export 103.7 hrs

Kolkata	
Import 49.3 hrs	Export 99.6 hrs

Visakhapatnam	
Import 52.9 hrs	Export 98.4 hrs

Haldia	
Import 88.7 hrs	Export 152.9 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

Hinduja Group to Acquire German-based Engineering Company TECOSIM Group

Hinduja Tech Limited (HT), an Indian flagship of conglomerate the Hinduja Group, announced the signing of a definitive agreement to acquire German based engineering company TECOSIM Group. Based on reports, the shares have been acquired at an enterprise value of 21 million Euro and will be acquiring 100% shareholding in TECOSIM Group company for cash consideration. The deal is said to be completed by September 30.

The company stated that with TECOSIM, Hinduja Tech strengthens its global delivery footprint with enhanced capabilities and strengthened regional delivery centers for European customers with a near-shore delivery offering.

Kumar Prabhas, CEO of Hinduja Tech Limited, said, "We are delighted to have TECOSIM Group join the Hinduja Tech family. This acquisition aligns with our strategic goal to become a global leader in mobility engineering services. TECOSIM's

Kumar Prabhas, CEO of Hinduja Tech Limited, said, "We are delighted to have TECOSIM Group join the Hinduja Tech family. This acquisition aligns with our strategic goal to become a global leader in mobility engineering services. TECOSIM's technological prowess and market presence in Europe will greatly enhance our capabilities, allowing us to better serve our clients with innovative and sustainable solutions. We look forward to working with the team," reported Express Mobility

technological prowess and market presence in Europe will greatly enhance our capabilities, allowing us to better serve our clients with innovative and sustainable solutions. We look forward to working with the team," reported Express Mobility.

Udo Jankowski, Managing Director of the TECOSIM Group, said, "Joining forces with Hinduja Tech is an exciting milestone for TECOSIM. We are eager to leverage Hinduja Tech's core competencies and industry knowledge to drive growth and deliver unmatched value to our clients. This collaboration will enable us to identify new opportunities and expand our global presence."

After completion of this acquisition, Hinduja Tech and TECOSIM Group will initiate the integration process to merge their resources by adding advanced engineering expertise into its existing portfolio. This strategic collaboration will provide comprehensive, end-to-end solutions, especially in computer-aided engineering and simulation.

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Indian Auto Component Industry Growth to Moderate in FY25: ICRA



The Indian auto component industry is projected to see a moderation in revenue growth to 5-7 per cent for the fiscal year 2025, following a robust 14 per cent growth in FY2024, on account of slower domestic original equipment manufacturer (OEM) segment growth and subdued export demand, according to a recent report by ICRA.

Despite the moderation, operating margins are expected to improve by around 50 basis points year-on-year in FY2025 due to better operating leverage, higher content per vehicle, and value addition. However, the industry remains vulnerable to sharp fluctuations in commodity prices and foreign exchange rates, which could impact margins. This forecast is based

on a sample of 46 auto ancillary companies with combined annual revenues exceeding Rs 3,00,000 crore in FY2024.

ICRA also expects the industry to invest Rs 20,000-25,000 crore in FY2025 for capacity expansion and technological advancements. This capital expenditure is likely to hover around 8-10 per cent of operating income over the medium term, with a boost from the government's Production Linked Incentive (PLI) scheme that incentivises the production of advanced technology and electric vehicle (EV) components.

"Demand from domestic OEMs constitutes over 50 per cent of sales for the Indian auto component industry, and this segment's growth is expected to moderate in FY2025," said Vinutaa

S, vice president and sector head at ICRA, reported Business Standard. "Replacement demand is also likely to remain stable at 5-7 per cent after a period of healthy growth, while exports could be impacted by sluggish end-user markets."

The slowdown in revenue growth is attributed to a similar trend in the domestic OEM segment. Weak global economic conditions and geopolitical tensions are dampening new vehicle registrations in Europe and the US, impacting export opportunities.

Ancillary companies can benefit from supplying components to new

Ancillary companies can benefit from supplying components to new platforms as global OEMs diversify their vendor base and increase outsourcing. Additionally, the ageing vehicle population and rising used car sales in overseas markets present opportunities for Indian exporters of replacement parts

platforms as global OEMs diversify their vendor base and increase outsourcing. Additionally, the ageing vehicle population and rising used car sales in overseas markets present opportunities for Indian exporters of replacement parts.

In the long run, ICRA expects factors like the increasing adoption of electric vehicles, vehicle premiumisation, focus on localisation, and evolving regulations to support stable growth for auto component suppliers.

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Mahindra Launches Mileage Guarantee for BS6 OBD II Trucks

Mahindra's Truck and Bus Division (MTBD) introduced a beneficial initiative for their BS6 OBD II range of BLAZO X, FURIO, OPTIMO, and JAYO trucks, reported Outlook Mobility. This industry-first promise, branded as 'Get More Mileage or Give the Truck Back,' is designed to address the dual challenges of rising fuel costs and stringent regulatory standards.

The new truck range features the reliable 7.2L mPower Engine for HCVs and the mDi Tech Engine for ILCVs, equipped with FuelSmart Technology. These advancements, along with the Mild EGR and proven After Treatment System, ensure lower Ad Blue consumption, resulting in superior fluid efficiency. Mahindra's mileage guarantee encompasses both fuel efficiency and the lowest Ad Blue consumption, effectively offering the best in class 'Fluid Efficiency.'

To validate these enhancements, Mahindra conducted extensive fluid efficiency trials, testing across 21 product categories and 71 models, including competitors' vehicles. These tests, supervised and validated by an independent credible agency, covered

over 100,000 kilometres under various load and road conditions. The results confirmed Mahindra's commitment to delivering exceptional mileage performance, reinforcing its

To validate these enhancements, Mahindra conducted extensive fluid efficiency trials, testing across 21 product categories and 71 models, including competitors' vehicles. These tests, supervised and validated by an independent credible agency, covered over 100,000 kilometres under various load and road conditions

reputation for dependability and efficiency in the commercial vehicle sector.

Jalaj Gupta, Business Head – Commercial Vehicles at Mahindra & Mahindra Ltd, stated "From our first

mileage guarantee in the BS3 range in 2016 to this latest BS6 OBD II initiative, we have continually improved engine efficiency to meet new standards and exceed customer expectations. The new mileage guarantee, embodied by the motto 'Zyada Mileage Nahin toh Truck wapas,' offers unmatched value to our customers."

The trucks also feature a Driver Information System for monitoring vehicle performance and driver conduct, ensuring safe and efficient operations. This system provides customers with vital data, allowing informed decision-making and maximising profitability.

Mahindra also offers schemes such as a 36-hour guaranteed turnaround at workshops, casualty coverage for drivers under the mAahshray program, and 24/7 multilingual support for truck drivers in emergencies. MTBD's service network includes over 400 touch points, 80 3S dealerships, more than 2900 roadside assistance service points, and a spares network of over 1600 retail outlets along key trucking routes across India. This extensive network ensures comprehensive support for Mahindra's commercial vehicle customers.

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Ashok Leyland Launches 'M&HCV Expo' Series from Bengaluru

Ashok Leyland Limited announced the launch of its 'M&HCV Expo' series at the Bengaluru International Exhibition Centre (BIEC), reported Mobility Outlook. This initiative aimed to showcase the company's Medium and Heavy Commercial Vehicles (M&HCV) across key locations throughout the nation. The expos were designed to bring Ashok Leyland's latest innovations closer to customers and vehicle enthusiasts.

This extensive tour highlighted Ashok Leyland's superior AVTR range, India's first modular platform, featuring premier models like the AVTR 4825 MAV, AVTR 5525 Tractor, and AVTR 4825 HD Tipper, which are expected to draw significant attention. Additionally, the BOSS 1915, an ICV truck model designed for high-speed, long-distance applications and superior comfort, was on display. The exhibition also featured the versatile Oyster i-series buses, designed for school and staff transportation.

In addition to showcasing vehicles, the expos included interactive stalls featuring Ashok Leyland's latest aftermarket and digital offerings.

Shenu Agarwal, Managing Director and CEO of Ashok Leyland, stated 'One of the highlights of the expo is our pioneering alternate energy vehicles, which include our Battery Electric and LNG trucks. This underscores our commitment to leading India's transition towards a



greener, more sustainable future.'

Besides, Ashok Leyland introduced the 'Sarathi Suraksha Policy,' a comprehensive insurance policy designed to protect drivers. In addition to these benefits, the policy covers accidental hospitalisation and includes a special education bonus for the children of the insured drivers.

Effective from June 1, 2024, this policy applies to all Intermediate Commercial Vehicles (ICV), Haulage, and Long Haulage trucks sold to customers, at no extra cost. Classified as an 'Unnamed GPA (Group Personal Accident) Policy,' it ensures comprehensive protection for any driver operating an Ashok Leyland vehicle.

Shenu Agarwal, Managing Director & CEO of Ashok Leyland, stated 'At

Ashok Leyland, we deeply value the contributions of our drivers to the logistics and transportation sectors. The 'Sarathi Suraksha Policy' is a testament to our dedication to their safety, security, and well-being. This initiative not only underscores our commitment to our drivers but also aligns with our broader vision of fostering a safe and supportive ecosystem for all our stakeholders.'

Sanjeev Kumar, President, MHCV at Ashok Leyland, added 'By introducing the 'Sarathi Suraksha Policy,' Ashok Leyland demonstrates its steadfast commitment to the welfare of our drivers. We recognise the importance of the driver community, and with this insurance coverage, we hope to improve their quality of life further.'

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"The value of an idea lies in the using of it" - Thomas Edison

ZF Advances Commercial Vehicle Technologies with Intelligent Software Solutions

ZF announced that it is leading the way in developing smarter, more connected, and highly efficient technologies for commercial vehicles by harnessing the power of software, reported Mobility Outlook.

As the automotive industry increasingly embraces digital integration, it positions itself as a key enabler of smart and connected technologies. The company leverages its extensive software expertise across various vehicle segments to quickly and cost-effectively produce intelligent systems, lowering the overall total cost of ownership (TCO).

Braking, e-Drive Synergy Programme One of its notable initiatives is the Braking and e-Drive Synergy Programme, which optimises the synergy between electric driveline and braking functions. This innovative system not only extends the range of electric vehicles by harnessing energy during deceleration but also reduces the size of the batteries needed. The programme integrates ZF's next-generation e-drives, the AxTrax 2 dual and CeTrax 2 dual, with the mBSP XBS advanced braking system. This integration allows the e-drive to function as an actuator for the braking system and vice versa, controlling both acceleration and braking.

The system maximises energy recuperation, recharging onboard batteries during driving and effectively extending the vehicle's range. It also offers 'one-pedal-drive'



The system maximises energy recuperation, recharging onboard batteries during driving and effectively extending the vehicle's range. It also offers 'one-pedal-drive' functionality, enhancing driving comfort, especially in low-speed manoeuvres common in urban driving and yard vehicle applications

functionality, enhancing driving comfort, especially in low-speed manoeuvres common in urban driving and yard vehicle applications. Additionally, the system improves launch capabilities by optimising traction control, reducing tyre wear, and enhancing vehicle performance

and stability on slippery surfaces.

Software Brake Resistor

ZF has also developed an innovative software solution that replaces traditional hardware brake resistors in battery electric vehicles. This new function intelligently limits the maximum energy content of the battery in specific charging situations. It uses location data to determine if the vehicle is likely to descend a steep

gradient, where significant additional battery charge can be generated through regenerative braking. The system ensures the battery saves capacity during charging, allowing for maximum energy harvesting during descent, while fully charging the battery in other situations.

This software solution eliminates the need for bulky and heavy brake resistors, saving approximately 150kg of weight and increasing available space within the chassis. By maximising energy efficiency and making all energy available for propulsion, the system improves efficiency and sustainability, showcasing how intelligent server-cloud-based functions can reduce costs and weight while enhancing performance.

Through these advancements, ZF continues to demonstrate its commitment to innovation in commercial vehicle technology, offering solutions that improve efficiency, safety, and sustainability in the automotive industry.

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Tata Motors Group Reports 2% Increase in Q1 FY25 Global Wholesales

Tata Motors Group reported a 2 per cent increase in global wholesales for the first quarter of financial year 2024-25 (Q1FY25), when compared to Q1 FY24.

The total number of units sold reached 3,29,847, which includes sales from Jaguar Land Rover.

The company's commercial vehicle sales, including those from Tata Motors and the Tata Daewoo range -- a commercial vehicle manufacturer headquartered in South Korea and a wholly-owned subsidiary of Tata Motors--experienced a rise in demand. This contributed to a 6 per cent year-on-year (Y-o-Y) increase, totalling 93,410 units.

In the light of good demand, the car maker recently launched 'Tata Motors Fleet Verse', a comprehensive digital marketplace for its entire range of commercial vehicles. This platform aims to streamline the commercial vehicle ownership experience by offering features like vehicle discovery, configuration, booking and financing.

Besides, Homegrown automaker Tata Motors, has announced a collaboration with Delta Electronics India and Thunderplus Solutions Pvt Ltd to enhance the electric vehicle (EV) charging infrastructure across the country. This partnership aims to accelerate the adoption of electric vehicles, particularly in the commercial sector, by expanding the

availability of charging stations on high-traffic routes.

The memorandum of understanding (MoU) signed between the three companies outlines their respective roles in this initiative:

Vinay Pathak, vice-president and business head, SCV & PU, Tata Motors Commercial Vehicles, pointed out how the availability of these charging points would encourage customers to opt for electric commercial vehicles.

“Our endeavour is to make emission-free cargo transportation easily accessible. Expanding the available charging infrastructure on high-use routes will encourage more customers to opt for electric commercial vehicles and improve vehicle uptime resulting in higher revenues and better profitability, while contributing towards a cleaner, greener environment,” said Pathak, reported Business Standard.

“Installing fast chargers at our dealerships makes it convenient for them to gain access at a familiar location with a reliable charging facility,” he said.

Speaking on the partnership, Niranjan Nayak, managing director of Delta Electronics India Pvt Ltd, said, “Delta aims to provide innovative, clean, and energy-efficient solutions for a better tomorrow. This collaboration with Tata Motors and Thunderplus allows us to contribute significantly to India's electric cargo ecosystem. Our

advanced charging technology will play a crucial role in enhancing the electric commercial vehicle experience for users nationwide.”

“Our focus is on enabling electric commercial vehicle customers with top-notch charging solutions that ensure convenience and reliability. This collaboration aligns perfectly with our mission to drive sustainable transportation solutions across India. This initiative completely falls in line with our campaign #HarGharThunder, through which we intend to make the charge point affordable to each house; making electric vehicle charging abundantly available, thus removing the charge anxiety,” Rajeev YSR, CEO of Thunderplus Solutions Pvt Ltd added.

The partnership is set to bolster the charging infrastructure required to support Tata Motors' Ace EV, a small commercial vehicle (SCV) designed for last-mile deliveries. The Ace EV, built on Tata's EVOGEN platform, features advanced technology including a battery management system, Fleet Edge telematics, and robust components to ensure optimal performance. It boasts a certified range of 154 km on a single charge, powered by a single electric motor that delivers 36 BHP and 130 Nm of torque. The vehicle also includes a lightweight container with a cargo volume of 208 cubic feet and can tackle gradients of up to 22 per cent when fully loaded.

Tata Motors has already made significant strides in promoting the Ace EV by signing MoUs with major companies such as Amazon, BigBasket, City Link, DOT, Flipkart, LetsTransport, MoEVing, and Yelo EV for its deployment. With over 150 Electric Vehicle Service Centres spread across India, Tata Motors is well-positioned to support the growing demand for electric commercial vehicles.



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350
branches



400 owned
vehicles



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1.5+ million sq ft
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देश में सड़क नेटवर्क महत्वपूर्ण भूमिका और उपलब्धियां

यातायात हिस्सेदारी और राष्ट्रीय अर्थव्यवस्था में योगदान दोनों के संदर्भ में, सड़क परिवहन भारत में परिवहन का प्रमुख साधन है। माल और यात्रियों की आवाजाही को सुविधाजनक बनाने के अलावा, सड़क परिवहन देश के सभी क्षेत्रों में समान सामाजिक-आर्थिक विकास को बढ़ावा देने में महत्वपूर्ण भूमिका निभाता है। यह देश के सामाजिक और आर्थिक एकीकरण और विकास में भी महत्वपूर्ण भूमिका निभाता है। आसान पहुंच, संचालन का लचीलापन, घर-घर सेवा और विश्वसनीयता ने परिवहन के अन्य साधनों की तुलना में यात्री और माल दुलाई दोनों में सड़क परिवहन को अधिक महत्व दिया है।

राष्ट्रीय राजमार्ग: निर्माण और उपलब्धियां

1. देश में सड़क नेटवर्क : भारत में लगभग 66.71 लाख किमी का सड़क नेटवर्क है, जो दुनिया में दूसरा सबसे बड़ा है।

सड़कों की विभिन्न श्रेणियों की लंबाई इस प्रकार है:

- राष्ट्रीय राजमार्ग : 1,46,145 किमी
- राज्य राजमार्ग : 1,79,535 किमी
- अन्य सड़कें: 63,45,403 किमी

राष्ट्रीय राजमार्ग माल और यात्रियों की कुशल आवाजाही को सुनिश्चित करके और बाजारों तक पहुंच में सुधार करके देश के आर्थिक और सामाजिक विकास में काफी महत्वपूर्ण भूमिका निभाते हैं। एमओआरटीएच और

इसकी कार्यान्वयन एजेंसियों ने भारत में राष्ट्रीय राजमार्ग बुनियादी ढांचे की क्षमता को बढ़ाने के लिए पिछले 9 वर्षों में कई पहल की हैं।

2. राष्ट्रीय राजमार्ग नेटवर्क

● राष्ट्रीय राजमार्ग (एनएच) नेटवर्क 2014 में 91,287 किमी से 60: बढ़कर वर्ष 2023 में 1,46,145 किमी के स्तर पर पहुंच गए

● निर्मित लंबाई: एमओआरटीएच ने 5248 किमी राष्ट्रीय राजमार्गों का निर्माण किया। (अनंतिम आंकड़े)।

● कॉरिडोर-आधारित राष्ट्रीय राजमार्ग विकास की रणनीति के माध्यम से व्यवस्थित रूप से बढ़ावा दिए जाने के कारण 2014-15 और 2023-24 के बीच राष्ट्रीय राजमार्गों (एनएच) निर्माण की गति लगातार बढ़ी है।

2. भारतमाला परियोजना: भारतमाला परियोजना को मुख्य रूप से देश भर में वस्तुओं और लोगों की आवाजाही की दक्षता को अनुकूलित करने पर ध्यान देने के साथ शुरू किया गया था। अक्टूबर 2017 में स्वीकृत भारतमाला परियोजना का पहला चरण 34,800 किलोमीटर राष्ट्रीय राजमार्गों के विकास के माध्यम से महत्वपूर्ण बुनियादी ढांचे की कमी को दूर करने पर केंद्रित है। परियोजना में बुनियादी ढांचे की समरूपता और बेहतर सड़क उपयोगकर्ता अनुभव सुनिश्चित करने के लिए 'गलियारा आधारित राष्ट्रीय राजमार्ग विकास' पर जोर दिया गया है। परियोजना के प्रमुख अंगों में आर्थिक गलियारा विकास, अंतर-गलियारा और फीडर मार्ग विकास, राष्ट्रीय गलियारा दक्षता सुधार, सीमा और अंतराष्ट्रीय संपर्क सड़कें, तटीय और बंदरगाह संपर्क सड़कें और एक्सप्रेसवे शामिल हैं।

भारतमाला परियोजना के चरण

1 की स्थिति:

भारतमाला परियोजना चरण 1 में 31 राज्य और केंद्रशासित प्रदेशों, 550 से ज्यादा जिलों में कुल 34,800 किमी लंबाई शामिल है। इसके तहत 27,384 किमी लंबी सड़कों का काम सौंपा गया है और 15,045 किमी सड़कों का निर्माण पूरा हो गया है।

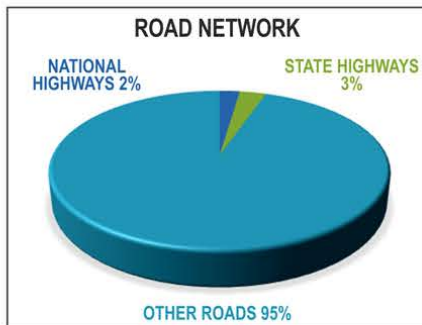
चरण 1 को 2027-28 तक पूरा किया जाना है।

3. कोविड-19 महामारी के मद्देनजर सड़क क्षेत्र के ठेकेदारों/डेवलपर्स के लिए राहत: मंत्रालय ने कोविड-19 महामारी के मद्देनजर राहत उपाय प्रदान/विस्तारित किए:

(1) ठेकेदारों और कंसेशनारों के पास उपलब्ध धन की तरलता में सुधार के लिए अनुसूची एच/जी में छूट को 31 मार्च 2024 तक बढ़ा दिया गया है।

(2) एस्क्रो खाते के माध्यम से अनुमोदित उप-ठेकेदार को सीधे भुगतान की व्यवस्था 31 मार्च 2024 तक या उप-ठेकेदार द्वारा काम पूरा होने तक, जो भी पहले हो, जारी रखी जा सकती है।

(3) प्रदर्शन आधारित सुरक्षा में कमी/प्रतिधारण राशि जारी करना: इस मंत्रालय ने पहले से ही सभी मौजूदा अनुबंधों के लिए प्रदर्शन सुरक्षा को मौजूदा 5-10% से घटाकर अनुबंध मूल्य का 3% करने का निर्णय लिया है (विवादित अनुबंधों को छोड़कर जिनमें मध्यस्थता/अदालत की कार्यवाही पहले ही शुरू हो चुकी है या पूरी हो चुकी है)। 31.03.2024 तक जारी/संपन्न सभी निविदाओं/अनुबंधों में भी कम प्रदर्शन सुरक्षा का प्रावधान होना चाहिए। हालांकि, निष्पादित कार्य की गुणवत्ता सुनिश्चित करने के लिए, मंत्रालय सभी परियोजना निष्पादन एजेंसियों को यह सुनिश्चित करने की सलाह देगा कि



असामान्य रूप से कम बोलियों (एएलबी) के मामले में, व्यय विभाग, वित्त मंत्रालय द्वारा प्रदान किए गए नवीनतम दिशानिर्देशों के अनुसार अतिरिक्त प्रदर्शन सुरक्षा प्राप्त की जाए। प्रतिधारण राशि निर्माण अवधि तक प्रदर्शन आधारित सुरक्षा का एक हिस्सा है। इसलिए, पहले से निष्पादित कार्य के अनुपात में प्रतिधारण धनराशि जारी करने के क्रम को बनाए रखा जा सकता है और 2024 तक ठेकेदार द्वारा उठाए गए बिलों से प्रतिधारण धनराशि में कोई कमी नहीं की जा सकती है।

यदि रियायत प्राप्तकर्ता अनुबंध का उल्लंघन नहीं कर रहा है तो एचएएम/बीओटी अनुबंधों के लिए, एक प्रदर्शन गारंटी आनुपातिक आधार पर जारी की जा सकती है, जैसा कि अनुबंध में उल्लेख किया गया है।

सड़क निर्माण मॉडलों के मॉडल रियायती अनुबंध (एमसीए) और प्रस्ताव हेतु अनुरोध (आरएफपी) में परिवर्तन:

(1) संरचनाओं सहित लचीले फुटपाथ की अनुमति देने के लिए एचएएम परियोजनाओं के लिए एमसीए में बदलाव किए गए हैं। एचएएम परियोजना के आरएफपी और एमसीए में बदलाव किए गए हैं ताकि एचएएम परियोजना को आवंटित करने के लिए न्यूनतम बोली वाली परियोजना लागत (बीपीसी) को आधार बनाया जा सके और लागत को ईपीसी परियोजनाओं की तरह तय किया जा सके। एमओआरटीएच द्वारा जारी एचएएम परियोजना के एमसीए के क्लॉज 23.7 में निम्नलिखित तीन श्रेणियां शामिल हैं:

(क) संरचनाओं सहित लचीले स्थायी फुटपाथ के लिए

(बी) संरचनाओं सहित 10 साल की रखरखाव अवधि के साथ मजबूत फुटपाथ के लिए

(ग) स्टैंड-अलोन पुलों/सुरंग कार्यों के लिए

(2) ईपीसी, एचएएम और बीओटी (टोल) के मानक दस्तावेजों में बीमा जमानत बॉन्ड (इंश्योरेंस श्योरिटी बॉन्ड) और ई-बैंक गारंटी को 'बोली सुरक्षा और प्रदर्शन सुरक्षा' के रूप में स्वीकार करने के संबंध में प्रावधानों का

समावेश:

व्यय विभाग ने कार्यालय ज्ञापन संख्या एफ. 1/4/2022-पीपीडी दिनांक 05.08.2022 के माध्यम से बोली सुरक्षा और प्रदर्शन सुरक्षा स्वीकार करने के साधन के रूप में ई-बैंक गारंटीको शामिल करने के लिए सामान्य वित्तीय नियम (जीएफआर), 2017 के नियम 170(1) और नियम 171(1) में संशोधन किया। इसके अलावा, व्यय विभाग ने बीमा जमानत बॉन्ड के प्रावधान को 'बोली' के साधन के रूप में स्वीकार करने के लिए जीएफआर, 2017 के नियम 170 (1) और नियम 171 (1) में संशोधन किया था।

दिनांक 02.02.2022 के कार्यालय ज्ञापन के माध्यम से सुरक्षा 'और' प्रदर्शन सुरक्षा। व्यय विभाग द्वारा जारी नवीनतम परिपत्र, कार्यालय ज्ञापन संख्या एफ 1/2/2023-पीपीडी दिनांक 03.04.2023, प्रदर्शन आधारित सुरक्षा प्रस्तुत करने के संभावित साधन के रूप में बीमा जमानत बांड और ई-बैंक गारंटी भी प्रदान करता है। इसे देखते हुए मंत्रालय द्वारा ईपीसी, एचएएम और बीओटी (टोल) के मानक दस्तावेजों में आवश्यक संशोधन किए गए।

4. संपत्ति मुद्राकरण:

1. टीओटी मॉडल - इस मॉडल के तहत, सार्वजनिक वित्त पोषण के माध्यम से निर्मित चयनित परिचालन राजमार्गों के संबंध में उपयोगकर्ता शुल्क (टोल) के संग्रह का अधिकार बोली के परिणामस्वरूप रियायत (कंसेशन) समझौते के माध्यम से सौंपा गया है। सरकार/एनएचएआई को उद्धृत एकमुश्त राशि के अग्रिम भुगतान के एवज में रियायतग्राही (कंसेशनार) को 15-30 वर्ष की निर्दिष्ट अवधि के लिए ऐसा किया गया है। कंसेशन पीरियड के दौरान, सड़क संपत्तियों के संचालन और रखरखाव की जिम्मेदारी कंसेशनार की होती है। 2018 में इसकी शुरुआत के बाद से, एनएचएआई ने टीओटी मोड के माध्यम से मुद्राकरण के रोड एसेट (सड़कों का बंडल) के 6 दौर सफलतापूर्वक पूरे किए हैं और 26,366 करोड़ रुपये जुटाए हैं। टीओटी बंडल 11, 12, 13 और 14 के तहत एलओए जारी किए गए हैं

और वित्त वर्ष 2023-24 में 15,968 करोड़ रुपये कंसेशन शुल्क की प्राप्ति होने की उम्मीद है। यहां यह उल्लेख करना भी जरूरी है कि इन 4 टीओटी बंडलों के लिए एलओए संबंधित वित्तीय निविदाएं खुलने के एक दिन के भीतर एनएचएआई द्वारा जारी किए गए थे। इस मॉडल के तहत वित्त वर्ष 2023-24 के अंत तक कुल संपत्ति मुद्राकरण 42,334 करोड़ रुपये होने की उम्मीद है।

2. इन्विट मॉडल एनएचएआई ने सेबी इन्विट विनियमन, 2014 के तहत एक इन्विट की स्थापना की है, जिसमें मुख्य निवेशकों (सीपीपीआईबी, ओटीपीपी आदि) के अलावा एनएचएआई की 16% हिस्सेदारी है। इन्विट एक पूलड निवेश का माध्यम है जो निवेशकों को यूनिट जारी करता है, जबकि ट्रस्ट के प्रबंधन के लिए तीन यूनिट- ट्रस्टी, निवेश प्रबंधक और परियोजना प्रबंधक हैं। तीनों संस्थाओं ने सेबी विनियमों के तहत भूमिकाएं और जिम्मेदारियां परिभाषित की हैं। इस प्रक्रिया में दो चरण (635 किमी) लिए गए और उन्हें अंतिम रूप दिया गया। इस मश्वडल के तहत अब तक 10,200 करोड़ रुपये का कंसेशन शुल्क वसूला जा चुका है। वित्त वर्ष 2023-24 में एक और दौर के माध्यम से 15,000 करोड़ रुपये प्राप्त होने की उम्मीद है।

3. एसपीवी मॉडल के माध्यम से प्रतिभूतिकरण - एक एसपीवी/डीएमई (एनएचएआई के 100% स्वामित्व में), विचाराधीन सड़क संपत्तियों को बंडल करके और सड़क संपत्तियों से भविष्य के उपयोगकर्ता शुल्क को सुरक्षित करके बनाया गया है। एनएचएआई टोल एकत्र करेगा, सड़क संपत्तियों का रखरखाव करेगा और समय-समय पर एसपीवी स्तर पर ऋण दायित्वों को पूरा करने के लिए पर्याप्त भुगतान एसपीवी को हस्तांतरित करेगा। एनएचएआई द्वारा इस पद्धति (डीएमई- दिल्ली मुंबई एक्सप्रेसवे) के माध्यम से अब तक लगभग 37,000 करोड़ रुपये जुटाए जा चुके हैं। वित्त वर्ष 2023-24 में इस मॉडल के तहत 6,000 करोड़ रुपये जुटाए जाने की उम्मीद है।

x

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Driving Safe in Monsoon Season

Monsoon in India comes with a lot of benefits for agriculture. Also, it replenishes water sources. However, it poses so many challenges for transportation. Heavy rains can damage roads, which can particularly make it difficult for the drivers to navigate the vehicles, especially through rough terrains. In addition, threats such as slippery streets, reduced visibility, and the risk of floods, make it difficult to ensure safe transportation.

Core Difficulties Faced by Truck Drivers During Monsoons Heavy rains cause water logging of the roads which exposes drivers to poor grip and longer distances to stop. Further, driving is even more challenging since there is often low visibility because of fog and rain but flood, landslides and debris on roads cause more concerns. These obstacles pose a great danger to the lives of truck drivers. To be safe, drivers must stay alert and be prepared to handle the dangers that are inherent in their day to day work.

Some Safety Tips for Truck Drivers During Monsoon Season

1. Check Your Tyres:

First, ensure your truck tyres are in superb condition. Broken-down tyres are less viable on wet streets, increasing the risk of slipping. Then, tyre strain and track depth ought to be consistently checked to maintain ideal performance.

2. Maintain Proper Visibility:

Clean your windshield and windows completely before each journey. Replace broken-down wipers with



sharp edges to guarantee clear visibility during heavy rains. Keep your headlights on consistently to improve visibility for you and other drivers.

3. Drive at a Safe Speed:

Roads become essentially more slippery during rainstorms, requiring decreased speeds. Maintain a safe following distance from different vehicles to consider a satisfactory response time in the event of sudden stops or obstacles.

4. Avoid Waterlogged Areas:

Passing through a waterlogged area can harm your truck's motor and brakes, possibly leaving you stranded. Plan your route to avoid flooded areas and look for backup routes if necessary.

5. Use Anti-Skid Chains if Necessary:

In hilly or mountainous locales inclined to heavy rain, anti-skid chains can improve tyre traction, lessening the risk of slipping and keeping up with control on tricky surfaces.

6. Brake Gently:

Unexpectedly slowing down on wet streets can make your truck slide. Apply the brakes delicately and in a controlled way to keep up with security. Use motor slowing down procedures where fitting to slow down securely.

7. Check Your Brakes:

Before leaving on a journey, review your truck's brakes thoroughly. Wet circumstances can influence brake responsiveness, so guarantee they are kept up to

date and completely useful.

8. Keep Emergency Supplies:

Consistently carry fundamental emergency supplies, such as a medical aid unit, flashlight, and essential repair instruments. These safety tips for driving in rainy season can be important in crises or breakdown circumstances, particularly in far-off regions.

9. Stay Informed About the Weather:

Monitor weather conditions, which are estimated routinely, and stay updated on street conditions along your route. Understanding what weather patterns to expect permits you to design your journey more effectively and avoid possible hazards.

10. Rest and Stay Alert:

Fatigue can impair your response time and critical thinking skills. Take regular, long breaks to rest and revive. Guarantee you are all rested prior to beginning each outing to keep up with top sharpness.

X

"The first one gets the oyster, the second gets the shell" - Andrew Carnegie

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण ने राष्ट्रीय राजमार्गों पर मानसून के दौरान प्रभावी प्रबंधन के लिए सक्रिय कदम उठाए

मानसून के मौसम के दौरान राष्ट्रीय राजमार्गों पर जल भाराव या बाढ़ जैसी स्थिति की समस्या से निपटने के लिए भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) ने विभिन्न उपाय किए हैं और देश भर में राष्ट्रीय राजमार्गों पर आपातकालीन राहत प्रदान की है।

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) पहाड़ी और मैदानी दोनों क्षेत्रों में प्रभावी समाधान प्रदान करने के लिए बहु-आयामी दृष्टिकोण अपनाते हुए बाढ़/भूस्खलन प्रभावित स्थानों पर मशीनरी और जनशक्ति को शीघ्रता से पहुंचाने के लिए अन्य निष्पादन एजेंसियों, स्थानीय अधिकारियों और प्रशासन के साथ निकट समन्वय में काम कर रहा है। इसके अलावा, प्रभावी आपदा राहत तैयारियों के लिए संसाधनों की उपलब्धता सुनिश्चित करने के लिए, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) समय पर तैनाती के लिए प्रमुख मशीनरी की उपलब्धता की मैपिंग कर रहा है।

राष्ट्रीय राजमार्गों पर जल भाराव या बाढ़ जैसी स्थिति से बचने के लिए, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) राज्य सिंचाई विभाग के साथ संयुक्त निरीक्षण कर रहा है ताकि यह सुनिश्चित किया जा सके कि किसी भी चालू चैनल/धारा का प्रवाह नवनिर्मित राजमार्ग से बाधित न हो। हाल ही में दिल्ली-काटरा एक्सप्रेसवे और अन्य परियोजनाओं पर सिंचाई विभाग के परामर्श से



विशेष अभियान चलाया गया।

इसके अलावा, शहरी क्षेत्रों से गुजरने वाले राष्ट्रीय राजमार्गों पर, जहां भी जल भाराव की संभावना है, वहां पर्याप्त पंपिंग की व्यवस्था की जाएगी। राष्ट्रीय राजमार्ग उपयोगकर्ताओं तक किसी भी बाधा के बारे में जानकारी प्रसारित करने के लिए प्रौद्योगिकी का लाभ लेते हुए उन्नत यातायात प्रबंधन प्रणाली (एटीएमएस) के साथ-साथ राजमार्ग यात्रा ऐप का उपयोग किया जाएगा।

पहाड़ी क्षेत्रों में, जिला प्रशासन के साथ निकट समन्वय में प्रत्येक भूस्खलन संभावित स्थल पर पर्याप्त जनशक्ति और मशीनरी से सुसज्जित समर्पित आपातकालीन राहत दल तैनात किया गया है। इससे चौबीसों घंटे और सातों दिन संपर्क को सक्षम बनाने और यातायात की सुरक्षित और सुचारु आवाजाही प्रदान करने के लिए राष्ट्रीय राजमार्ग से गंदगी को तुरंत हटाने में सहायता मिलेगी। सुरक्षित यातायात संचालन की सुविधा के लिए प्रत्येक भूस्खलन संभावित क्षेत्र में अस्थायी अवरोध और चेतावनी संकेत स्थापित किए गए हैं।

निवारक उपायों के कार्यान्वयन के लिए, संवेदनशील स्थानों की पहचान की जाती है जिनके गंभीर रूप से प्रभावित होने की संभावना है जैसे बाढ़/भूस्खलन/चट्टान गिरने की संभावना वाले क्षेत्र, धंसने वाले क्षेत्र आदि। भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) के अधिकारी विभिन्न संरचनाओं जोड़/पुलों के खम्भे आदि का भी निरीक्षण कर रहे हैं जिनका बाढ़ का इतिहास रहा है ताकि तटबंधों पर

क्षति की पहचान की जा सके। सड़क उपयोगकर्ताओं को सावधान करने के लिए संवेदनशील स्थानों पर चेतावनी संकेत लगाए जाएंगे।

जिन स्थानों पर भारी भूस्खलन के कारण राष्ट्रीय राजमार्ग यातायात के लिए अवरुद्ध हो सकता है, वहां जिला प्रशासन के साथ एक वैकल्पिक मार्ग परिवर्तन योजना तैयार की गई है। इसके अलावा, कुछ कमजोर ढलानों और सुरंगों पर वास्तविक समय की निगरानी सहित भू-तकनीकी उपकरण को प्रयोग के रूप में लागू किया गया है।

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) ने पूरे भारत में मानसून की प्रगति के साथ बाढ़ जैसी स्थिति से निपटने की तैयारी सुनिश्चित करने और आपातकालीन राहत को सक्षम करने के लिए कई सक्रिय कदम उठाए हैं। ये उपाय मानसून के मौसम के दौरान राष्ट्रीय राजमार्ग उपयोगकर्ताओं को निर्बाध यात्रा की सुविधा प्रदान करने में काफी सहायता करेंगे।

एनएचएआई फ्रंट विंडशील्ड पर बिना फास्टैग लगे वाहनों से दोगुना मार्गशुल्क वसूल करेगा



राष्ट्रीय राजमार्ग उपयोगकर्ताओं को जानबूझकर वाहन की विंडस्क्रीन पर फास्टैग नहीं लगाने से रोकने के लिए, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) ने ऐसे उपयोगकर्ताओं से दोगुना उपयोगकर्ता शुल्क वसूलने के लिए दिशानिर्देश जारी किए हैं, जो सामने की विंडशील्ड पर अंदर से बिना चिपकाए फास्टैग के साथ टोल लेन में प्रवेश करते हैं। जानबूझकर विंडस्क्रीन पर फास्टैग न लगाने से टोल प्लाजा पर अनावश्यक विलंब होता है, जिससे साथी राष्ट्रीय राजमार्ग उपयोगकर्ताओं को असुविधा होती है।

सामने की विंडशील्ड पर फास्टैग न लगाए जाने की स्थिति में दोगुना उपयोगकर्ता शुल्क वसूलने के लिए सभी उपयोगकर्ता शुल्क संग्रहण एजेंसियों और रियायतग्राहियों को विस्तृत मानक संचालन प्रक्रिया (एसओपी) जारी की गई है। यह जानकारी सभी उपयोगकर्ता शुल्क प्लाजा पर भी प्रमुखता से प्रदर्शित की जाएगी, जिसमें राजमार्ग उपयोगकर्ताओं को फ्रंट विंडशील्ड पर एक

निश्चित फास्टैग के बिना टोल लेन में प्रवेश करने पर दंड के बारे में सूचित किया जाएगा।

इसके अलावा, शुल्क प्लाजा पर वाहन पंजीकरण संख्या (वीआरएन) के साथ सीसीटीवी फुटेज गैर-चिपके फास्टैग मामलों को रिकॉर्ड किया जाएगा। इससे वसूल किए गए शुल्क और टोल लेन में वाहन की उपस्थिति के संबंध में सही रिकॉर्ड बनाए रखने में सहायता मिलेगी।

पहले से स्थापित नियमों के अनुसार, एनएचएआई का लक्ष्य निर्दिष्ट वाहन के फ्रंट विंडशील्ड पर अंदर से फास्टैग लगाने के लिए मानक प्रक्रियात्मक दिशानिर्देशों को लागू करना है। कोई भी फास्टैग जो मानक प्रक्रिया के अनुसार निर्दिष्ट वाहन पर नहीं लगाया गया है, वह उपयोगकर्ता शुल्क प्लाजा पर इलेक्ट्रॉनिक टोल संग्रह (ईटीसी) लेनदेन करने का हकदार नहीं है और उसे दोगुना टोल शुल्क देना होगा और साथ ही उसे काली सूची में डाला जा सकता है। जारीकर्ता बैंकों को यह भी निर्देशित किया गया है कि वे विभिन्न

पॉइंट-ऑफ-सेल (पीओएस) से जारी करते समय फास्टैग को निर्दिष्ट वाहन पर फ्रंट विंडशील्ड पर लगाना सुनिश्चित करें।

एनएचएआई, राष्ट्रीय राजमार्ग शुल्क (दरों और संग्रह का निर्धारण) नियम, 2008 के अनुसार, राष्ट्रीय राजमार्गों पर उपयोगकर्ता शुल्क एकत्र करता है। वर्तमान में, देशभर के राष्ट्रीय राजमार्गों पर लगभग 1,000 टोल प्लाजा पर करीब 45,000 किलोमीटर राष्ट्रीय राजमार्गों और एक्सप्रेसवे के लिए उपयोगकर्ता शुल्क एकत्र किया जाता है।

लगभग 98 प्रतिशत की पहुंच दर और 8 करोड़ से अधिक उपयोगकर्ताओं के साथ, फास्टैग ने देश में इलेक्ट्रॉनिक टोल संग्रह प्रणाली में क्रांति ला दी है। फास्टैग न लगाने पर दोगुना उपयोगकर्ता शुल्क वसूलने की इस पहल से टोल संचालन को अधिक कुशल बनाने और राष्ट्रीय राजमार्ग उपयोगकर्ताओं के लिए निर्बाध और आरामदायक यात्रा सुनिश्चित करने में मदद मिलेगी।



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA

UNSTARRED QUESTION NO - 266

ANSWERED ON – 24/07/2024

ROAD CONSTRUCTION INITIATIVES

266. SHRI AYODHYA RAMI REDDY ALLA:

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

- (a) how the Ministry plan to sustain and accelerate 25 percent increase in road construction, aiming for 12,500-13,000 km per year over the current and next fiscal years;
- (b) the details on how the introduction of the Hybrid Annuity Model (HAM) has been highlighted as a positive factor;
- (c) how HAM has contributed to speed up execution and attracting investments in road construction; and
- (d) how initiatives like Atmanirbhar Bharat and the emergence of infrastructure investment trusts (InvITs) supporting the road construction sector have had a positive impact?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) At the beginning of the current financial year 2024-25, under ongoing/awarded projects, the Ministry had about 20,000 km balance length of National Highways (NHs) for construction. Moreover, the Ministry has a shelf of projects under DPR and tendering process, to further augment the construction progress during the current and next fiscal years. The Ministry is leveraging the mechanism of review and resolution of bottlenecks/hindrances in ongoing projects, in active collaboration with the State Governments and other stakeholder. Ministry is also making full efforts to expedite the availability of necessary clearances / approvals and the fulfilment of conditions precedent, for new projects. However, no specific annual rate of increase in construction has been planned so far.

(b) & (c) The Government has approved Hybrid Annuity Model (HAM) for building NHs to speed up construction pace in the country by renewing interest of private developers in highway projects. The objective is to maximize the quantum of projects that can be implemented within the available limited financial resources of the Government. Further, HAM allows sharing of risk between private developers and the Government. By contributing 40% of the project cost during construction period, the government shares the financial burden with private players, while traffic/ revenue risks lie with the Authority.

(d) Under the Atmanirbhar Bharat initiative, this Ministry has been able to provide various relaxations to the contractors & concessionaires to ensure sufficient cash flow to the projects and reduced working capital requirements. Further, Innovative Financing methods like InvIT

have unlocked value of completed road assets. Through InvIT, the Ministry has been able to generate alternate source of capital in addition to traditional sources of funds such as budgetary allocation & toll revenue, and there is greater participation in O&M of private players.

— X —

'Tough job': Transporters face huge shortage of truck drivers

Mohammed.Wajihuddin
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Mumbai: A couple of months ago, Babu Lal Maurya was driving his truck on the Goa-Mumbai highway. As he neared Pen in Raigad district, he saw a traffic constable on the road. Avoiding potholes, he slightly turned his vehicle to the right. He claims he did it so as not to hit the constable. The constable, though, shot a photo of the vehicle veering off to the wrong side and sent it to the RTO. The owner was slapped with a fine of Rs 4,200, which was slashed from his salary.

"I tried to save the constable. Instead of getting appreciation, a fine was sent to my owner who deducted it from my salary. Life as a driver is not easy," says Maurya (47), a driver for 18 years. "Drivers are soft targets. It is easy to hold them guilty for even minor offences."

This is not Maurya's story alone. Tough rules, back-breaking job, lack of facilities on roads and at the yards where they visit to load and unload empty containers have made driving heavy vehicles non-lucrative, say transporters who complain of a "huge shortage" of drivers.

"One crore drivers are needed nationally today but we have just around 80 lakh. Govt must pay attention to it," says Ashok Goyal, senior



Drivers complain of e-challans and lack of facilities on roads and yards

vice-president of All India Transporters' Welfare Association and a leading transporter.

Goyal points to the three major issues facing the drivers today. First, e-challans being issued for "even minor offences" discourage many of the young drivers from joining the workforce. Secondly, there is a lack of basic facilities for the drivers both on highways and at the yards to load and unload containers. These containers are used to carry goods by cargo ships. Handling of empty containers needs its own logistics and trucks and trailers play a big role in it.

"The owners of godowns and yards where we take our vehicles do not even offer water or tea. We often have to wait outside the yards for ho-

urs under the summer sun and heavy rain," says Omprakash Yadav (60) from Jaunpur in Uttar Pradesh, a driver for 32 years.

Goyal says the third problem the drivers face is that they do not know when their vehicles will be allowed to enter the yards and many of them are penalised for illegal parking.

"We have established truck bays on major highways so that drivers, instead of being penalised on the highway for illegal parking, can proceed to these bays and take sufficient rest," says a senior official in the transport commissioner's office. "We also conduct periodic health check-ups for drivers, including camps for eye and blood pressure screening, which is crucial for them. There are

medical facilities and trauma care centres near the highways to ensure that drivers involved in accidents receive treatment during the critical emergency hour," he adds.

However, Bal Malikit Singh, former president, All India Motor Transport Congress, refuted the transport department's claims. "A few health camps in a year are a mere facade. There is a need for more parking bays at regular intervals along the highways, and food should be affordable for our drivers," he says. "There is time wastage, corruption at check posts with manual intervention, and significant wastage of (truck) fuel while waiting in long queues. We need to abolish border check posts," he adds.

While Abhishek Gupta, general secretary of All India Transporters Welfare Association, blames the shortage of drivers on "the conditions in which truck drivers operate with little or no infrastructure on highways for proper rest, sanitation, food and parking even as drivers are in constant fear for the cargo, truck and their lives," transporter Mohamed Syed of Sheesha says many do not want to join this profession as it requires staying away from families for days and there are more lucrative jobs available. (With inputs from Somit Sen)



Eway Bill Dashboard

Developed & compiled by

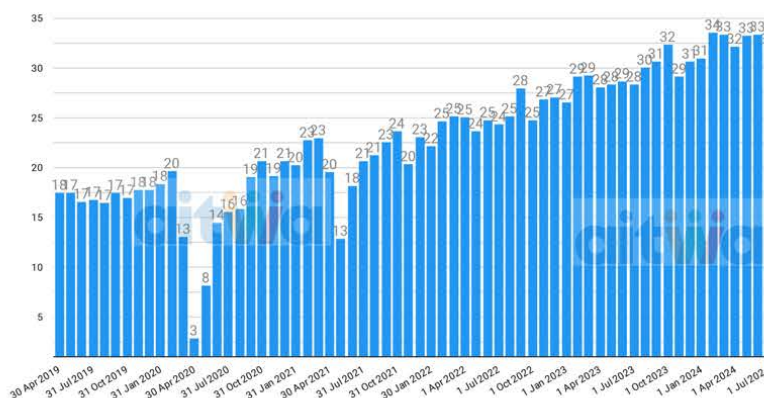


Last updated on 10th July 2024 | Data as on 30th June, 2024

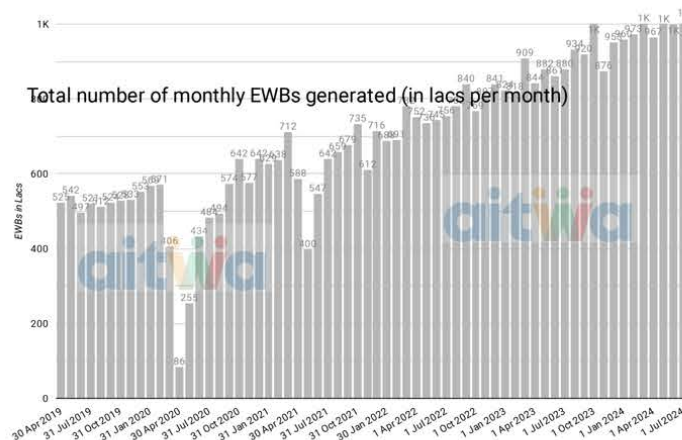
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



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



Diesel Dashboard

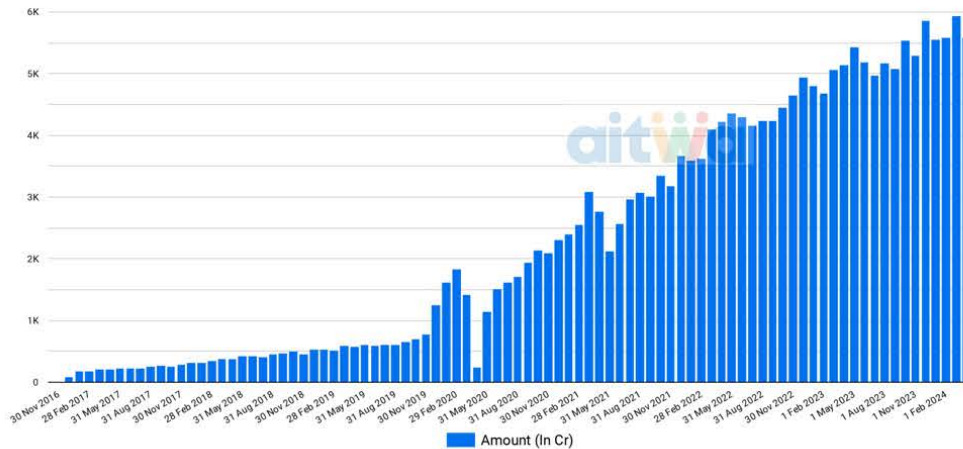
Last updated on 21st March 2024 | Data as on 21st March 2024

Diesel Price Average of 4 metros since 2017



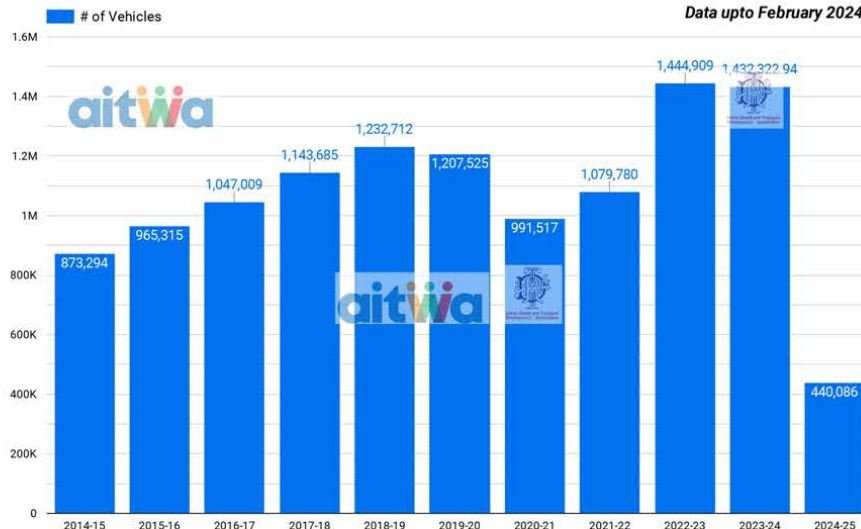
Toll Collection Dashboard

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 June		
		June 2024	June 2023	% Change	2024-25	2023-24	% Change
(A) 18 International Airports							
1	Amritsar	415.3	499.7	-16.9	1412.9	1022.9	38.1
2	Ayodhya	0.0	0.0	-	0.0	0.0	-
3	Bhubaneswar	729.6	797.1	-8.5	2196.7	2454.4	-10.5
4	Chennai	31147.0	27768.8	12.2	90365.9	84608.6	6.8
5	Coimbatore	936.8	624.0	50.1	2596.4	1413.0	83.8
6	Goa	352.9	490.6	-28.1	1361.7	1542.1	-11.7
7	Imphal	498.3	37.1	-	1246.9	806.8	54.6
8	Kolkata	14428.6	12397.8	16.4	41632.8	33462.9	24.4
9	Kozhikode	1789.7	1306.0	37.0	5352.2	4323.0	23.8
10	Kushinagar	0.0	0.0	-	0.0	0.0	-
11	Port Blair	656.1	458.5	43.1	1736.0	1266.5	37.1
12	Rajkot (Hirasar)	43.5	0.0	-	161.6	0.0	-
13	Srinagar	1626.0	1277.2	27.3	3339.3	2972.0	12.4
14	Surat	439.8	373.3	17.8	2084.3	1499.1	39.0
15	Tiruchirappalli	522.5	494.0	5.8	1519.9	1575.0	-3.5
16	Tirupati	6.0	2.0	-	23.7	6.0	-
17	Varanasi	744.5	416.3	78.9	1501.4	1073.5	39.9
18	Vijayawada	27.5	6.1	-59.0	295.9	147.1	-
Total		54364.1	47009.4	15.6	156827.7	138172.7	13.5
(B) 6 PPP International Airports							
19	Ahmedabad	8579.4	8340.1	2.9	25120.4	25548.3	-1.7
20	Guwahati	2141.6	1710.0	25.2	5751.6	5511.3	4.4
21	Jaipur	1705.7	1695.8	0.6	4722.5	4018.4	17.5
22	Lucknow	1812.2	1640.0	10.5	5494.3	4541.9	21.0
23	Mangalore	204.2	204.0	0.1	646.9	406.0	59.3
24	Thiruvananthapuram	1822.9	1407.8	29.5	5392.2	4722.6	14.2
Total		16266.1	14997.8	8.5	47127.9	44748.5	5.3
(C) 7 JV International Airports							
25	Bangalore (BIAL)	42331.0	35601.0	18.9	124713.0	102585.0	21.6
26	Delhi (DIAL)	90111.1	76452.0	17.9	263583.8	229857.0	14.7
27	Hyderabad (GHIAL)	14081.7	12510.0	12.6	40749.7	36047.0	13.0
28	Kannur (KIAL)	387.6	248.0	56.3	1140.8	936.0	21.9
29	Kochi	5426.1	4653.0	16.6	16009.4	14373.0	11.4
30	Mumbai (MIAL)	76049.1	68038.0	11.8	220878.4	200836.0	10.0
31	Nagpur	695.5	521.5	33.4	2133.1	1635.6	30.4
Total		229082.0	198023.5	15.7	669208.3	586269.6	14.1
(D) 2 ST Govt./Pvt. INTL Airports							
32	Goa (MOPA)	172.6	19.9	-	528.4	48.2	-
33	Shirdi	7.1	31.2	-77.2	14.4	104.4	-86.2
Total		179.7	51.0	-	542.8	152.6	-
(E) 11 Custom Airports							
34	Agartala	502.8	48.9	-	1443.0	374.9	-
35	Aurangabad	60.9	60.1	1.3	159.2	170.0	-6.4
36	Bagdogra	885.2	702.2	26.1	2316.2	2134.3	8.5
37	Chandigarh	1285.2	419.0	-	4242.7	1360.0	-
38	Gaya	0.0	0.0	-	0.0	0.0	-
39	Indore	873.8	852.9	2.5	2569.6	2624.2	-2.1
40	Madurai	274.5	165.0	66.4	771.1	574.0	34.3
41	Patna	879.7	714.1	23.2	2289.8	2056.0	11.4
42	Pune	3433.5	2654.3	29.4	9482.5	8860.6	7.0
43	Vadodara	97.3	187.0	-48.0	397.1	631.0	-37.1
44	Visakhapatnam	407.2	351.1	16.0	1285.3	1080.2	19.0
Total		8700.1	6154.6	41.4	24956.5	19865.2	25.6
(F) 68 Domestic Airports							
45	Adampur (Jalandhar)	0.0	0.0	-	0.0	0.0	-
46	Agatti	0.0	8.1	-	0.0	17.0	-
47	Agra	2.2	1.0	-	10.6	6.0	75.8
48	Barapani (Shillong)	0.0	0.0	-	0.0	0.0	-
49	Bareilly	0.0	0.0	-	0.0	0.0	-
50	Belagavi	2.1	0.0	-	6.2	0.0	-
51	Bhatinda	0.0	0.0	-	0.0	0.0	-
52	Bhavnagar	0.0	0.0	-	0.0	0.0	-
53	Bhopal	184.8	231.3	-20.1	545.4	734.1	-25.7
54	Bhuj	0.2	0.0	-	1.3	0.0	-
55	Bhuntar (Kulu/Mandi)	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	105.9	56.0	89.2	179.0	135.0	32.6
60	Dehradun	237.2	259.6	-8.6	720.2	795.3	-9.4
61	Deoghar	0.0	0.0	-	0.0	0.0	-
62	Dimapur	110.0	77.0	42.8	396.2	240.5	64.7

Freight (in MT.)							
S. no.	Airport	For The Month			For The Period April To June		
		June 2024	June 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	4.0	-
68	Hindon	0.0	0.0	-	0.0	0.0	-
69	Hubballi	25.0	8.0	-	64.1	17.0	-
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	88.0	49.0	79.8	250.4	165.7	51.1
76	Jamnagar	12.9	0.0	-	48.1	0.0	-
77	Jharsuguda	0.0	7.0	-	0.0	19.0	-
78	Jodhpur	6.9	0.0	-	26.6	0.0	-
79	Jorhat	17.3	7.0	-	38.5	39.5	-2.7
80	Juhu	26.9	24.0	12.3	76.8	79.7	-3.6
81	Kalaburagi(Gulbarga)	0.0	0.0	-	0.0	0.0	-
82	Kandla	0.0	0.0	-	0.0	0.0	-
83	Kanpur(Chakeri)	6.3	9.0	-30.4	23.3	28.0	-16.7
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)	0.2	0.0	-	0.2	0.0	-
90	Leh	142.4	130.8	8.9	556.8	543.1	2.5
91	Ludhiana	0.0	0.0	-	0.0	0.0	-
92	Mohanbari(Dibrugarh)	77.5	96.0	-19.3	238.3	317.7	-25.0
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	6.0	4.0	49.5	12.7	7.0	81.4
98	Puducherry	0.0	0.0	-	0.0	0.0	-
99	Raipur	440.9	422.0	4.5	1266.4	1240.0	2.1
100	Rajahmundry	2.5	3.0	-16.7	5.4	8.0	-32.5
101	Rajkot	0.0	56.0	-	0.0	172.0	-
102	Ranchi	466.8	473.0	-1.3	2235.6	1454.2	53.7
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	23.7	50.0	-52.6	68.1	152.2	-55.3
109	Tezpur	1.4	0.0	-	1.4	0.0	-
110	Tezu	0.0	0.0	-	0.0	0.0	-
111	Tuticorin	0.7	1.0	-29.0	1.7	2.0	-17.0
112	Udaipur	17.5	22.2	-21.4	61.9	39.0	58.4
(F) 68 Domestic Airports		2005.4	1996.0	0.5	6835.0	6216.3	10.0
(G) 20 St.Govt. / Pvt Airports							
113	Aizawl(Lengpui)	87.9	51.0	72.4	230.6	126.1	82.9
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	60.6	66.3	-8.6	138.4	153.8	-10.0
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)	367.1	0.0	-	530.2	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		515.6	117.3	-	899.1	279.9	-
Grand Total (A+B+C+D+E+F+G)		311113.0	268349.6	15.9	906397.4	795704.9	13.9

Source: A.A.I.

**OCEAN FREIGHT
TRAFFIC HANDLED AT MAJOR PORTS
(DURING APRIL TO JULY'2024* VIS-A-VIS APRIL TO JULY'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-JULY, 2024	97	180	-	279	7	-	87	3048	205	1222	4920	
	TRF APRIL-JULY, 2023	95	158	-	252	-	-	488	3254	207	1176	5423	-9.28
Haldia Dock Complex	TRF APRIL-JULY, 2024	2990	2030	330	45	130	-	5046	896	48	3430	14897	
	TRF APRIL-JULY, 2023	2985	1688	395	42	116	-	6514	726	39	2835	15301	-2.64
TOTAL: SMP, KOLKATA	TRF APRIL-JULY, 2024	3087	2210	330	324	137	0	5133	3944	253	4652	19817	
	TRF APRIL-JULY, 2023	3080	1846	395	294	116	0	7002	3980	246	4011	20724	-4.38
PARADIP	TRF APRIL-JULY, 2024	11597	631	9007	20	1726	17235	5875	130	8	3940	50161	
	TRF APRIL-JULY, 2023	12818	704	7459	129	1743	16288	5354	70	4	3134	47699	5.16
VISAKHAPATNAM	TRF APRIL-JULY, 2024	7157	385	4100	326	508	4010	3107	4028	253	5440	29061	
	TRF APRIL-JULY, 2023	5629	664	5481	645	578	3145	2613	3843	242	4014	26612	9.20
KAMARAJAR(ENNORE)	TRF APRIL-JULY, 2024	1604	54	-	-	-	7519	807	4510	234	1005	15499	
	TRF APRIL-JULY, 2023	1698	45	-	-	-	7969	687	4103	213	913	15415	0.54
CHENNAI	TRF APRIL-JULY, 2024	4868	517	451	-	30	-	-	10816	560	972	17654	
	TRF APRIL-JULY, 2023	4641	526	160	-	112	-	-	9691	502	1160	16290	8.37
V.O.CHIDAMBARANAR	TRF APRIL-JULY, 2024	119	451	-	80	256	3349	2913	5301	265	1442	13911	
	TRF APRIL-JULY, 2023	180	427	-	390	273	3164	2242	5040	252	1522	13238	5.08
COCHIN	TRF APRIL-JULY, 2024	8387	177	-	-	37	-	-	3849	286	296	12746	
	TRF APRIL-JULY, 2023	7477	198	-	-	83	-	-	3218	235	546	11522	10.62
NEW MANGALORE	TRF APRIL-JULY, 2024	8851	1084	233	226	45	2244	487	803	59	197	14170	
	TRF APRIL-JULY, 2023	8855	959	1302	258	22	1908	67	966	68	338	14675	-3.44
MORMUGAO	TRF APRIL-JULY, 2024	187	129	1220	78	-	579	2574	-	-	1042	5809	
	TRF APRIL-JULY, 2023	209	179	1174	71	-	1248	2063	-	-	1175	6119	-5.07
MUMBAI	TRF APRIL-JULY, 2024	13596	657	1639	121	-	2903	-	1	-	3445	22362	
	TRF APRIL-JULY, 2023	13326	589	1840	191	75	2435	-	70	6	3257	21783	2.66
J.N.P.A.	TRF APRIL-JULY, 2024	1069	917	-	-	-	-	-	26901	2291	650	29537	
	TRF APRIL-JULY, 2023	1100	914	-	-	-	-	-	25444	2045	454	27912	5.82
DEENDAYAL	TRF APRIL-JULY, 2024	21450	4159	656	1118	134	7023	260	2313	136	10674	47787	
	TRF APRIL-JULY, 2023	21072	3528	558	1265	153	7200	132	2914	151	7897	44719	6.86
ALL PORTS	TRF APRIL-JULY, 2024	81972	11371	17636	2293	2873	44862	21156	62596	4345	33755	278514	
	TRF APRIL-JULY, 2023	80085	10579	18369	3243	3155	43357	20160	59339	3964	28421	266708	4.43
% Variation from previous year		2.36	7.49	-3.99	-29.29	-8.94	3.47	4.94	5.49	9.61	18.77	4.43	

Source: I.P.A.

Govt. Announces 6-Lane Access-controlled 7 Km Road Project Costing Rs 1183 Crore from Manohar International Airport to Dhargal on NH-166S in Goa

Enhancing modern road connectivity in Goa, Union Minister for Road Transport and Highways Nitin Gadkari dedicated to the nation a 6-Lane access-controlled road with elevated viaducts from Manohar International Airport to Dhargal on NH-166S in Goa.

The ceremony was presided over by Chief Minister of Goa, Pramod Sawant in the presence of Union MoS, Shripad Naiki, MP Rajya Sabha, Sadanand Tanavade, MLAs, and senior officials.

The 7 km project, costing ₹1183 crore, promises to significantly improve connectivity to Manohar International Airport, facilitating faster and hassle-free travel. This development is expected to enhance tourism activities and provide a boost to multi-modal connectivity, thereby reducing logistics costs.

Additionally, it aims to ensure smoother and safer traffic movement, leading to savings in fuel consumption and travel time. Ultimately, the project is poised to stimulate overall socio-economic growth in the region, creating a positive impact on the local economy and the quality of life for residents.

Nitin Gadkari also announced the



construction of a 45 km long bypass from Wadgaon to the Karnataka border at a cost of ₹3500 crore in Goa. Additionally, we will undertake the 4-laning of the Panaji-Belgaum section of NH-748. This project spans 52 km and will cost ₹4000 crore, he added.

X



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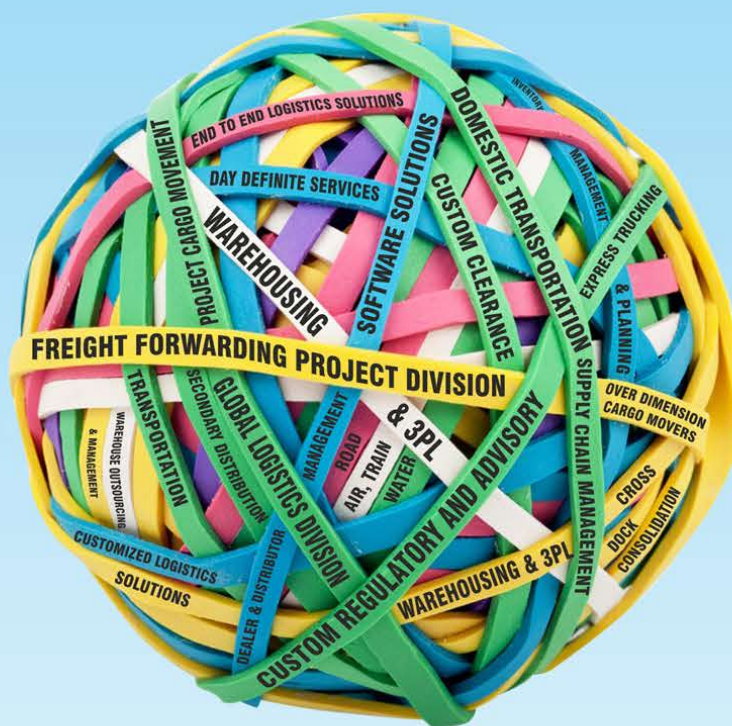
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A large graphic celebrating 60 years. The number "60" is prominently displayed in a large, dark blue, serif font. Above the "60", the text "satisfying customers since more than" is written in a smaller, dark blue, sans-serif font, following the curve of the top of the "60". Below the "60", a yellow banner with a black outline contains the word "Years" in a dark blue, serif font. The banner is decorated with three small red stars on each end. The entire graphic is set against a light blue background.

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