



परिवहन प्रगति

Monthly Magazine of All India Transporters Welfare Association

Parivahan Pragati

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

Challenges in Adoption of Electric Vehicles



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नितिन गडकरी – एक मंत्री, एक मिशन:
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Challenges in the Financing of Electric Vehicles



Ashok Gupta

Driven by environmental commitments and sustained policy support by various governments, electric mobility has witnessed exponential growth globally. With the improved economics of EVs, battery prices are likely to be rationalized; we expect the scales to further tip in favour of EVs. Today, India is inarguably one of the top 5 markets for automobile sales globally and its strong commitment to driving EV adoption in the country augurs well for the growth of the EV industry. However, some key challenges in the wide-scale adoption of EVs continue to persist.

Consumer anxieties regarding the vehicle, the higher cost of establishing a charging infrastructure, unencumbered access to technology, and the cost of the technology itself are a few challenges that are coming the way of shifting of EVs. The Government of India (GoI) has been proactively working on resolving some of these issues through various

regulations and interventions and expecting a rise in overall EV volumes, 30-35 lakh units by 2026 (excluding e-rickshaws). These schemes include:

Corporate Average Fuel Efficiency (CAFÉ) - Under this regulation, the average corporate CO₂ emissions basis sales volume weighted average for every auto manufacturer must be

Under this regulation, the average corporate CO₂ emissions basis sales volume weighted average for every auto manufacturer must be less than 130 g/km by 2022 and below 113 g/km, thereafter

less than 130 g/km by 2022 and below 113 g/km, thereafter. The regulation aims to drive auto manufacturers to move to electric or hybrid car manufacturing in the long run.

Demand creation & charging infrastructure set up - The GOI has already set the stage for the adoption of EVs through purchase incentives, road tax waivers, scrapping, and retrofits incentives.

Promotion of local manufacturing - In addition to demand creation incentives, the government has also

focused on creating a supply chain for EVs in India. The target is cell and other auto and EV components production, and vehicle assembly.

However, there are several challenges and risks associated with EV financing. These obstacles are:

Higher initial down payment - The upfront purchase price for EVs is typically higher than comparable ICE models. In addition to this, LTVs offered by financiers are also 10-30 per cent lower depending on the vehicle category resulting in significantly higher down-payment requirements.

Higher EMI burden due to shorter loan tenor - One of the key reasons for increased EMI is the shorter tenor offered for EV loans. Tenor is usually anywhere between 6-18 months lower depending on the vehicle category, with maximum difference seen for low-speed electric 2Ws.

Higher interest rates adding to EMI burden - In addition to shorter tenors, interest rates are also 1 - 7 per cent higher for EVs vs ICE. In the commercial segment, across 2W, 3W (passenger and cargo), and 4W segments, interest rates are 1 - 4 per cent higher. The maximum difference, however, was observed in the 2W space with a 2 - 7 per cent difference in NBFCs lending for EV vs ICE.

Recurring capex with low financing options - For electric 3Ws, battery replacement after 4 - 5 years acts as an additional capex burden for the buyer with limited availability of financing options for the same.

Limited access to funding - Limited financing options are available to customers for EVs. In addition, there are no dedicated financiers to educate customers and sales representatives usually have a very limited understanding of how the financial product works.

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Notably, most of these pain points, witnessed by customers, primarily stem from challenges faced by lenders. Here are a few challenges faced by the financiers:

Unestablished resale market – EVs are nascent, as most of the products have not yet undergone a complete lifecycle. As a result, financiers are uncertain of the capital they will be able to recover from the asset in case of default.

Zero product quality assurance – Financiers perceive a high risk of product failure for EVs, especially in the absence of any certification framework guaranteeing performance. In addition to this, there is a long tail of OEMs in the 2W and 3W markets offering EV products making it exceedingly difficult for financiers to establish credibility of each product.

Unknown battery life – The life of the battery remains a key uncertainty for financiers. Loan tenors are typically matched to the warranty of the battery to minimize risk.

Unknown battery technology – The technology used to develop EV

The technology used to develop EV batteries is nascent and financiers have limited understanding of the technology to be able to judge what product specifications, materials, etc. will lead to better performance

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technology to be able to judge what product specifications, materials, etc. will lead to better performance.

Increased customer risk – While the customer profile purchasing EVs remains similar to ICE, the higher down payment and higher EMIs lead to an additional customer risk as it adds to the monthly burden when purchased for personal use and there is uncertainty in higher earnings when purchased for commercial use given the operational challenges which exist today.

To address these challenges a variety of solutions are offered by multiple entities across the world including governments, OEMs, financiers and startups. Some of them are listed below:

- Establish low-cost funds with risk-sharing mechanisms / first-loss default guarantee.
- Promote green bonds and asset-backed securities.
- Include commercial EV loans under priority sector lending.
- Facilitate de-coupling of battery and vehicle to enable leasing/ swapping/pay-per-use models.

- Reduce EMI burden for customers through subvention schemes and tax exemptions.

- Provide support for the scaling of business models like fleet ownership, reverse leasing, flexible loan structures, etc.

- Establish battery safety standards and performance certification framework.

- Develop a framework for a circular economy for batteries.

- Promote the secondary market for used EVs through purchase subsidies, OEM buyback programs, etc.

- Build an industry-wide platform to ideate, promote innovative financing models & raise awareness of technology.

To accelerate the adoption of EVs, it is vital to improve credit penetration to increase accessibility to financing and help distribute risk over a larger base. The government can therefore set up an internal working group with the Reserve Bank of India (RBI) and other relevant government agencies to consider the addition of commercial EV loans in priority sector lending.

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Challenges for Electric Vehicles in Adoption



India is ranked as one of the top five automobile markets for private cars and commercial vehicles in the world. While JMK Research suggests that a staggering 455,733 EV units (including two- and three-wheeled vehicles) were sold in FY2022, the Ministry of Road Transport and Highways of India claimed that 1,334,385 Electric Vehicles (EV) were on the road as of July 2022. Considering the numerous challenges EV vehicles face in adoption, this is not a mean achievement.

Needless to say, EVs are emerging as eco-friendly alternatives to traditional petrol and diesel-powered vehicles as

their popularity itself reiterates this. But think what impact country-wide electrification can bring about for the entire world and India itself. It could well be the turning point for the fortune of India as a whole.

The future of electric vehicles in India looks promising especially because the Government of India (GOI) is also pushing towards sustainable mobility, plus, there are other factors like growing consumer demand for new technologies and the growing interest of private players in EV technology.

Adapting to EVs may seem lucrative to many but there are multiple challenges to be faced along the way. Some of them are as follows:



Ramesh Agarwal
National President, AITWA

Higher Cost

One of the primary obstacles to transitioning to electric vehicles in India is the higher overall cost. Electric vehicles come with greater upfront costs compared to conventional Internal Combustion Engine (ICE) vehicles. The vehicle prices and cost of EV components, such as batteries and electric motors, are currently much more than those of conventional fuel engines. This higher cost discourages many potential buyers, making electric vehicles less accessible. This also means that the other related costs, such as electric vehicle insurance, will be on relatively higher side.

High-priced Battery

Batteries account for a substantial portion of an electric vehicle's overall cost. Although battery prices may have decreased over the years, they still are on the higher side and so remains a significant barrier to electric vehicle adoption. Expensive batteries contribute to the higher initial cost of electric vehicles, making them less affordable for many consumers.

Charging Infrastructure

A robust charging infrastructure is required for the widespread adoption of electric vehicles. Unfortunately, India's charging infrastructure is still relatively insufficient and limited. The state in rural and underdeveloped areas is even worse. For sure, the



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scarcity of charging stations and the need for long charging times pose challenges for EV owners, leading to range anxiety and inconvenience. An extensive and reliable charging network is vital to inspire more people to switch to electric vehicles.

Range Anxiety

In India, people are concerned about mileage – the distance covered by a vehicle with a fully charged battery. This is so because of the lack of charging infrastructure and limited driving range. Moreover, India's vast geographical expanse adds to the range anxiety problem, as long distances between charging stations can cause apprehension among potential buyers. Increasing the driving range of electric vehicles and expanding the charging infrastructure can help alleviate this issue.

In-uniformed Technologies

The lack of uniform technologies for electric vehicles poses a challenge for the industry. The adoption of varied chemistries for batteries, charging connectors, and powertrain configurations by different manufacturers complicates the charging process and hinders the development of interoperable charging infrastructure. A standardized formula is indispensable to ensure compatibility and streamline the charging experience for electric vehicle owners.

Fighting Weather Conditions

Extreme weather conditions in India, including hot summers and cold winters, can affect the performance and range of electric vehicles. While high temperatures can degrade the battery life and reduce the overall efficiency of EVs, cold weather can impact the performance and reduce the battery range. Technologies that can withstand and maximize the performance of batteries in extreme

weather conditions need to be developed to make EVs successful in India.

The dearth of Clean Energy

The transition to electric vehicles is not fully sustainable if the electricity used to charge them is generated from fossil fuels. In India, where a



The transition to electric vehicles is not fully sustainable if the electricity used to charge them is generated from fossil fuels. In India, where a significant portion of the electricity mix still comes from coal-fired power plants, the environmental benefits of electric vehicles may be diminished. The widespread adoption of electric vehicles must be accompanied by an increased focus on renewable energy sources to ensure a cleaner and greener transportation system

significant portion of the electricity mix still comes from coal-fired power plants, the environmental benefits of electric vehicles may be diminished. The widespread adoption of electric vehicles must be accompanied by an increased focus on renewable energy sources to ensure a cleaner and greener transportation system.

Blood Batteries

Minerals, such as cobalt, lithium, and nickel are integral parts of Electric vehicle batteries. However, the mining practices adopted to extract these minerals are believed to be unethical and often raise concerns. The engagement of children as labourers is immoral and disturbing the environment is dangerous. These issues, often associated with the term "blood batteries," add ethical challenges to the adoption of electric vehicles. The industry will have to act responsibly and ensure that the minerals used in EV batteries are extracted sustainably and ethically.

Agreed that electric vehicles offer a sustainable and environmentally friendly transportation solution but to adapt them across India will not be easy and will face various challenges. Overcoming these challenges requires a multi-faceted approach and collaborative efforts from manufacturers, policymakers, and stakeholders.

India will be able to accelerate the transition phase of electric vehicles by implementing supportive policies, which can create a cleaner and greener transportation system for a sustainable future. Further, comprehensive insurance policies to protect both vehicle owners and the environment can contribute immensely to the adoption of EVs. Additionally, tax benefits, subsidies, and reduced electric vehicle insurance premiums for EV owners can encourage many to shift to Evs.



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Environmental Opportunities for India



Abhishek Gupta
General Secretary, AITWA

Currently, the transportation sector in India is a major contributor to pollution. This equation will change and have a significant impact on the environment once people start shifting towards electric vehicles. The transportation sector of India accounts for about one-fifth of the country's total energy use and EVs can have a huge impact in the following areas.

Air Pollution

Vehicular traffic contributes about 27 per cent of total air pollution within India, claiming 1.2 million deaths annually. Shifting to EVs can significantly reduce the negative global environmental impacts.

Noise Pollution

Noise pollution is also a major challenge in India. Rapid urbanization and increased vehicular movement are having a disastrous impact on the environment. According to the 2022 UNEP report, five Indian cities feature in the world's noisiest cities. Though vehicles are not the only source mentioned in the report, EVs are likely to bring down the noise levels because they don't have the mechanical valves, gears, or fans common to internal combustion engine (ICE) vehicles.

Operational Efficiency

Petrol or diesel vehicles convert only 17 to 21 per cent of stored energy while Electronic Vehicles can convert

60 per cent of electrical energy from the grid. No doubt then that the transition of ICE vehicles to EVs will improve the efficiency of fuel production and optimization. Therefore, they will bring down the operational costs for end-users thereby increasing demand for EVs.

The result of the adoption of EVs in India will be limited to the above environmental impacts, it will also create many economic opportunities for the country.

Economic Opportunities for India

Full electrification of India not only will mark significant progress towards a cleaner and greener future, but it will also benefit businesses, investors, and consumers alike. A few of the most compelling opportunities are addressed below.

Advantage to Fleet Operators: Fleet operators like Amazon, DoorDash, and BigBasket can reduce their operating costs by switching to EVs. According to Weforum.org, the Total Cost of Ownership (TCO) for a two-wheeler in New Delhi is Rs 2/km when it's run on petrol but this cost drops down to Rs 0.52/km when switched to EVs. This establishes that the

operating costs decrease to nearly one-third for fleet operators. Needless to mention here the maintenance costs also dips down.

However, when we compare India's percentage of shifting to EVs with Brazil or the US, we discover that it is happening at a much slower pace. Unfortunately, Electric vehicles in India are still not the first choice because of the high upfront costs, unestablished reseller value, and lack of trust in the new technology.

The Government of India (GOI) is doing its bit to address these issues, and providing tax incentives to reduce upfront costs. Also, the first mover companies are providing huge and reliable charging solutions that can boost people's confidence in EVs.

Original Equipment Manufacturers (OEMs): The EV industry provides enormous opportunities for OEMs to build cost-competitive auto products for India and the rest of the world. Going by research, a report says that OEMs can produce a 5.7 per cent higher value addition to every EV by 2030 -the reason why the GOI is pushing the supply chain under the Atma Nirbhar plan. This is to support OEMs in developing the EV ecosystem. Further, the leading companies in India are also making efforts to help OEMs build a charging app using SDK development tools. This app will provide access to features like navigation, vehicle diagnostics, and keyless control, this is again to help OEMs offer on-the-go charging for their drivers and accelerate the shift to EVs.

Opportunities for the Real Estate Sector: The Real Estate Sector's requirements for the construction of EV manufacturing units, industrial areas, and charging stations help EVs create several opportunities for real

estate investors, realtors, and property developers. Also, it helps develop



The Real Estate Sector's requirements for the construction of EV manufacturing units, industrial areas, and charging stations help EVs create several opportunities for real estate investors, realtors, and property developers. Also, it helps develop retail infrastructure around EV charging stations, as it takes an average of 15 to 20 minutes to charge an EV

retail infrastructure around EV charging stations, as it takes an average of 15 to 20 minutes to charge an EV.

According to Colliers, the EV industry will require 1,300 acres to set up 110 GWh battery manufacturing units by

2030. Additionally, the country will also require 13.5 million square feet for charging stations by 2025. Now, aren't these exciting? Aren't these numbers reflecting the ample opportunities available for every player in the real estate space?

Dynamic Consumers: Young and dynamic people always look for new technologies. India's young generation also thinks similarly and is ever-ready to embrace new technologies. As individuals, they want to float with the growing trends and become affluent and improve their socioeconomic status, so that they can be in a better position to purchase EVs.

Interestingly, the GOI and other innovative players are spearheading efforts to add more charging points to EV charging networks and offering software solutions that can make charging accessible, daily.

Multiple players are also partnering with business houses and government agencies to build innovative solutions that can positively impact the EV industry, leveraging India's qualified talent pool. If it is to be believed, Nitin Gadkari - the Union Minister of Road Transport and Highways stated that the EV industry is likely to create five crore new jobs, which means India's young talents are well-poised to take a ride on this job growth.

Despite these many opportunities, the country still needs to adapt to EVs. This seems lucrative but there are multiple challenges to be faced along the way. Once challenges like - the higher overall cost of EVs, high-priced batteries, charging infrastructure, range anxiety, un-uniformed technologies, fighting weather conditions, and the dearth of clean energy and blood batteries, are addressed, reaching full adoption of electric vehicles will not be an uphill task.

Adoption of EVs – Lots to Learn from Successful Countries



In India's EV adoption journey, the primary challenges are power, infrastructure, and financing. But the country can take cues from other nations who are already making inroads towards full EV adoption.

India can take inspiration from the success of top countries of the EU, EFTA, & UK which are wealthy but don't even represent 3 per cent of India's population. The country can believe that it will not be impossible to replicate the success story of these countries in a nation which is much more diverse and densely populated.

China is another country that India can look up to. Let's delve into what different regions have done for EV adoption and what India can learn from their efforts.

The EU, EFTA, & UK

In 2021, electric car registrations in the EU-27 region were 1,729,000, up from 1,061,000 in 2020, representing

a 17.8 per cent increase. All EU countries, including Norway, which has the highest number of registrations in a year, offered financial incentives like tax reductions and exemptions.

India is also offering tax incentives along the same lines. And with favourable government policies and the presence of first-mover companies, the country will be able to improve the adoption of EVs in the next three to five years.

China

According to the China Association of Automobile Manufacturers (CAAM), China sold 6.89 million EVs in 2022 alone. It also boasts the largest electric car fleet in the world: 4.6 million + electric cars on roads in China. This success story is attributed to generous government support as well as intense domestic competition, both of which fueled innovation and reduced car prices.

While assessing India's role in shifting



Pradeep Singal
Chairman, AITWA

to EVs, the government is also offering support, but the domestic market is not robust and competitive yet. But that is expected to change in the coming years as the impact of the current policies becomes more widespread. In the meantime, the government must continue to encourage innovation and investments.

The USA

EV car sales in the US represent 5.8 per cent of all vehicles sold, up from 3.2 per cent a year ago. However, the

overall sales fell by 8 per cent in 2022 when compared to 2021. Experts believe that stricter requirements for claiming federal incentives, high car prices, and concerns about raw materials for batteries were the cause of the decline. But this is just the half story, the other half reveals that the EV car industry is still huge in the US, and it has grown due to government investments and policies. Innovation by leading players like GM and Tesla also added to the appeal.

In comparison, the Indian government is significantly pushing towards greater adoption of EVs, with incentives and investments. However, it must enhance the pace of innovation and technical expertise. To do that, the government should create more educational centres of excellence. It must also stop federal funding in a phased manner after considering the macroeconomic factors.

With the right mix of policies, awareness, investments, infrastructure, and technology, India will certainly take key lessons from these countries to drive full EV adoption.

India also must keep a constant focus on smart digital solutions which can change the EV ecosystem of India. We know that the future of electric

vehicles in India holds great promise and is poised for significant growth in the coming years. If the Government of India (GOI) keeps supporting and keeps coming up with policies to increase consumer awareness, and

India also must keep a constant focus on smart digital solutions which can change the EV ecosystem of India. We know that the future of electric vehicles in India holds great promise and is poised for significant growth in the coming years

advancements in EV technology, the country will be ready to take the big leap and embrace a shift towards sustainable transportation.

As the demand for EVs is increasing, the expansion of charging infrastructure and the development of locally produced battery technologies

are also being addressed. No doubt then, the automotive industry of India will soon be ready to play a major role in the global shift towards EVs, with the country having the potential to become a leader in this space.

The contribution of private companies will play a critical role in offering smart digital solutions that will shape the road map of infrastructure development while acting as a bridge between government agencies and end-users. Initiatives from these companies will help fleet operators make the shift to EVs and OEMs to provide seamless driving experiences to their customers.

Collaboration with local governments will also help expedite the construction of charging stations, along with creating greater awareness among Indian customers. This will contribute to the rapid growth of the EV industry.

So, both the public and private sectors will have to continue working together to make India's ambitious goals a reality. The right combination of innovation and investment has the potential to accelerate the adoption of electric vehicles in India, transforming the country's transportation landscape and contributing to a cleaner, greener future.

X

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Brahma Kumaris

Challenges in Adoption of Electric Vehicles

The world's primary modes of transportation are facing two major problems: rising oil costs and increasing carbon emissions. As a result, electric vehicles (EVs) are gaining popularity as they are independent of oil and do not produce greenhouse gases. However, despite their benefits, several operational issues still need to be addressed for EV adoption to become widespread.

The primary challenges and difficulties faced in EV adoption are the high cost of infrastructure, scarcity of charging stations, limited range or range anxiety, and the performance of batteries. To overcome these challenges, potential solutions include enhancing the charging infrastructure, increasing the number of charging stations, using battery swapping techniques, and improving battery technology to address range anxiety and reduce charging times.

Though the Government of India is doing its bit, it can still do much more to make transactions to EVs smooth. For instance, it can incentivize consumers to purchase EVs through tax credits or subsidies and invest in building a robust charging infrastructure. The industry stakeholders can also leave their mark by collaborating with governments to address these challenges and promote the adoption of EVs, which can contribute to reducing carbon emissions and air pollution.

It is worth noting that the EV sector is different from the traditional ICV industry in several ways. That is why it



is not a cakewalk to overcome these challenges. Following is a summary of these broad problems.

Charging Infrastructure:

As EV-related technologies are still developing, their future course is yet unknown. For instance, one of the most important elements influencing EV acceptance is the battery performance, which is still not at its peak. Despite recent advancements in the construction of charging infrastructure, it is still not as accessible or practical as conventional petrol stations. This can make it challenging for EV drivers to locate charging outlets when needed, especially when travelling long distances or in remote places. The speed of battery recharging is another ambiguous technological aspect. It has long been anticipated that fast and secure charging will let Electric vehicles replace Individually Constructed Vehicles; however, it is still an idea. Another element that has been a concern is the technical standards of batteries. Prior agreement on recharging standards can drastically impact in development of the EV market. It is important to note

here that the more diverse the standards become the heavier the infrastructure expenditure becomes. Additionally, many charging standards make producing their goods more challenging for EV suppliers and automakers.

Interconnected Public Policies:

The EV industry is still in its infancy, so the public sector has a crucial role in encouraging the use of EVs. Many nations are

implementing various policies to make it easier for EVs to be introduced and consolidated into the market. These rules and associated laws cover gasoline taxation, carbon emission controls, public charging infrastructure, monetary incentives and public subsidies, and support for electric vehicle study and development. Incorporating three interconnected factors—investment in electric vehicle charging infrastructure, state subsidies, and public acceptance of EVs—will help to increase EV adoption. Various new decision-making difficulties must be resolved for these policies to be successfully implemented. Public policymaking is complicated and made more difficult by the high levels of uncertainty and market dynamics for EVs.

Business Strategies:

The EV sector has suggested cutting-edge ownership models, including battery swapping and EV sharing, to address problems such as range anxiety and high upfront costs. India can draw inspiration from China for this, as a Beijing EV firm, a top electric

vehicle manufacturer, set up battery-switching places for electric taxi cabs in 2015. Sinopec, a firm benefiting from a vast transportation network, worked with Beijing Electric Vehicle Company to implement these stations. Vehicle sharing is a well-liked type of business where people hire automobiles for brief intervals, frequently per hour/day. Many states are increasingly pushing electric vehicle-sharing schemes by providing numerous forms of monetary incentives because of the growth of the sharing economy. Implementation of such business strategies can help the EV industry to excel.

Now let us discuss a few strategies to overcome these challenges to make EVs successful: It is a fact for sure that as compared to cars powered by internal combustion engines (ICEs), electric vehicles (EVs) have the potential to provide significant societal and personal advantages. Recent research has looked at the many obstacles EVs encounter and has typically determined that the most common ones are cost, range, infrastructure for charging, and customer perceptions.

Compared with refuelling ICEVs, the range of BEVs is presently constrained, and charging still takes much longer. As a result, route design is excessively optimistic, and some routes are too lengthy for battery electric vehicles (BEV). Here are a few solutions that can change the dynamics of electric vehicles (EVs) in the upcoming future.

Charging Infrastructure:

Since electric vehicles often have a smaller driving range than conventional vehicles, their owners

may be concerned that they may run out of juice before reaching their destination. Even though the range of EVs is expanding, long-distance drivers still find it challenging. However, they can book their charging slot in advance and get over their worries. Good charging infrastructure will also help to reduce their 'range anxiety'.

There are several ways to effectively alleviate range anxiety, even if it makes customers unhappy and presents an economic hurdle to EV adoption. One should apply DC charging as this method takes lesser recharging time. The EV infrastructure planners should consider implementing other methods too which can make the recharge process fast.

Then, a calculated vehicle route should be opted to reduce energy consumption. A drivable range may be utilized to estimate accurate energy consumption and drivable range.

Further, developing countrywide charging stations can also help alleviate range anxiety, but this cannot be done without government incentives or public-private collaboration.

Additionally, range anxiety can be decreased by using a network path selection model. For EV drivers, this model chooses the quickest and best route using an algorithm.

Balancing Auxiliary Loads:

Auxiliary loads greatly impact how much energy electric cars use, which cuts down on how far they can go. First, heavy auxiliary loads drain batteries in city driving circumstances, the driving range decreases by 17.2–37.1 per cent when the AC is

activated in the summer. Similar to how EVs employ PTC (Positive Temperature Coefficient) heaters, the range spans from 17- 54 per cent, owing to the need for heating in the cold. In addition, when electric cars are driven at highway speeds, the effects of auxiliary loads such as air conditioning and heating have not yet been fully investigated. Also, there are significant differences in the impact of supplementary loads in a lab setting and on actual roadways.

Improved Battery Technology:

Users see electric vehicles as a real alternative to internal combustion engine vehicles. However, EVs one of the primary limitations is battery technology. The present battery design has a poor energy density, which impacts the vehicle's driving range. An improved, affordable, and higher-capacity battery will increase vehicle autonomy.

Once the battery cost is decreased, the price of EVs will also fall. It is expected that by 2025, battery costs are expected to drop by 70 per cent, promoting EV adoption because of the high energy density. This is evident in the case of lithium-ion batteries (Li-Ion), whose price has drastically lowered because of their growing use in mobile devices and laptops.

EV technology will continue to evolve and become more accessible, once the mentioned challenges are resolved. Today, the combination of all the above factors is not letting the adoption of electric vehicles in India smooth. But with strategic methods electric vehicles in India can change the dynamics of the road transport system. The government and private stakeholders will have to bond together to make this journey a success.

x

"I don't know the word 'quit.' Either I never did, or I have abolished it." – Susan Butcher

Financing for Electric Truck Pilots – A Discussion



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

Going by the increasing gravitation of Indian Freight Buyers and Logistics Service Providers (LSPs) towards ZETs, driven by a heightened commitment to sustainability and the tangible business benefits that these vehicles offer, the Smart Freight Centre (SFC) India and All India

Transport Welfare Association (AITWA) co-hosted a roundtable discussion with the AITWA members (Large LSPs and Carriers) focusing on their electric truck adoption interest and related financing challenges with a risk view.

The roundtable titled 'Financing for Electric Truck Pilots' was held on August 13, 2024, at Pullman AeroCity, New Delhi and brought together representatives from leading LSPs and Carriers, and many others intending to address concerns and evaluate potential solutions for financing the e-truck sector, a nascent but critical component of India's green mobility transformation.

The Smart Freight Centre - the international non-profit organization, headquartered in Amsterdam, New Zealand which has been working on

the topic of Freight Decarbonization since 2014, in close collaboration with the global freight industry and other key stakeholders of the freight ecosystem is committed to investing in the Zero Emission Trucks to focus on ZET transition, by identifying key ecosystem barriers and develop mitigation strategies to address the same.

Coming to the roundtable discussion, the primary objective of the event was to assess the interest and opportunities for freight decarbonization from a Service Provider perspective and deliberate on the operational and technology risks associated with electric trucks in medium and heavy-duty segments, which subsequently translate into an asset class level concern, leading to lenders reluctance to finance the same. The deliberations

also analyzed the evolving role of government incentives and examined the responsibilities of Original Equipment Manufacturers (OEMs), besides the position of banks on the risks associated with ZETs. The goal was to establish strategies to address the identified risks and identify pathways to unlock financing for ZET deployment at scale, further contributing to India's commitment to achieving net-zero emissions.

The roundtable discussion witnessed the LSPs interest and their voice about the 'Electric as a future' paradigm. Also, they came forth with a clear view of the freight use cases ready for electrification, particularly in closed-loop operations. Further, they underlined the fact that borrowers' credit profile is not a concern for banks concerning any requirement coming from large LSPs and carriers, suggesting, they will be ready to extend credit to them for ZET adoption.

Here are some of the takeaways of the discussion, including the earlier referenced POVs:

1. LSP mentioned the main risk as the residual value
2. If OEMs would extend the warranty from the current levels, it would bring confidence to the financiers
3. Capital costs being too high is one of the recurring concerns impacting profitability
4. Some LSP mentioned that ICD owners are trying to use ZET, mainly the 20-25ton
5. Shippers' interest in ZETs was not very concrete and widespread, primarily on account of high upfront cost translating into the freight rate on a per tonne per km basis. Some shippers, while interested in ZETs, are not ready to pay the premium to switch to ZETs
6. The charging cost for ZETs was

stated as INR 25/unit, which brings the running cost parity with diesel counterparts, thus adversely impacting the TCO

7. Capital and charging is also another barrier to ZET adoption
8. <1T financing is available at the moment, and there is no challenge for access to capital
9. If Manufacturers (OEMs) assure the asset, in case the operator defaults, this will help bring confidence. Manufacturers should be held responsible for some of the default

If Manufacturers (OEMs) assure the asset, in case the operator defaults, this will help bring confidence. Manufacturers should be held responsible for some of the default amount. So, it will help to have OEMs bear part of the finance risk to unlock financing for ZETs

amount. So, it will help to have OEMs bear part of the finance risk to unlock financing for ZETs

10. Currently, India is dependent on thermal power – which is not clean, and in the future, when we have more renewable energy %, ZETs will be cleaner.
11. Viability of ZETs is possible in long-term contracts (>5 years). Currently, they have a six-month -1-year contract.
12. Current diesel truck utilization is around 10KMs per month, and the EV counterpart is around 3K KMs per month, mainly limited by charging

time.

13. L LSPs mention the current present status of implementation and acceptance of ZET in the sub-1 T category, which has achieved a fair level of maturity and consistent scaling.

14. SPs also cited within factory premises deployment of ZETs as a potential opportunity. Closed loop is good from the operations of ZETs perspective was a univocal opinion.

15. Port to city or drop off point is another good use case for ZET deployment since running is around ~100-150Kms

16. Breakdown is a challenge in LDV as well; the spares are typically on backorder, leading to underutilization of the asset.

17. Some OEMs for diesel used to give a backup truck when they were relatively new, a similar approach is to be taken up for ZETs

18. Leasing companies are charging 12-18% for these ZETs, whereas for diesel, the access to finance is around a 9% interest rate.

19. Range anxiety continues to be a challenge; the claimed range is never achieved due to multiple factors.

The roundtable discussion conducted by AITWA-SFCI provided valuable insights into the current challenges and opportunities in the deployment and financing of e-trucks. Of course, there are a few significant hurdles, particularly in terms of infrastructure, battery technology, and financing models; however, the majority of participants agreed that with the right support from OEMs, financial institutions, and the government, e-trucks can play a critical role in transforming India's transportation sector toward a more sustainable future. As for AITWA, it reassures extensive support for the initiatives by SFC, including support on engaging with the large shippers with a clear interest in ZET adoption.

Bharat Benz Launches Heavy-duty Rigid Trucks

Daimler India Commercial Vehicles (DICV) has launched the all-new range of heavy-duty Rigid trucks from BharatBenz. The new range of Rigid trucks will be powered by an all-new BharatBenz BSVI-Stage 2 6.7-litre diesel engine and will also offer new payload applications such as bitumen, bulker, Petroleum, Oil and Lubricants (POL) in addition to a variety of existing payload applications.

The revived engine in the Rigid range is offered in two configurations with higher horsepower and torque – 250hp and 950Nm and 306hp and 1200Nm. Customers are free to choose as per their requirements. Additionally, models in the all-new BharatBenz heavy-duty Rigid range will be available in 2826R (6×2), 3526R (8×2), 3832R (8×2), 4232R (10×2) and 4832R (10×2) configurations.

Commenting upon the launch, Sreeram Venkateswaran, President and Chief Business Officer of Daimler India Commercial Vehicles said, “Powered by the all-new 6D26 engine, these new trucks bring significant advancements in fuel efficiency and operational flexibility, which directly contribute to a lower total cost of ownership. These engines are specifically designed to handle substantial payloads efficiently, which allows for smoother shifts and high torque delivery at lower speeds. Available in multiple configurations, they offer not only enhanced acceleration but also class-leading peak and flat torque, resulting in maximized operational efficiency and improved driver comfort, reducing



fatigue during extended hauls,” reported Express Mobility.

The new range of Rigid trucks will be powered by an all-new BharatBenz BSVI-Stage 2 6.7-litre diesel engine and will also offer new payload applications. (Image: Daimler India Commercial Vehicles)

The latest BharatBenz Rigid heavy-duty trucks are equipped with the EFFI+ package and multi-drive mode functionality. The EFFI+ package includes 'Minimal Parked Regeneration' to reduce unnecessary fuel burn during downtime; 'Auto Green Band', which automatically maintains engine speed within the optimal RPM range for efficiency; 'Auto Idling Shutdown', which cuts off the engine during prolonged idling to conserve fuel; and 'Harsh Acceleration Control', which limits acceleration rates to prevent fuel wastage.

The Multi-drive mode feature allows drivers to select between various operating modes tailored to different load conditions, greatly enhancing efficiency during partial or no-load operations.

The Rigid series is equipped with a

joggle frame chassis, constructed with riveted joints. This design supports multiple new applications such as bitumen, bulker, and Petroleum Oil and Lubricants (POL) applications. The trucks are also fitted with Parabolic-type, grease-free suspension.

The trucks also come with a 10 lakh km Annual Maintenance Contract (AMC) which minimizes the total cost of ownership. To ensure safety, the trucks are fully compliant with stringent EU ECE R29-02 cabin safety norms. Aerodynamically designed AC cabins help sustain vehicle momentum, while comfortable sleeper berths support long-distance journeys. Advanced Driver State Monitoring systems, employing AI and computer vision also add to the list of safety features. The Rigid series also has a powerful engine brake system, boosting braking efficiency by 28%, and reverse cameras to facilitate safer manoeuvrability.

BharatBenz customers may also avail longer service intervals, manufacturer's warranty, 48-hour service or repair uptime through the company's 'Rakshana' initiative.



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Blue Energy Motors Rolls Out 500th LNG Truck

Blue Energy Motors has achieved a significant milestone with the rollout and sale of its 500th LNG (liquefied natural gas) truck from its state-of-the-art manufacturing facility in Pune.

Since the introduction of its first model, the BE 5528+ tractor, in September 2022, Blue Energy Motors has been at the forefront of lowering carbon footprints within the logistics sector, particularly in the cement and steel industries. The BE 5528+ truck, equipped with FPT multipoint stoichiometric combustion engine technology, offers 280 HP of power and 1000 Nm of torque, making it one of the most powerful LNG trucks



available in India. The truck features a 990-litre fuel tank, providing a range of up to 1400 kilometres on a single fill, ensuring extensive route coverage as the LNG dispensing network expands.

In addition to its performance, the BE 5528+ is designed with the driver's comfort in mind, featuring a spacious cab with an air-suspended seat and

automatic climate control, making long-haul journeys more comfortable. The truck's parameters are continuously monitored using AI and machine learning-enabled telematics, ensuring optimal productivity and efficiency, backed by Blue Energy Motors' own network of support touch points.

Anirudh Bhuwalka, CEO of Blue Energy Motors, stated "The rollout and invoicing of our 500th LNG truck is a testament to our commitment to sustainable transportation and innovation. This milestone not only marks our success but also highlights the crucial role our dedicated team and valued customers have played in paving the way for a greener future," reported Mobility Outlook.

Montra Electric To Launch E-Small Commercial Vehicle

Montra Electric, the EV brand of the 124-year-old Murugappa Group, is set to launch its first electric small commercial vehicle (e-SCV) in the coming months.

The Montra Electric SCV, developed through extensive research and testing at the Ponneri plant, is designed to address market gaps and meet customer needs, promising strong performance and durable build quality.

TIVOLT Electric Vehicles, a subsidiary of TI Clean Mobility (TICMPL), is leading the charge in transforming urban transportation in India by focusing on electric small and light commercial vehicles.

Saju Nair, Chief Executive Officer of



TIVOLT, said, "TIVOLT represents our dedication to sustainable growth and innovation. This product is a key part of our mission to contribute to carbon neutrality and support India's journey towards net-zero emissions by

2070," reported Mobility Outlook.

By leveraging advanced technology and market insights, TIVOLT aims to set new standards of excellence in the industry, driving the evolution of small commercial vehicles in India.

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TaMo Ties Up with Two Firms to Expand Charging Infra for Electric CVs

Tata Motors said it has tied up with Delta Electronics India and Thunderplus Solutions to set up charging infrastructure for its range of electric commercial vehicles (CVs).

As part of the MoU inked between the parties, 250 new fast-charging stations for electric commercial vehicles would be set up across the country.

Strategically located in and around over 50 cities, including Delhi, Mumbai, Chennai, Bengaluru, Pune, and Kochi, among others, these new charging stations will significantly increase the existing network of 540 commercial vehicle charging points, Tata Motors said in a statement.

Basis its understanding of the commercial EV movement, the commercial vehicle major will recommend optimal locations and nearest dealerships for setting up the

fast-charging stations, the company said.

While Delta Electronics will supply the necessary hardware, Thunderplus Solutions will install and operate them, it added.

E-commerce companies, parcel and courier service providers, among other industries, are increasing the adoption of commercial EVs for last-mile deliveries.

"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," Tata Motors Commercial Vehicles Vice President



and Business Head -- SCV & PU -- Vinay Pathak said, Press Trust of India reported.

Currently, Tata Motors sells Ace EVs to cater to various last-mile delivery requirements.

The model is supported by over 150 electric vehicle service centres across the country.

Eicher Trucks & Buses Launches Incentive Program Under Vehicle Scrappage Policy

Eicher Trucks and Buses has introduced a new program to incentivise the purchase of new vehicles in line with the Government of India's Vehicle Scrappage Policy, reported Mobility Outlook. This initiative is designed to support the national effort to remove old, unsafe, and environmentally harmful vehicles from the roads. As part of this program, customers holding a valid Certificate of Deposit for scrapped vehicles will be eligible for incentives ranging from 1.25% to 3% of the base cost of a new vehicle. This offer applies to purchases of new trucks and buses that match the



payload or seating capacity of the scrapped units.

Eicher's incentive scheme is directly aligned with this policy, encouraging vehicle owners to replace their old models with newer, safer, and more

efficient alternatives. The program is set to commence on September 1, 2024, and will be available for a period of two years, unless extended or modified by the company. Additionally, to make the program more accessible, the scheme allows for the transfer of Certificates of Deposit. This means that vehicle owners who choose to scrap their old vehicles can pass on the certificate to a third party, enabling them to benefit from the same incentives.

For those interested in the scheme, detailed information is available at Eicher Truck and Bus dealerships across India.



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Ford to Shift EV Strategy by Building New Lower-cost Pickup, Commercial Van

Facing competition from automakers with lower costs, Ford Motor Co is shifting its electric vehicle strategy and now will focus on making two new electric pickup trucks and a new commercial van, reported AP. The company says all will cost less, have longer range and be profitable within a year of reaching showrooms.

Ford, which is losing millions on its current EVs, gave few details about the new products. But it said production of its next generation full-size electric pickup truck in Tennessee will be delayed 18 months, until 2027.

The company also says it won't build fully electric three-row SUVs due to high battery costs, but instead will focus on making those vehicles as gas-electric hybrids.

The other new pickup will be mid-sized, based on new underpinnings developed by a small team in California. It also will go on sale in 2027. Production of the unspecified van will start at an assembly plant west of Cleveland in 2026.

The changes will force Ford to write



down \$ 400 million of its current assets, and it also expects to have additional expenses of up to \$ 1.5 billion.

We're committed to creating long-term value by building a competitive and profitable business, Chief Financial Officer John Lawler said in a statement.

The company also said it will cut capital spending on EVs. It now will spend 30 per cent of its annual capital budget to develop them rather than the current 40 per cent.

Ford, which has long been talking about making profitable EVs, lost \$ 2.46 billion on them in the first half of the year, dragging down profits from

its gas-powered and commercial units.

The company said in a prepared statement that the global EV market is changing rapidly, and it must evolve to compete with Chinese automakers that have lower production and engineering costs.

At the same time, current buyers are more cost-conscious than early adopters, and automakers are introducing more EVs.

These dynamics underscore the necessity of a globally competitive cost structure while being selective about customer and product segments to ensure profitable growth and capital efficiency, the company said.

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IRF Urges Govt to Form Strict Rules to Reduce Pollution from HCVs

The International Roads Federation (IRF), a Geneva-based global road safety body, has urged the Bureau of Energy Efficiency (BEE) to establish strict regulations to reduce carbon emissions from heavy commercial vehicles (HCVs).

"Currently, there are practically no regulations to reduce carbon emissions or to improve fuel efficiency for HCVs," IRF India chapter President Emeritus K K Kapila stated in a letter written to the BEE, reported Business Standard.

Officials from the Ministry of Road Transport and Highways, the National Highways Authority of India, the Indian Army are members of the governing council of the India chapter of the organisation.

"It is worth noting that in Europe, where HCVs account for only 28 per cent of the carbon emissions, there is a significant focus on reducing these emissions while in India, HCVs contribute to 60 per cent of carbon emissions, and this issue has received hardly any attention," Kapila noted. The BEE is currently in discussion with carmakers in the country to implement the third version of corporate average fuel efficiency (CAFE) norms. Under the CAFE norms, the BEE imposes restrictions on the carbon dioxide emissions of an entire car company's fleet.

Globally, major countries have committed to reducing emissions from HCVs. Europe aims to slash carbon dioxide emissions from HCVs to 15



Globally, major countries have committed to reducing emissions from HCVs. Europe aims to slash carbon dioxide emissions from HCVs to 15 per cent, 43 per cent, 64 per cent and 90 per cent by 2025, 2030, 2035 and 2040, respectively, compared to the 2019 baseline

per cent, 43 per cent, 64 per cent and 90 per cent by 2025, 2030, 2035 and 2040, respectively, compared to the

2019 baseline.

In 2017, India established a minimum fuel efficiency target for HCVs. "Surprisingly, this target still remains unchanged to this day. Unlike global standards that monitor fuel efficiency in real-world driving conditions, India still employs an outdated constant speed test that does not accurately represent actual driving scenarios," he said.

While there are many discussions on implementing strict efficiency regulations for some segments of road transport, the category that is the largest contributor to road transport pollution remains unaddressed in India, Kapila mentioned.

"As concerned citizens dedicated to environmental sustainability and public health, we must address this issue without any further delay," he added.

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M&HCV Sales Likely to Surpass Pre-Covid-19 Peak of 419,000 Units in FY25

Sales of medium and heavy commercial vehicles (M&HCVs) this financial year may beat the peak of 419,000 units achieved in 2018-19 (FY19), according to industry executives.

Speaking to Business Standard, Sanjeev Kumar, president (MHCV), Ashok Leyland, said as of now first-quarter sales growth was around 8 per cent, driven by demand for buses.

“Large state transport corporations that had not bought buses for almost two years are placing orders. The budgets are available. They are trying to replace the fleet,” Kumar said.

He further added: “We will see some growth this year too. The numbers need to be seen in perspective of the base. If we achieve single-digit growth over last year, when the industry sold close to 400,000 units, we will surpass the peak sales of FY19.”

Ashok Leyland posted 8 per cent growth in M&HCV sales in Q1FY25 to 26,214 units.

In July, however, its domestic sales growth declined by 14 per cent to 7,685 units. For April-July, the company has still managed to grow by 2 per cent.

In FY23 the M&HCV segment had seen a robust growth rate in wholesale dispatches, jumping by 49 per cent from 240,000 units in FY22 to 359,000 units in FY23.

Analysts had predicted an overall contraction in the M&HCV segment in FY25. ICRA, for example, had noted in a report this year that the volumes were expected to contract 4-7



per cent year-on-year, given the high base effect and also the impact of the Lok Sabha elections on infrastructure activities in the first few months.

The haulage sub-segment within the segment saw a 6 per cent decline in FY24, and the tipper volumes remained flat. However, the tractor-trailers sub-segment posted 19 per cent growth.

Overall, sales of commercial vehicles (CVs), contrary to expectations of a downturn, have fared reasonably well in the first quarter (Q1) of FY25, especially in the M&HCV and bus segments.

The top four players — Tata Motors, Mahindra & Mahindra, Ashok Leyland, and Volvo Eicher Commercial Vehicles (VECV) — together sold over 150,454 units of medium to heavy trucks and buses between April and June 2024, registering a 7.2 per cent growth rate.

Girish Wagh, executive director, Tata Motors, had said last month: “Tata Motors' CV domestic sales at 87,615 units in Q1FY25 were around 7 per cent higher than sales in the first quarter (Q1) of FY24. Additionally, sales in June were 3 per cent higher than in May.”

Wagh added the M&HCV segment led the growth with around a 10 per cent rise in Q1FY25 sales volumes as against Q1FY24.

While heavy CV demand held up well, market sentiment remained positive in the medium CV segment with demand increasing in the e-commerce, automotive aggregates, and liquefied petroleum gas sectors.

“The CV passenger business continues its robust post-pandemic recovery, with school and staff transportation segments growing 39 per cent during the quarter,” he added.

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Tata Motors Looks to Ace Last-mile Delivery with a Sub-600 kg SCV

Tata Motors, India's largest commercial vehicle manufacturer, is looking to launch a first-of-its-kind sub-600 kg small commercial vehicle, aiming to cater to the growing demand for efficient last-mile delivery solutions, an area currently witnessing a surge in interest from e-commerce giants. This new entrant is set to be positioned just below the marquee Tata Ace, which is popular across the country as "Chota Haathi".

Girish Wagh, executive director at Tata Motors and brain behind the Tata Ace that helped revolutionise the last-mile delivery in the Indian market since its launch in 2005, revealed the company's strategic plans in an interview with Business Standard. "In e-commerce, hub-to-hub transport is handled by 19-tonne medium commercial vehicles, and some even use 28-tonne three-axle trucks. For the last mile, however, smaller vehicles are the key," Wagh explained. "We have decided to leverage this demand with a four-wheeler vehicle (diverging from the prevalent three-wheeler models currently dominating the market), featuring a payload capacity under 600 kg."

Tata Motors' current offerings begin with the Tata Ace at 600 kg, but there's untapped potential in the segment below that, said Wagh, adding that "We are exploring what we can do especially with the growth of three-wheelers CVs and specifically due to electrification. There are some interesting possibilities in the space below ACE (sub-600 kg)."

Though there is a "need gap" in sub-600 kg space, the Tata Motors' executive said, "We won't bring in a three-wheeler here, because a four-wheeler is safer and it also is

appropriate for our brand."

Tata Motors did not share any timeline for the launch of this new vehicle, which is still in the "planning and development" phase.

Tata Ace has been a transformative force since its debut, helping reshape the last-mile delivery landscape in India; it has become the go-to choice for over 2.3 million entrepreneurs, and largest commercial vehicle brand in the country.

In 2001, a then 29-year-old Wagh conceived the Tata Ace to challenge the sub-2-tonne market, then dominated by three-wheelers from Bajaj Auto, Mahindra and Mahindra, and Piaggio. Now, Tata Motors plans to confront the dominance of three-wheelers once again with its upcoming sub-600 kg four-wheeler small commercial vehicle (SCV).

"Three-wheelers stagnated during the BS IV phase, leading to a shift towards four-wheelers like the Ace," Wagh noted. But during the transition from BS IV to BS VI emissions standards, the Ace saw a 30 per cent price increase, compared to only 15 per cent for three-wheelers, and this prompted some buyers to revert to three-wheelers, he said.

As a result of the price increase, the Ace diesel, which once constituted 70-75 per cent of Tata Motors' portfolio during the BS IV era, experienced a decline in volumes. "We proactively introduced ACE gasoline, CNG, and now the EV, but these didn't fully compensate for the lost volumes," Wagh admitted.

In response, Tata Motors is crafting a comprehensive comeback strategy for its SCV portfolio, employing a multi-pronged approach. The company's market share in the SCV segment dropped from 35.6 per cent in

Q1FY24 to 33 per cent in Q4FY24, prompting a renewed focus on addressing key challenges, such as improving access to finance for first-time buyers.

Besides the BS VI price hike, the Covid-19 pandemic led to a surge in non-performing assets (NPAs) within the mini-truck segment, causing financiers to become cautious, noted Wagh. "Even our in-house financing arm, Tata Motors Finance, which previously accounted for 35-40 per cent of our small vehicle financing portfolio, fell to 15-16 per cent," Wagh explained. "We're working with financiers to address this issue and drive market growth. This is a major debottlenecking that we have to do, and that will lead to growth in volumes."

To enhance customer engagement, Tata Motors has launched a project focused on front-end transformation. By analysing customer needs and pain points, the company has developed strategies to tailor products for specific segments and end-use applications, shifting its sales focus from B2B to B2C.

Additionally, Tata Motors is extending its network by incorporating and training mechanics, ensuring a better service experience for customers. In the pre-BS VI era, vehicles were easy to repair even by roadside mechanics, but technology changes have altered that. "We've started a pilot programme in Maharashtra. We are making them (mechanics) part of our extended network so that availability of servicing becomes easier for our customer," Wagh shared. This initiative aims to bring Tata Motors closer to SCV buyers by enhancing the overall service experience.

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ZF Advances Safety Technologies for Commercial Vehicles



ZF is pushing the envelope of safety in commercial vehicles with its latest advancements in Advanced Driver Assistance Systems (ADAS), reported Mobility Outlook. With the industry's most comprehensive product portfolio, ZF offers everything from individual components to complete system solutions, all aimed at meeting the latest General Safety Regulation (GSR) standards. ZF's ability to integrate technologies across different divisions allows for continuous innovation in safety systems, particularly in ADAS.

The new ADAS features from ZF include a highway assist system with automatic lane change capabilities. Another significant innovation is the Truck-Trailer-Link, which supports

next-generation safety systems for truck-trailer combinations, providing 360° high-resolution monitoring around the entire vehicle.

ZF's ADAS technologies are equipped with advanced software and algorithms that assess potential hazards around the vehicle. These intelligent systems can detect driver drowsiness or inattentiveness and determine the necessary actions, warnings, or interventions required to ensure safety.

The suite of GSR ADAS technologies includes a range of intelligent systems that combine sensors, software, and automatic braking. These systems use cameras and radars to detect obstacles, vehicles, pedestrians, and cyclists, even in blind spots. They also monitor

speed signs and lane markings, ensuring compliance with traffic regulations. Additionally, tyre pressure monitoring systems ensure tyres are properly inflated, reducing the risk of blowouts.

ZF's Highway Assist Lane Change (HALC) system is a notable advancement, designed to prevent collisions during lane changes. This system utilises the latest braking and steering platforms, such as OnGuardMAX, mBSP XBS, and ReAX, along with a cabin camera that monitors driver attentiveness. The system ensures that all necessary checks are performed before allowing a lane change, issuing alerts if conditions are not met.

Another feature is the Friction Adapted ADAS, which uses sensors and cloud-based data to estimate road conditions and traction availability. This information is shared between vehicles to anticipate road conditions ahead, enhancing the performance of safety systems like Autonomous Emergency Braking System (AEBS), Adaptive Cruise Control (ACC), Antilock Braking Systems (ABS), and Electronic Stability Control (ESC).

ZF is also leading in trailer technologies with an advanced truck-trailer link. This system enables real-time high-speed data and image transfer, providing drivers with views of blind spots around the trailer through multiple side and reverse cameras. The system supports advanced reversing assistance with automatic braking, ensuring safer manoeuvring of large commercial vehicles.

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SUN Mobility Launches Modular Battery-Swapping Tech For Heavy EVs

SUN Mobility, a company involved in energy infrastructure for electric vehicles (EVs), has introduced modular battery-swapping technology for Heavy Electric Vehicles (HEVs). Partnering with Bangalore-based bus manufacturer Veera Vahana, the company unveiled 10.5-meter battery-swappable buses at Prawaas 4.0, an international conference organised by the Bus & Car Operators Confederation of India (BOCI).

The technology significantly reduces the upfront cost of EV buses by 40%, bringing them in line with traditional

ICE buses, and slashes operational costs for fleet operators by up to 20%. The compact, lightweight batteries can be swapped in under three minutes, enhancing bus utilisation and uptime.

Despite buses and trucks comprising just 5% of the total vehicle population, they contribute around 50% of tailpipe emissions. With 90% of commercial vehicles privately owned, SUN Mobility's battery-swapping solution could increase EV adoption by 30%, playing a crucial role in India's zero-carbon goals for heavy commercial vehicles.

'SUN Mobility has revolutionized

HEVs by addressing key challenges like high ownership costs, lengthy charging times, and the strain of deploying charging infrastructure,' said Ashok Agarwal, CEO-HEV, SUN Mobility. 'Our partnership with Veera Vahana marks a significant milestone, offering a practical, cost-effective solution for fleet operators.'

K Srinivas Reddy, Managing Director of Veera Vahana, added, 'As a fast-growing bus manufacturer, we are proud to partner with SUN Mobility to develop world-class electric mobility solutions,' reported Mobility Outlook.

Daimler India Unveils Advanced Mechatronics Lab To Boost Vehicle Software Development

Daimler India Commercial Vehicles (DICV) has launched a new Mechatronics Lab at its Oragadam facility in Chennai. The lab is designed to enhance the efficiency of software architecture verification and validation, promising significant cost reductions of up to 80% compared to traditional methods. By employing agile methodologies, the lab enables faster identification and resolution of software bugs, cutting down the time required for testing and verification from weeks to mere days.

The Mechatronics Lab is a key development for DICV, allowing the company to ensure that software feature functionality for its trucks and buses meets not only current safety standards but also prepares the vehicles for future global safety regulations. The lab's advanced technology allows new vehicle

architectures to be evaluated without the need for multiple test vehicles, streamlining the development process and reducing overall costs.

Pradeep Kumar Thimmaiyan, President of Product Engineering and Chief Technology Officer at DICV, stated 'Our new Mechatronics Lab marks a transformative phase in our Research and Development operations, enhancing agility and fostering innovation. This lab is central to our future electrical and electronic architectures, helping us maintain a leading position in the global commercial vehicle sector,' reported Mobility Outlook.

The lab's capabilities are extensive, with the ability to verify and validate around 300 features across more than a thousand signals within just 10 days. It can also verify 600 fault codes in a developing product within a few weeks, a process that previously took

months. This rapid turnaround is expected to significantly shorten product development cycles, making DICV's trucks and buses safer and more efficient.

The lab's infrastructure includes a flashing station for pre-production verification of all ECUs, ensuring hardware and software compatibility before production. This reduces the need for re-releases and minimises errors.

Additionally, the lab's Advanced Driver Assistance Systems (ADAS) setup allows on-road data to be reproduced in a controlled environment, facilitating initial software modifications without the need for vehicle dependency. This setup also enables the safe verification of Driver State Monitoring (DSM) systems, avoiding the risks associated with in-vehicle trials.

Dwell Time Performance (AMJ 2024): PAN India



Pipavav	
Import	Export
51.4	120.7

Hazira	
Import	Export
20.0	125.5

Mundra	
Import	Export
26.6	116.2

Nhava Sheva (JNPA)	
Import	Export
23.0	75.7

Kandla	
Import	Export
33.6	93.9

Tuticorin	
Import	Export
29.7	63.7

Kochi	
Import	Export
40.4	95.9

New Mangalore	
Import	Export
68.8	95.6

Kattupalli	
Import	Export
53.4	110.8

Ennore	
Import	Export
47.3	104.7

Chennai	
Import	Export
44.3	97.6

Kolkata	
Import	Export
44.2	130.0

Visakhapatnam	
Import	Export
59.4	94.3

Haldia	
Import	Export
67.4	144.0

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

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

Cabinet Approves 8 Important National High-speed Road Corridor Projects

The Cabinet Committee on Economic Affairs chaired by the Prime Minister Narendra Modi has approved the development of 8 important National High Speed Corridor projects with a Length of 936 km at a cost of Rs. 50,655 crore across the country. Implementation of these 8 projects will generate an estimated 4.42 crore mandays of direct and indirect employment.

Project Briefs:

1. 6-Lane Agra - Gwalior National High-Speed Corridor:

The 88-km high-speed corridor will be developed on Build-Operate-Transfer (BOT) mode as a fully access-controlled 6-lane corridor at a total capital cost of Rs. 4,613 Crore. The project will supplement the existing 4-lane National Highway to increase the traffic capacity by more than 2 times in the Agra - Gwalior section of the North South Corridor (Srinagar - Kanyakumari). The corridor will enhance connectivity to key tourist destinations in Uttar Pradesh (e.g., Taj Mahal, Agra Fort, etc) and Madhya Pradesh (e.g., Gwalior Fort, etc). It will reduce the distance between Agra and Gwalior by 7% and the travel time by 50%, thereby bringing in a substantial reduction in logistics cost.

The 6 lane access-controlled Agra-Gwalior greenfield highway will be starting from design km 0.000 (near village Deori in district Agra) to design km 88-400 (near village Susera in district Gwalior) in the states of Uttar Pradesh, Rajasthan and Madhya Pradesh including the overlay/strengthening and other road safety and improvement works on existing Agra-Gwalior section of NH-44.

2. 4-Lane Kharagpur - Moregram National High-Speed Corridor:

The 231-km 4-lane access-controlled high-speed corridor between Kharagpur and Moregram will be developed in Hybrid Annuity Mode (HAM) at a total capital cost of Rs. 10,247 Crore. The new corridor will supplement the existing 2-lane National Highway to increase the traffic capacity by about 5 times between Kharagpur and Moregram. It will provide efficient connectivity for traffic between states such as West Bengal, Odisha, Andhra Pradesh etc. on one end and North-Eastern part of the country on the other. The corridor will enable reduction in travel time from existing 9 to 10 hours to 3 to 5 hours for freight vehicles between Kharagpur and Moregram, thereby reducing logistics cost.

3. 6-Lane Tharad - Deesa - Mehsana - Ahmedabad National High-Speed Corridor:

The 214-km 6-Lane High-Speed Corridor will be developed in Build - Operate - Transfer (BOT) mode at a total capital cost of Rs. 10,534 Crore. The Tharad - Ahmedabad corridor will provide connectivity between two key National Corridors in the state of Gujarat, viz., Amritsar - Jamnagar Corridor and Delhi - Mumbai Expressway, thereby providing seamless connectivity for the freight vehicles originating from industrial regions of Punjab, Haryana, and Rajasthan to the major ports in Maharashtra (JNPT, Mumbai and newly-sanctioned Vadnavan port). The corridor will also provide connectivity to key tourist destinations in Rajasthan (e.g., Mehrangarh Fort, Dilwara Temple, etc.) and Gujarat (e.g., Rani ka Vav, Ambaji Temple, etc.). It will

further reduce the distance between Tharad and Ahmedabad by 20% and the travel time by 60%, thereby improving logistics efficiency.

4. 4-lane Ayodhya Ring Road:

The 68-km 4-lane access-controlled Ayodhya Ring Road will be developed in Hybrid Annuity Mode (HAM) at a total capital cost of Rs. 3,935 Crore. The Ring Road will reduce congestion on National Highways passing through the city, viz., NH 27 (East West Corridor), NH 227 A, NH 227B, NH 330, NH 330A, and NH 135A, thereby enabling fast movement of pilgrims visiting the Rama Mandir. The Ring Road will also provide seamless connectivity to national and international tourists arriving from Lucknow International Airport, Ayodhya Airport and major railway stations in the city.

5. 4-Lane Section between Pathalgaon and Gumla of Raipur-Ranchi National Highspeed Corridor:

The 137-km 4-lane access-controlled Pathalgaon - Gumla section of Raipur - Ranchi Corridor will be developed in Hybrid Annuity Mode (HAM) at a total capital cost of Rs. 4,473 Crore to complete the whole corridor. It will enhance connectivity between mining areas in Gumla, Lohardaga, Raigarh, Korba and Dhanbad and industrial and manufacturing zones located in Raipur, Durg, Korba, Bilaspur, Bokaro, and Dhanbad.

The 4-Lane Pathalgaon-Kunkun-Chhattisgarh/Jharkhand Border-Gumla-Bharda section of National Highway-43 will be starting from end point of National Highway-130A near Turua Ama village and ending at Chainage 82+150 of Palma-Gumla Road near Bharda village as part of

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6. 6-Lane Kanpur Ring Road:

The 47-km 6-Lane Access-Controlled section of Kanpur Ring Road will be developed in Engineering, Procurement and Construction Mode (EPC) at a total capital cost of Rs. 3,298 Crore. This section will complete the 6-lane National Highway Ring around Kanpur. The Ring Road will enable segregation of long-distance traffic on the key National Highways, viz., NH 19 - Golden Quadrilateral, NH 27 - East West Corridor, NH 34 and upcoming Lucknow - Kanpur Expressway and Ganga Expressway from the city-bound traffic, thereby improving logistics efficiency for freight travelling between Uttar Pradesh, Delhi, Bihar, Jharkhand and West Bengal.

The Six-Lane Greenfield Kanpur Ring Road will be starting from Design Chainage (Ch.) 23+325 to Design Ch. 68+650 (Length = 46.775 km) with Airport Link Road (Length = 1.45 km).

7. 4-Lane Northern Guwahati Bypass and Widening/Improvement of Existing Guwahati Bypass:

121-km Guwahati Ring Road will be developed in Build Operate Toll (BOT) mode at a total capital cost of Rs. 5,729 Crore in three sections viz., 4-lane Access-Controlled Northern Guwahati Bypass (56 km), widening of the existing 4-lane bypass on NH 27 to 6 lanes (8 km), and improvement of existing bypass on NH 27 (58 km). A major bridge over river Brahmaputra will also be constructed as a part of the project. The Guwahati Ring Road will provide seamless connectivity to long-distance traffic plying on National Highway 27 (the East West Corridor), which is the gateway to North-East Region of the country. The Ring Road



will ease congestion on major National Highways around Guwahati, connecting major cities/ towns in the region - Siliguri, Silchar, Shillong, Jorhat, Tezpur, Jogigopha, and Barpeta.

8. 8-Lane Elevated Nashik Phata - Khed Corridor near Pune:

30-km 8-Lane elevated National High-Speed Corridor from Nashik Phata to Khed near Pune will be developed on Build-Operate-Transfer (BOT) at a total capital cost of Rs. 7,827 Crore. The elevated corridor will provide seamless high-speed connectivity for traffic originating from/ heading to industrial centers of Chakan, Bhosari etc. on NH-60 between Pune and Nashik. The corridor will also alleviate serious congestion around Pimpri-Chinchwad.

The 8-Lane Elevated Flyover at Tier - 1 on Single Pier including Upgradation of Existing Road to 4/6 Lane with 2 Lane Service Road on both sides of Nashik Phata to Khed will be completed on (Pkg-1: from km 12.190 to km 28.925 & Pkg-2: from km 28.925 to km 42.113) section of NH-60 in the state of Maharashtra.

Background:

Infrastructure development is the foundation for a country's economic prosperity and is critical for improving

the quality of life of its citizens. Every rupee spent on infrastructure development has a multiplier effect of about 2.5-3.0 times on GDP.

Realizing the importance of infrastructure in overall economic growth of the country, Government of India has been investing heavily in building world-class road infrastructure in the country over the last ten years. The length of National Highways (NH) has increased about 1.6 times from 0.91 lakh km in 2013-14 to 1.46 lakh km currently. There has been a

significant increase in pace of award and construction of National Highways in the country in the last 10 years. For instance, the average annual pace of award of NH contracts has increased by 2.75 times from about 4,000 km in 2004-14 to about 11,000 km in 2014-24. Similarly, the average annual construction of National Highways has also increased by about 2.4 times from about 4,000 km in 2004-14 to about 9,600 km in 2014-24. The total capital investment in National Highways including private investment has increased by 6 times from Rs. 50,000 Crore in 2013-14 to about Rs. 3.1 Lakh Crore in 2023-24.

Further, Government has adopted a corridor-based highway infrastructure development approach with focus on ensuring consistent standards, user convenience and logistics efficiency, as compared to the earlier project-based development approach, focused on addressing stretches of local congestion. This corridor approach has led to the identification of a network of 50,000 km of High-Speed Highway Corridors through a scientific transport study based on GSTN and toll data to support India's transformation into a \$30+ Trillion economy by 2047.



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North Eastern Carrying Corporation Ltd.

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नितिन गडकरी ने अपनी पहचान जमीन से जुड़े एक इंसान के तौर पर बनाई है और वे एक राजनेता के साथ-साथ एक कृषक और एक उद्योगपति भी हैं। वह केंद्रीय सड़क परिवहन और राजमार्ग मंत्री के रूप में अच्छे कामों के कारण प्रशंसा में रहे। लगातार तीसरी बार नागपुर लोकसभा क्षेत्र से जीत से पता चलता है कि लोग नितिन गडकरी पर, उनके काम पर और उनके काम के प्रति प्रतिबद्धता पर कितना भरोसा करते हैं। केंद्रीय मंत्री के रूप में उनकी कुछ उपलब्धियाँ:

नितिन गडकरी द्वारा उद्घाटन/शिलान्यास (कुल: लगभग 1,31,993.68 करोड़ रुपये)

- असम: माननीय केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने 3 अक्टूबर, 2023 को गुवाहाटी, असम में 17,500 करोड़ रुपये से अधिक के निवेश वाली 26 राष्ट्रीय राजमार्ग परियोजनाओं का उद्घाटन और शिलान्यास किया। इन परियोजनाओं में डिब्रूगढ़-तिनसुकिया-लेडो परियोजना, सिलचर से लैलापुर खंड, धेमाजी जिले में एनएच-515, एनएच-137, पाइकन से गुवाहाटी हवाई अड्डा खंड शामिल हैं।

- केंद्रीय सड़क परिवहन एवं राजमार्ग मंत्री नितिन गडकरी द्वारा मध्य प्रदेश में 18 राष्ट्रीय राजमार्ग परियोजनाओं का उद्घाटन: केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने ओरछा में 550 किमी की कुल लंबाई के साथ 6800 करोड़ रुपये की 18 राष्ट्रीय राजमार्ग परियोजनाओं का उद्घाटन किया। बेतवा नदी पर बनने वाले 665 मीटर 2-टेन पक्के सोल्डर लॉन्ग ब्रिज और फुटपाथ से ओरछा, झांसी, टीकमगढ़ का संपर्क बेहतर होगा। सागर शहर, छतरपुर शहर और गढ़ाकोटा में फ्लाईओवर के निर्माण से इन शहरों में ट्रैफिक जाम की

नितिन गडकरी - एक मंत्री, एक मिशन: देश की प्रगति



समस्या का समाधान हो जाएगा। भोपाल-कानपुर आर्थिक गलियारे के निर्माण से भोपाल से कानपुर, लखनऊ, प्रयागराज और वाराणसी तक संपर्क बढ़ेगा जिससे सीमेंट और खनिजों का परिवहन आसान हो जाएगा और इसमें शामिल लॉजिस्टिक लागत भी कम हो जाएगी।

- महाराष्ट्र: केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने महाराष्ट्र में 3670 करोड़ रुपये की लागत वाली 9 राष्ट्रीय राजमार्ग परियोजनाओं का उद्घाटन और शिलान्यास किया। इसमें नांदेड़ में 1575 करोड़ रुपये की लागत वाली 212 किलोमीटर लंबी 5 एनएच परियोजनाएं और परभणी में 1058 करोड़ रुपये लागत वाली 75 किलोमीटर लंबी 3 एनएच परियोजनाएं और हिंगोली में 1037.4 करोड़ रुपये की लागत वाली 1 एनएच परियोजना शामिल हैं। इन परियोजनाओं से मराठवाड़ा क्षेत्र के तेलंगाना और कर्नाटक के साथ संपर्क में सुधार होगा, जिससे औद्योगिक और कृषि विकास को गति मिलेगी, पर्यटन को बढ़ावा मिलेगा और क्षेत्र के धार्मिक स्थानों को जोड़ने में मदद मिलेगी।

- नितिन गडकरी ने उत्तर प्रदेश के बलिया में 6500 करोड़ रुपये की 7 राष्ट्रीय राजमार्ग परियोजनाओं का उद्घाटन किया। बलिया लिंक एक्सप्रेसवे के निर्माण से पूर्वी उत्तर प्रदेश का बिहार के छपरा, पटना और बक्सर जिलों से संपर्क बेहतर होगा। चंदौली से मोहनिया तक ग्रीनफील्ड सड़क दिल्ली-कोलकाता जीटी रोड के माध्यम से उत्तर प्रदेश के चंदौली और बिहार के कैमूर जिले को संपर्क प्रदान करेगी। सैदपुर से मरदह सड़क के निर्माण से मऊ से सैदपुर होते हुए वाराणसी तक सीधे संपर्क हो जाएगा, जिससे आजमगढ़ के पिछड़े इलाकों को नया संपर्क मिलेगा और क्षेत्र की आर्थिक

और सामाजिक स्थिति में सुधार होगा।

• उत्तर प्रदेश के महोबा में 9 राष्ट्रीय राजमार्ग परियोजनाएं: माननीय केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने उत्तर प्रदेश के महोबा में 3,500 करोड़ रुपये की 9 राष्ट्रीय राजमार्ग परियोजनाओं का उद्घाटन और शिलान्यास किया। इन परियोजनाओं में झांसी खजुराहो रोड, मध्य प्रदेश-उत्तर प्रदेश सीमा पर कबरई खंड, झांसी-प्रयागराज के बीच रोड ओवर ब्रिज, चित्रकोट में 4लेन के 258 किमी लंबे रामवनगमन मार्ग, महोबा में 18 किमी लंबा 4 लेन का बाईपास और अरतरा में 15 किमी लंबा 4 लेन का बाईपास और प्रयागराज से मिर्जापुर (एनएच-76ई) तक 70 किमी के हिस्से की 4 लेनिंग का निर्माण शामिल है।

• 2 जून, 2023 को वडोदरा में 48 करोड़ रुपये की दो राष्ट्रीय राजमार्ग परियोजनाएं के उद्घाटन हुआ था। इसके अलावा, 5 जून, 2023 को असम में 1450 करोड़ की एनएच परियोजनाओं का उद्घाटन एवं शिलान्यास का कार्यक्रम हुआ।

• खामगांव, बुलढाणा में अमरावती-चिखली राष्ट्रीय राजमार्ग-53 पर 816 करोड़ रुपये की लागत वाली शेलाद से नांदुरा परियोजना का उद्घाटन 11 जून 2023 को किया गया।

• 12 जून 2023 को उत्तर प्रदेश के प्रतापगढ़ क्षेत्र में 2,200 करोड़ रुपये की लागत वाली 5 एनएच परियोजनाओं और देवरिया क्षेत्र में 6,215 करोड़ रुपये की 5 एनएच परियोजनाओं की आधारशिला रखी गई।

• हरियाणा के सोनीपत, करनाल और अंबाला में 20 जून, 2023 को 3,835 करोड़ रुपये की राष्ट्रीय राजमार्ग परियोजनाओं का उद्घाटन और शिलान्यास करने का कार्यक्रम हुआ। परियोजनाओं में सोनीपत में दिल्ली से

पानीपत तक 8-लेन के राष्ट्रीय राजमार्ग-44 पर 890 करोड़ रुपये की लागत के कुल 24 किमी लंबाई वाले 11 फ्लाईओवर और 1,690 करोड़ रुपये की लागत वाले 35 किमी लंबे ग्रीनफील्ड 6-लेन के रिंग रोड का निर्माण शामिल है।

• उत्तर प्रदेश के गोरखपुर में 18 राष्ट्रीय राजमार्ग परियोजनाएं: माननीय केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने उत्तर प्रदेश के गोरखपुर में 10,000 करोड़ रुपये की लागत वाली 18 राष्ट्रीय राजमार्ग परियोजनाओं का उद्घाटन और शिलान्यास किया। इन परियोजनाओं में सोनौली गोरखपुर और गोरखपुर रिंग रोड की 4 लेनिंग, कुशीनगर से लुंबिनी तक सड़क और गिलौला बाईपास का निर्माण शामिल है।

• झारखंड के रांची में 21 राष्ट्रीय राजमार्ग परियोजनाएं: माननीय केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने रांची, झारखंड में 9400 करोड़ रुपये की लागत वाली 532 किमी लंबी 21 राष्ट्रीय राजमार्ग परियोजनाओं का उद्घाटन और शिलान्यास किया। 7000 करोड़ रुपये की लागत से रांची से वाराणसी तक 260 किमी 4-लेन इंटर-कॉरिडोर के निर्माण से रांची से वाराणसी तक की यात्रा का समय 5 घंटे कम हो जाएगा।

• झारखंड के जमशेदपुर में 10 राष्ट्रीय राजमार्ग परियोजनाएं: माननीय केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने जमशेदपुर, झारखंड में 3843 करोड़ रुपये की 220 किमी लंबी 10 राष्ट्रीय राजमार्ग परियोजनाओं का उद्घाटन और शिलान्यास किया। इन परियोजनाओं में 1876 करोड़ की लागत से रांची-जमशेदपुर रोड पर काली मंदिर से बालीगुमा तक झारखंड की पहली 4-लेन डबल डेकर एलिवेटेड रोड और रांची से जमशेदपुर इंटर

कॉरिडोर शामिल हैं।

• महाराष्ट्र के रायगढ़ जिले में 3 राष्ट्रीय राजमार्ग परियोजनाएं: माननीय केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने महाराष्ट्र के रायगढ़ जिले के पलास्मे गांव में 414.68 करोड़ रुपये की 3 राष्ट्रीय राजमार्ग परियोजनाओं का उद्घाटन और शिलान्यास किया। ये परियोजनाएं जवाहरलाल नेहरू पोर्ट अथॉरिटी और दिधी के दो बंदरगाहों पर आर्थिक गतिविधियों को बढ़ावा देंगी, वहीं, पनवेल से कासु राजमार्ग के कंक्रीटीकरण से यात्रा में तेजी आएगी और ईंधन की बचत होगी।

• दो मोबाइल एप्लिकेशन का उद्घाटन: माननीय केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने दो मोबाइल ऐप का उद्घाटन किया, जो इस प्रकार हैं-(क) 'राजमार्गयात्रा' - एक नागरिक केंद्रित मोबाइल एप्लिकेशन जिसमें अंतर्निहित शिकायत निवारण प्रणाली है और (ख) 'एनएचआई वन' - राष्ट्रीय राजमार्ग परियोजनाओं के निष्पादन में अधिकांश महत्वपूर्ण ऑनसाइट आवश्यकताओं को सुविधाजनक बनाने के लिए एक मोबाइल ऐप। ये दोनों ऐप दक्षता बढ़ाने और राष्ट्रीय राजमार्गों पर आवागमन को सुविधाजनक बनाने पर केंद्रित हैं।

• प्रतापगढ़ में 4 जुलाई 2023 को 5,600 करोड़ की लागत वाली 11 राष्ट्रीय राजमार्ग परियोजनाओं का शिलान्यास एवं उद्घाटन समारोह।

• तिरुपति में 2,900 करोड़ रुपये की लागत से 87 किमी लंबाई वाली तीन राष्ट्रीय राजमार्ग परियोजनाओं का 13 जुलाई, 2023 को शिलान्यास किया गया।

• इन परियोजनाओं में (क) 1,399 करोड़ रुपये की लागत से एनएच-71 के 35

किलोमीटर लंबे नायडूपते-तुरपु कनुपुर खंड, (ख) 909 करोड़ रुपये की लागत पर एनएच-516 डब्ल्यू पर तुरपु कानूपुर के रास्ते 36 किलोमीटर लंबा चिलकुरु क्रॉस-कृष्णापटनम पोर्ट साउथ गेट खंड, (ग) 610 करोड़ रुपये की लागत से एनएच-516 डब्ल्यू और एनएच-67 पर यूपुरु से कृष्णापटनम बंदरगाह तक एक समर्पित पोर्ट रोड सहित 16 किलोमीटर लंबा थम्मिनापटनम-नारिकेलापल्ले खंड शामिल है।

- लखनऊ में 3,300 करोड़ रुपये की लागत वाली दो राष्ट्रीय राजमार्ग परियोजनाओं का 17 जुलाई 2023 को उद्घाटन किया गया। इन परियोजनाओं में राष्ट्रीय राजमार्ग-24 पर लखनऊ-सीतापुर खंड का मड़ियांव-आईआईएम और अलीगढ़-कानपुर खंड के नवीगंज से मित्रसेनपुर तक 4-लेन सड़क का निर्माण शामिल है।

- पुणे में 12 अगस्त 2023 को 865 करोड़ रुपये की एकीकृत सड़क बुनियादी ढांचा परियोजना का उद्घाटन किया गया। इस परियोजना में एनडीए चौक पर 17 किमी लंबे फ्लाईओवर और इंटरचेंज परियोजना का निर्माण शामिल है। 18 अगस्त 2023 को महाराष्ट्र के बुलढाणा जिले के मलकापुर में 800 करोड़ रुपये की एक राष्ट्रीय राजमार्ग परियोजना का उद्घाटन किया गया। इस परियोजना में राष्ट्रीय राजमार्ग 53 पर 45 किमी लंबे नंदुरा से चिखली खंड परचार-लेन परियोजना के निर्माण शामिल है।

- माननीय केंद्रीय सड़क परिवहन और राजमार्ग मंत्री द्वारा परियोजनाओं का उद्घाटन और शिलान्यास: महाराष्ट्र के वाशिम में 3,695 करोड़ रुपये की तीन राष्ट्रीय राजमार्ग (एनएच) परियोजनाओं का उद्घाटन किया गया। ये महाराष्ट्र के अकोला से तेलंगाना के संगारेड्डी तक एनएच-161 की

4 लेनिंग से संबंधित हैं जो दोनों राज्यों के बीच संपर्क के लिए महत्वपूर्ण हैं।

- माननीय केंद्रीय सड़क परिवहन और राजमार्ग मंत्री ने गुवाहाटी, असम में 31 अक्टूबर 2023 को 17,500 करोड़ रुपये से अधिक के निवेश के साथ 26 राष्ट्रीय राजमार्ग परियोजनाओं का उद्घाटन और शिलान्यास किया।

- माननीय केंद्रीय सड़क परिवहन और राजमार्ग मंत्री ने वाशिम, महाराष्ट्र में 3,695 करोड़ रुपये की 3 राष्ट्रीय राजमार्ग (एनएच) परियोजनाओं का उद्घाटन किया।

इनके अलावा **प्रधानमंत्री श्री नरेन्द्र मोदी ने** भी कई परियोजनाओं का **उद्घाटन/शिलान्यास** किया है। जिसमें निम्नलिखित परियोजनाएँ शामिल हैं:

- 244.50 किलोमीटर लंबे दिल्ली-वडोदरा एक्सप्रेसवे।

- हैदराबाद-विशाखापत्तनम गलियारा: 'एनएच-365 बीबी के 59 किमी लंबे सूर्यपेट से खम्मम खंड की चार लेन' सड़क परियोजना। यह खम्मम जिले और आंध्र प्रदेश के तटीय क्षेत्रों को बेहतर संपर्क प्रदान करेगा।

- नागपुर-विजयवाड़ा आर्थिक गलियारा: इन परियोजनाओं में वारंगल से एनएच-163जी के खम्मम खंड तक 108 किमी लंबा 'चार लेन का नियंत्रित पहुंच वाला ग्रीनफील्ड राजमार्ग' और खम्मम से एनएच-163जी के विजयवाड़ा खंड तक 90 किमी लंबा 'चार लेन का नियंत्रित पहुंच वाला ग्रीनफील्ड राजमार्ग' शामिल हैं।

- इंदौर में मल्टी-मॉडल लॉजिस्टिक्स पार्क।

- छह लेन वाले सूरत-चेन्नई एक्सप्रेसवे (1270 किमी) के कर्नाटक खंड।

- दिल्ली मुंबई एक्सप्रेसवे का 246 किलोमीटर लंबा दिल्ली-दौसा-लालसोट खंड।

- 118 किलोमीटर लंबे बेंगलुरु-मैसूर एक्सप्रेसवे और 92 किलोमीटर लंबे मैसूर-कुशलनगर 4-लेन राजमार्ग।

- वाराणसी कैंट स्टेशन से गोदौलिया तक यात्री रोपवे: यह 3.85 किमी लंबी होगी।

- मदुरै शहर में 7.3 किमी लंबे एलिबेटेड कॉरिडोर और एनएच-785 की 24.4 किमी लंबी चार-लेन सड़क।

- एनएच-48 का 114 किलोमीटर लंबा छह लेन वाला उदयपुर से शामलाजी तक का खंड, एनएच-25 के पेव्ड शोल्डर के साथ 110 किलोमीटर लंबे बार-बिलाड़ा-जोधपुर खंड और एनएच 58ई के पेव्ड शोल्डर खंड के साथ दो लेन वाले 47 किमी लंबे मार्ग का चौड़ीकरण।

- जबलपुर-जगदलपुर राष्ट्रीय राजमार्ग पर रायपुर से कोडेबोड खंड को 33 किमी लंबी 4-लेनिंग करनाय एनएच-130 के बिलासपुर से अंबिकापुर खंड का 53 किमी लंबा 4-लेन बिलासपुर-पथरापाली भागय एनएच 130 सीडी पर 43 किमी लंबा छह-लेन का झांकी-सरगी खंडय एनएच-130 सीडी पर 57 किलोमीटर लंबा छह लेन वाला सरगी-बासनवाही सेक्शन और एनएच-130 सीडी पर 25 किलोमीटर लंबा छह लेन वाला बसनवाही-मारंगपुरी खंड।

- 176 किलोमीटर लंबी राष्ट्रीय राजमार्ग: इन परियोजनाओं में नागपुर-विजयवाड़ा गलियारे का 108 किमी लंबा मंचेरियल वारंगल खंड और एनएच-563 के 68 किमी लंबे करीमनगर वारंगल खंड को मौजूदा दो-लेन से चार-लेन में सुधार करना शामिल है।



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branches



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vehicles



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Driving becomes very challenging during monsoon season in India. Low visibility, flood, landslides and debris are a few causes. Some of safety tips that truck drivers can follow to overcome these situations are: during monsoon season.

1. Check Your Tyres:

Ensure tyres are in good condition. Also, check tyre strain and track depth consistently to maintain ideal performance.

2. Maintain Proper Visibility:

Always clean your windshield and windows before each journey. Ensure wipers are not broken. Keep your headlights on consistently to improve visibility.

3. Drive at a Safe Speed:

As roads become slippery during rainstorms, drive slow and maintain a safe distance from other vehicles.

4. Avoid Waterlogged Areas:

Plan your route to avoid flooded areas as passing through waterlogged areas can harm your truck's motor and brakes. Use a backup route in stead.

5. Use Anti-Skid Chains if Necessary:

Use anti-skid chains to improve tyre traction in hilly areas to lessen the risk of slipping and to control the wheels.

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.

7. Check Your Brakes:

Before leaving on a journey, review your truck's brakes thoroughly. Wet circumstances can influence brake responsiveness.

8. Keep Emergency Supplies:

Never forget to carry emergency supplies, such as a medical aid unit, flashlight, and essential repair instruments. These possessions are inevitable to overcome crises.

9. Stay Informed About the Weather:

Monitor weather reports routinely and stay updated on street conditions to design your journey route 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.

Safety Tips to Drive in Monsoon Season



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



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
UNSTARRED QUESTION NO-1856
ANSWERED ON- 07/08/2024

TOLL COLLECTION ON HIGHWAYS

1856. DR. V. SIVADASAN:

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

- (a) the amount of toll collected from passengers on Highways under NHAI during the last five years, year-wise, State-wise and Highway-wise details;
- (b) the number of times toll rates have been hiked during the last five years, the details thereof; and
- (c) the additional amount expected to be realized through the recent 5 per cent hike in toll rate by NHAI?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

- (a) Details of User fee collection on National Highways operational under NHAI in the last five years are at Annexure.
- (b) As per Rule 5 of National Highways Fee Rules, 2008, the user fee rate is revised every year. Accordingly, during last five years, user fee rates have been revised five times.
- (c) In the recent annual revision of user fee rates with effect from 03.06.2024, base rates for the calculation of user fee rates have increased as under:

Category of Vehicles	Base rates for Financial Year 2023-24	Base rates for Financial Year 2024-25	Percentage Increase in Base Rates
Car / Jeep / Van	1.4301	1.4666	2.55%
LCV /LGV or Mini Bus	2.3102	2.3691	2.55%
Truck Bus (2 Axle)	4.8403	4.9639	2.55%
3-Axle Commercial Vehicle	5.2804	5.4151	2.55%
HCM / EME/ MAV (4-6 Axle)	7.5905	7.7843	2.55%
OSV (7 or more axle)	9.2407	9.4765	2.55%

Average increase in user fee rates is 2.55% from FY 2023-24.

During Financial Year 2023-24, total fee collection at National Highway fee plaza operational under NHAI was Rs 54,811.13 Cr. Expected increase in user fee collection solely due to revision in fee rates @ 2.55% on previous collection amount is Rs. 1400 Cr (approx.)

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Gadkari for Lower GST on Flex-fuel Vehicles

Asks states to weigh slashing levy to 12%

Our Bureau

New Delhi: Road transport and highways minister Nitin Gadkari Monday urged state governments to consider reducing the Goods and Services Tax (GST) on flex-fuel vehicles to 12% to spur growth of the automobile industry. He argued that a growing number of people are buying cars, making it imperative for automakers and states to support roll out of alternative fuel options.

Currently, such vehicles attract a GST rate of 28% along with 15% cess, except electric vehicles and hydrogen fuel cell vehicles which have a comparatively lower GST rate of 5% and 12% respectively. Flex-fuel-compatible cars can run on more than one type of fuel, and also on fuel blends, primarily petrol

and ethanol or methanol.

Speaking at IFGE's India Bio-Energy and Tech Expo, Gadkari called on states to help introduce alternative fuel options, targeted at families who tend to buy used vehicles and prefer roadways over other modes of transport, especially for pilgrim visits.

His comments come ahead of the 54th GST Council meeting scheduled on September 9.

He also pointed out that every year, India imports up to ₹22 lakh crore worth of fossil fuel, and it is not only

an air pollution problem but one that's linked to the economy.

"So, now by starting this, a day will come when we will reduce our imports and will encourage bio-fuel," he said.

According to Gadkari, India has potential in further expansion of the domestic auto industry.



जीएसटी: व्यापार असल, साबित करने के लिए देनी पड़ेगी बिल्टी-टोल रसीद भी

लोकेश सोलंकी • नईदुनिया

इंदौर: व्यापार कागजी नहीं और न ही क्लेम किया टैक्स क्रेडिट फर्जी है। जीएसटी अधिकारियों के सामने किसी भी व्यापारी को यह साबित करने के लिए अब ज्यादा सबूत देने पड़ेंगे। इनवायस, ई-वे बिल और बैंक से भुगतान और दाखिल रिटर्न ही काफी नहीं माना जाएगा। जीएसटी एक्ट में निर्धारित पांच पैमानों के अलावा भी अधिकारी ज्यादा तथ्य तलब कर सकते हैं। ये नहीं दिए तो व्यापारी का इनपुट टैक्स क्रेडिट डूबेगा, ब्याज-पेनल्टी भी चुकाना पड़ सकता है।

जीएसटी अधिनियम की धारा 16 (2) उन शर्तों का उल्लेख करती है, जो किसी व्यापारी को आइटीसी का लाभ उठाने के लिए पूरी करनी होती है। इसमें करदाता के पास वैध टैक्स



सिर्फ बिल-भुगतान के दस्तावेज ही पर्याप्त नहीं



कोर्ट के निर्णय से मिले अधिकार

इनवायस, माल-सेवा की प्राप्ति का दस्तावेज, कर भुगतान रसीद, सप्लाय को आपूर्तिकर्ता के रिटर्न आर-वन में दर्शाया हो और करदाता ने श्री-बी रिटर्न में आइटीसी का दावा किया हो।

इलाहाबाद हाई कोर्ट के निर्णय में कहा है कि इन दस्तावेजों के साथ अन्य अतिरिक्त साक्ष्य प्रस्तुत करने

माल की बिल्टी, डिलीवरी का प्रमाण और टोल रसीदें- यह भी व्यवसायी को अपने पास रखनी पड़ेंगी। निर्णय टैक्स प्रणाली में पारदर्शिता-वैधता सुनिश्चित करने के दृष्टिकोण से अहम है। व्यापारी एक्ट के अनुसार खानापूर्ति कर ही क्लेम हासिल नहीं कर सकेगा। ऐसे शक में विभाग ने सवाल उठाया और व्यापारी अतिरिक्त साक्ष्य नहीं दे सका तो क्लेम खारिज होगा।

-आरएस गोयल, कर सलाहकार

की बाध्यता भी व्यवसायी पर आती है, जिससे साबित हो सके कि वास्तविक रूप से व्यापार हुआ और माल की आवाजाही आपूर्ति हुई। यानी अधिकारी सवाल उठाएंगे तो व्यापारी को अतिरिक्त साक्ष्य देना होगा। यह निर्णय देश के सभी राज्यों के व्यवसायियों को प्रभावित करेगा।



Eway Bill Dashboard

Developed & compiled by

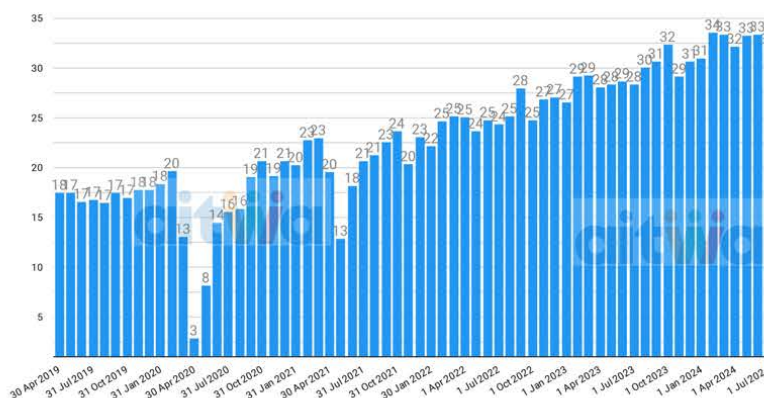


Last updated on 10th July 2024 | Data as on 30th June, 2024

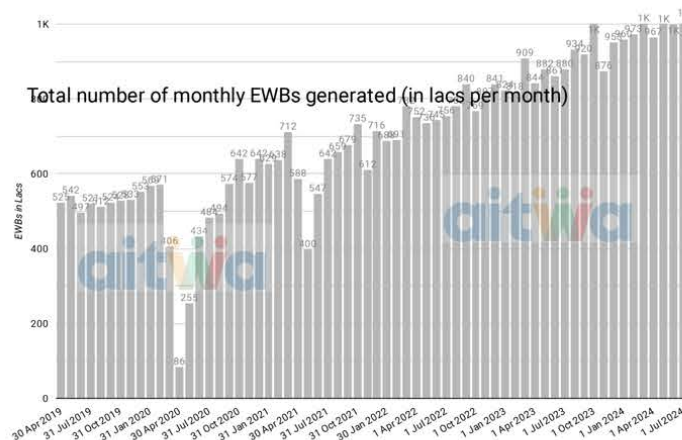
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



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



Diesel Dashboard

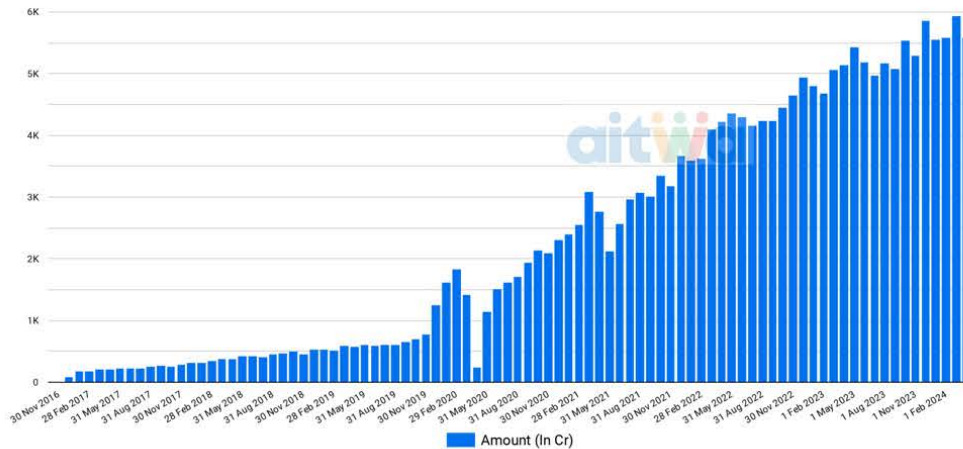
Last updated on 21st March 2024 | Data as on 21st March 2024

Diesel Price Average of 4 metros since 2017



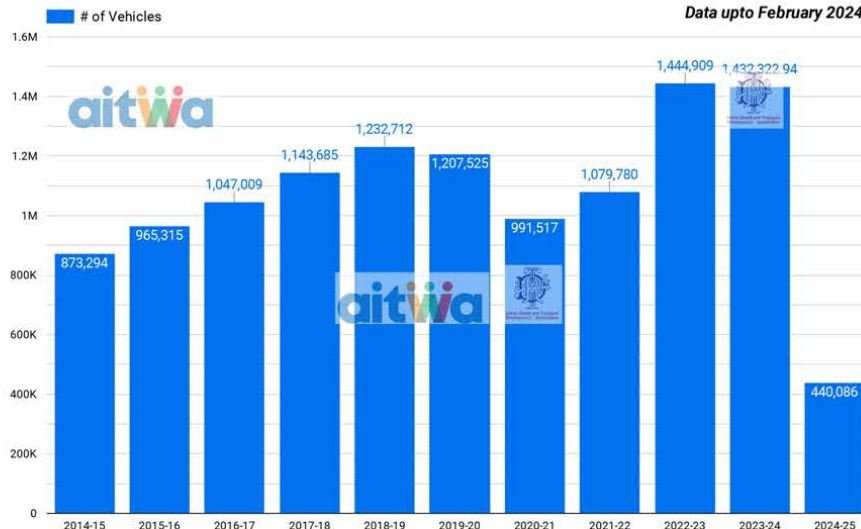
Toll Collection Dashboard

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 (Kullu Manali)	0.0	0.0	-	0.0	0.0	-
56	Bikaner	0.0	0.0	-	0.0	0.0	-
57	Coochbeher	0.0	0.0	-	0.0	0.0	-
58	Cuddapah	0.0	0.0	-	0.0	0.0	-
59	Darbhanga	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 AUGUST*2024* VIS-A-VIS APRIL TO AUGUST*2023)**

(*) TENTATIVE. (IN '000 TONNES)

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/ LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers FIN. RAW	Coal Thermal & Steam	Coal Coking & Others	Containers Tonnage	TEUs	Other Misc. Cargo	TOTAL	% VAR. AGAINST 2023-24
KOLKATA												
Kolkata Dock System	TRF APRIL-AUG., 2024	122	243	-	318	7	94	3821	258	1481	6086	
	TRF APRIL-AUG., 2023	131	212	-	357	-	782	4173	265	1426	7081	-14.05
Haldia Dock Complex	TRF APRIL-AUG., 2024	3776	2506	352	67	166	-	5878	65	4298	18216	
	TRF APRIL-AUG., 2023	3912	2206	499	42	189	-	8122	49	3454	19347	-5.85
TOTAL: SMP, KOLKATA	TRF APRIL-AUG., 2024	3898	2749	352	385	173	0	5972	323	5779	24302	
	TRF APRIL-AUG., 2023	4043	2418	499	399	189	0	8904	314	4880	26428	-8.04
PARADIP	TRF APRIL-AUG., 2024	14379	789	11343	52	2414	21333	173	11	5026	62594	
	TRF APRIL-AUG., 2023	16437	785	9157	177	2273	19583	86	5	3919	58758	6.53
VISAKHAPATNAM	TRF APRIL-AUG., 2024	9099	481	5132	386	620	4758	4868	306	6766	35767	
	TRF APRIL-AUG., 2023	7329	785	6428	748	715	3941	5021	310	5026	33141	7.92
KAMARAJAR(ENNORE)	TRF APRIL-AUG., 2024	2153	77	-	-	-	9499	1026	5679	294	1289	19723
	TRF APRIL-AUG., 2023	2042	61	-	-	-	9460	1007	5261	273	1218	19049
CHENNAI	TRF APRIL-AUG., 2024	5803	626	674	-	34	-	14113	731	1450	22700	
	TRF APRIL-AUG., 2023	5786	650	267	-	148	-	12556	651	1531	20938	8.42
V.O.CHIDAMBARANAR	TRF APRIL-AUG., 2024	167	562	-	158	356	4150	6717	336	1766	17467	
	TRF APRIL-AUG., 2023	215	525	-	465	322	3766	6295	315	1857	16405	6.47
COCHIN	TRF APRIL-AUG., 2024	10490	220	-	-	74	-	4822	361	382	15988	
	TRF APRIL-AUG., 2023	9395	269	-	-	96	-	4097	299	612	14469	10.50
NEW MANGALORE	TRF APRIL-AUG., 2024	11049	1363	233	231	45	2727	993	74	257	17425	
	TRF APRIL-AUG., 2023	10602	1170	1419	258	22	2078	1223	87	413	17377	0.28
MORMUGAO	TRF APRIL-AUG., 2024	232	168	1353	93	-	772	3113	-	1309	7040	
	TRF APRIL-AUG., 2023	259	244	1334	87	-	1435	2793	-	1258	7410	-4.99
MUMBAI	TRF APRIL-AUG., 2024	17052	779	2187	121	-	3613	-	2	4578	28332	
	TRF APRIL-AUG., 2023	16909	691	2357	217	75	3072	88	8	4137	27546	2.85
J.N.P.A.	TRF APRIL-AUG., 2024	1356	1158	-	-	-	-	34107	2931	803	37424	
	TRF APRIL-AUG., 2023	1380	1182	-	-	-	-	32078	2600	600	35240	6.20
DEENDAYAL	TRF APRIL-AUG., 2024	26707	5114	678	1402	199	8618	2795	166	13499	59334	
	TRF APRIL-AUG., 2023	26259	4655	558	1442	153	8722	3810	200	9402	55162	7.56
ALL PORTS	TRF APRIL-AUG., 2024	102385	14086	21952	2828	3915	55470	79263	5533	42904	348096	
	TRF APRIL-AUG., 2023	100656	13435	22019	3793	3993	52057	75611	5062	34853	331923	4.87
% Variation from previous year												

Source: I.P.A.

Ministry of Road Transport and Highways Launches the Voluntary Vehicle Modernization Program or Vehicle Scrapping Policy

The Ministry of Road Transport and Highways has launched the Voluntary Vehicle Modernization Program or Vehicle Scrapping Policy to create an ecosystem for phasing out unfit polluting vehicles across the country through a network of Registered Vehicle Scrapping Facilities (RVSFs) and Automated Testing Stations (ATs). Presently, there are sixty-plus (60+) RVSFs across 17 States / UTs and seventy-five (75+) ATs across 12 States / UTs operational in the country with many more in the pipeline.

Union Minister for Road Transport & Highways Nitin Gadkari had a detailed interaction with a CEOs' delegation from the Society of Indian Automobile Manufacturers at Bharat Mandapam in the presence of the Ministers of State of Road Transport and Highways, Harsh Malhotra and Ajay Tamta. This is to promote the scrapping of privately owned Commercial & Passenger Vehicles and replace the old polluting fleet with the less polluting newer fleet.

Reciprocating the interaction and recognising the importance of Fleet Modernization and Circular Economy, multiple Commercial and Passenger Vehicle Manufacturers have agreed to offer discounts for a limited period against a Certificate of Deposit (Scrappage Certificate). Commercial Vehicle and Passenger Vehicle manufacturers have shown a willingness to offer discounts for a

limited period of two years and one year respectively.

These discounts will further incentivize scrapping of End-of-Life Vehicles, thereby ensuring plying of safer, cleaner and efficient vehicles on the roads.

Commercial Vehicles

Commercial Vehicle Manufacturers namely Tata Motors, Volvo Eicher Commercial Vehicles, Ashok Leyland, Mahindra & Mahindra, Force Motors, Isuzu Motors and SML Isuzu, offered discount equivalent to 3% of the Ex-Showroom Price for a commercial cargo vehicle with more than 3.5 tonnes GVW scrapped by the Owner within last 6 months and a discount equivalent to 1.5% of the Ex-Showroom Price for a commercial cargo vehicle with less than 3.5 tonnes GVW scrapped by the Owner within last 6 months.

Discount to be offered to a person buying a vehicle against a Traded Certificate of Deposit of a Scrapped Commercial Vehicle would be equivalent to 2.75% of the Ex-Showroom Price for scrapping a commercial cargo vehicle with more than 3.5 tonnes GVW and a discount equivalent to 1.25% of the Ex-Showroom Price against a Traded Certificate of Deposit for scrapping a commercial cargo vehicle with less than 3.5 tonne GVW. This scheme may also be considered for Buses and Vans.

Passenger Vehicles

Passenger Vehicle Manufacturers

namely Maruti Suzuki India Ltd, Tata Motors, Mahindra & Mahindra, Hyundai Motor India, Kia Motors, Toyota Kirloskar Motor, Honda Cars, JSW MG Motor, Renault India, Nissan India and Skoda Volkswagen India, offered discounts of 1.5% of the ex-showroom price of new car or Rs 20,000, whichever is less, against the passenger vehicle scrapped by the owner in the last six (6) months. Details of the scrapped vehicle to be linked in the Vahan system. Companies may voluntarily offer additional discounts on identified models. Individual Passenger Vehicle Manufacturer may have the liberty to extend this discount only on the identified models, within their vehicle portfolio. As the car is not getting exchanged but only scrapped, hence between exchange and scrap discount, only scrappage discount will be applicable.

Mercedes Benz India has offered a flat discount of INR 25,000, which will be over and above all existing discounts.

These Original Equipment Manufacturers (OEM) discounts are in addition to the scrap value provided by RVSFs to the vehicle owners and existing incentives of Motor Vehicle tax concession, waiver of fee for issuance of certificate of registration and waiver of liabilities by Government of India under the Vehicle Scrapping Policy linked to the certificate of deposit (CD) on purchase of a new vehicle, applicable in many States.



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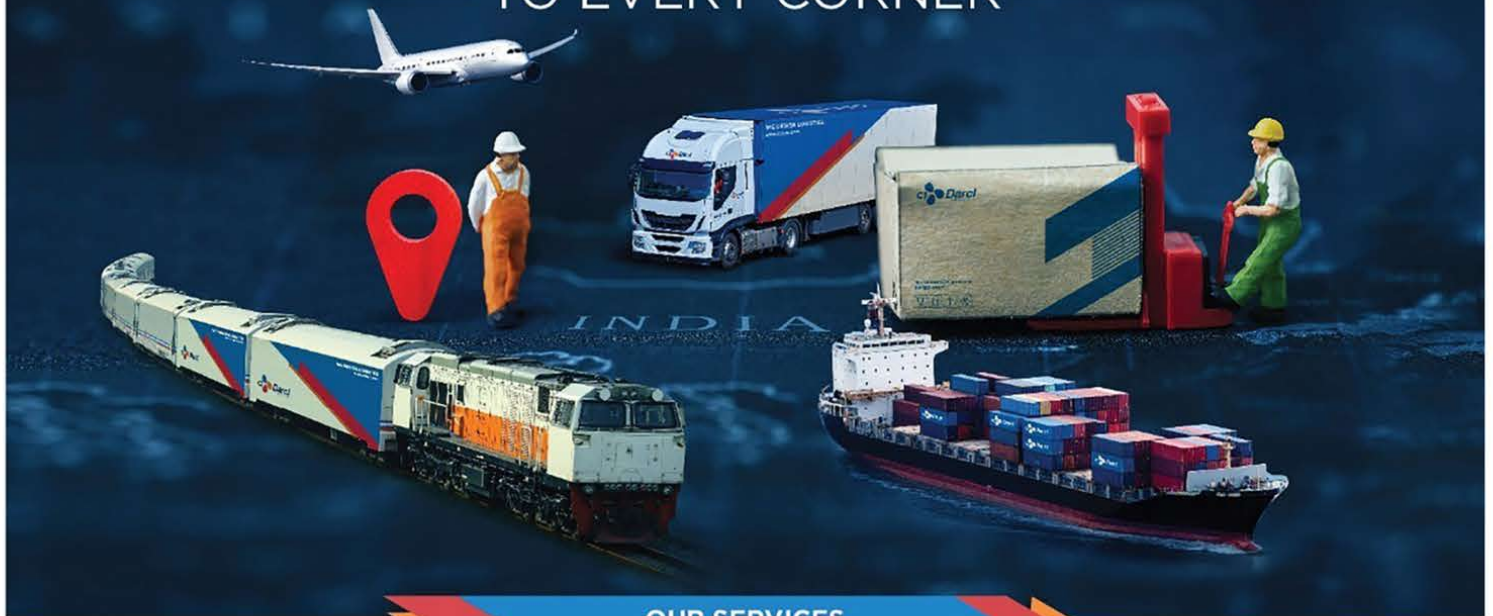
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