



# Parivahan Pragati

# परिवहन प्रगति

Monthly Magazine of All India Transporters Welfare Association

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

**DIGITAL PLATFORMS:**

# T R A N S FORMING

**INDIA'S TRANSPORT INDUSTRY**



Exploring Alternative Fuels for Indian Roads

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Commercial Vehicle Wholesale Volume Likely to Grow Up to 3% in FY25: ICRA

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Euler Motors Launches ADAS Equipped Electric LCVs Starting at INR 8.99 Lakh

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

*Wishing you a Diwali full of love, light,  
and laughter. Here's to a bright and  
prosperous year ahead!*



**All India Transporters Welfare Association**

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**Dear Friends,**

In our effort to make the transport fraternities a happy, knowledgeable and tech-savvy community, Parivahan Pragati - an in-house monthly magazine of All India Transporters' Welfare Association (AITWA), has always tried to enlighten readers through the latest updates on industry trends.

In this issue, we are covering various aspects that are helping digital freight platforms to transform India's transport industry.

We all are aware that digital technologies have propelled industries towards achieving their potential, and that too at a rate which we could have not imagined even 20 years ago. This result can be attributed to the synergy of Blockchain, Cloud Computing, Big Data Analytics, Internet of Things and Automation Technology, which has been instrumental in bringing a sea change to industries.

The logistics sector is no different and a similar change has been brewing across the logistics ecosystem over the last few years. Undoubtedly, India has immensely benefited from the integration of digital technologies across the logistics sector. The impact is vivid in the logistics value chain, right from warehousing to shipping and transportation to last-mile delivery.

While the Internet of Things (IoT) is adding value to improve the real-time tracking of goods, automation is being used to reduce manual intervention. IoT is helping in monitoring and detecting breakdown risks and hence helping to reduce delays and avoid accidents. This also means IoT is

speeding up processes and reducing errors which eventually is reducing costs. On the other hand, the use of drones, robots and automated vehicles is improving last-mile delivery.

Blockchain is being leveraged to align multi-party value chains and ensure



**Ashok Gupta**

***Blockchain is being leveraged to align multi-party value chains and ensure transparency across processes and actors. Moreover, the use of blockchain does away with the need for documentation at every step, reducing both the time and resources involved and eliminating errors. Cloud and data digitization are being leveraged to optimize underutilized assets and increase the availability of real-time data***

transparency across processes and actors. Moreover, the use of blockchain does away with the need for documentation at every step, reducing both the time and resources involved and eliminating errors. Cloud and data digitization are being leveraged to optimize underutilized assets and increase the availability of real-time data. Not to forget Big Data, which is being used to better understand industry trends, demand and supply fluctuations, and enable improved strategy and planning.

The benefits of these innovations - increased growth, reduced cost, and faster and more efficient execution - have made logistics players as well as end-consumers profitable.

It is projected that the global fleet management market will reach \$52.5 billion by 2030, growing at a CAGR of 10.6 per cent from 2024 to 2030. This dramatic growth is largely attributed to digital technologies, especially, the integration of AI and machine learning technologies, which are reshaping traditional fleet management practices. As companies strive to meet the twin challenges of operational efficiency and environmental sustainability, technologies like AI emerge as a powerful tool to achieve these seemingly contradictory goals.

In the edition of Parivahan Pragati, you will explore the multifaceted role of AI in modern fleet management, examining how it optimizes routes, reduces fuel consumption, and lowers carbon emissions.

Happy reading!

**Regards,  
Ashok Gupta**



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# Digital Freight Marketplaces: Preparing Logistics Companies for Better Growth

**L**ogistics companies face numerous challenges on a day-to-day basis while delivering shipments across the country. Lack of drivers, testing delivery locations with geographic and environmental conditions, and dispatching half-empty trucks with heavy losses are prominent barriers. However, logistics companies are forced to serve their customers with a smile, no matter how difficult it is, as the perception is your service is as good as the speed of your supply chain.

Believe it or not, even a single event can affect the delivery of shipment, resulting in lost sales. No matter even if the occurrence is something as simple as unforeseen truck maintenance.

Considering all these, digital freight matching is beginning to gain steam. But is this technology enough to solve the problem of timely delivery?

## Digital freight marketplaces: The need for logistics businesses

Freight marketplace systems, or digital freight matching platforms, are software systems that allow companies to connect shippers with third-party carriers through a secured marketplace. However, these platforms are fundamentally changing the way shippers and logistics service providers, including freight carriers, engage and conduct their business.

By offering a centralized platform to compare service rates and features, these marketplaces are streamlining logistics processes, enhancing

efficiency and transparency for all involved parties. Unlike digital freight brokerage, a digital marketplace relies heavily on smartphone technology. The reason is simple: most smart devices are equipped with a GPS module, have access to the internet, and are paired with a capable enough CPU to handle the backend side of things.

## The Advantages of Digital Marketplaces

- Companies can pick from a list of independent truck drivers and logistics companies (similar to third-party sellers on Amazon) and even specify what size of vehicle they need.
- Shippers can set desired delivery times or schedule cargo transportation in advance. This makes things even more streamlined.
- Freight marketplace admins can accelerate the driver onboarding process, as it is an online shipping platform. A freight management system can automatically match drivers with requirements and work at scale.
- The documentation process of drivers gets faster, even without travel to offices. If not all, most of the document applications can be sent, verified, and signed using digital signatures through a dedicated mobile app.
- **Digital freight matching services can solve cost, customer, and speed challenges** – it helps to expand the overall supply line and increase the efficiency of last-mile delivery.
- **GPS tracking, secure payments,**



**Ramesh Agarwal**  
National President, AITWA

**and document capture** - A digital freight marketplace can help in all these aspects too.

- **Ensures data security and fraud protection** - with so many on-boarded drivers keeping records up-to-date is a tough process, alongside, hard drive failures, data corruption, and theft make protecting records difficult. However, a marketplace with cloud-based systems will result in operational efficiency. Enabling data to travel faster and safer while being less susceptible to corruption. Furthermore, data stored and transferred in the cloud can't be intercepted and exploited.
- **Powering a marketplace with AI** - A digital marketplace isn't affected by seasonality in the same way as a traditional freight marketplace. With the inclusion of artificial intelligence, packages can be allocated automatically and sent out for shipping around the clock at no additional cost.

## Digital Marketplaces: Creating a Difference Even More

- Additional communication methods



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- A digital marketplace enhanced with an omnichannel information-gathering system can transform the whole system. Allowing a tool that can consolidate, adapt, and present data from various sources in bite-size chunks, drivers will no longer be forced to use third-party alternatives.

- Ensuring trust between parties is key to fruitful, long-lasting cooperation. A digital freight marketplace can achieve this through tracking systems and verified reviews. To make things even more secure, platform holders can act as arbiters of trust between shippers and carriers. Additionally, companies can use blockchain technology to allow end-to-end assurance of supply chain safety if technologically feasible.

- Enabling a reward system for loyal carriers - The more reasons you give drivers to join your marketplace, the more operations you can carry out. Digital marketplaces allow companies to promote their offerings to potential drivers. With video telematics and GPS tracking, platform stakeholders can see how many deliveries are made by a single driver. This data can be used in conjunction with a gamification system to form a rewards system.

- Happy drivers can be your greatest marketing asset - By investing in your carriers, you can make them your brand ambassadors. Yet the best part of it all is that you don't even need to track it, as smartphones can do it for you.

- Optimizing data and records management - Cloud technology clubbed with big data analytics can allow shipping companies to store and process copious amounts of data quickly and effectively. With this technology, companies can also perform advanced forecasting to improve last-mile delivery.

- More number of drivers in the busiest areas - Often, shipping



companies face issues when the number of drivers and packages varies dramatically. A digital marketplace can ensure there are enough people in strategic distribution centres by guiding drivers to particular distribution sites. Telematics and ELD software are two technologies that can help logistics companies provide such guidance.

- Spot freight rates – Dedicated digital marketplace software allows companies to implement such functionality without restructuring their entire line of operations. If enough data is present, spot rate forecasting is possible. Spot freight quotes would allow companies to win customers and keep the shipper churn rate at a minimum. This functionality can attract new customers by making pricing reliable and transparent.

- Securing work/life balance for new drivers - With freight matching technology, you can group multiple carriers across the country for a single delivery. In practice, much like in a relay race, the software can divide an entire route into small transfer legs and distribute them to drivers who live

near where orders are to be delivered. This way, each driver can travel a set number of miles and pass shipments to another driver, ensuring timely delivery without breaking the work/life balance in the process.

So, we can sum up a digital freight marketplace as a system that can help shippers and carriers achieve reliable delivery, superior management, and better customer service. The platform also allows companies to effectively keep track of consignments with added visibility and accurate real-time insights. A digital freight marketplace is excellent in delivering consignments as it always gives shipping companies a backup plan, allows more shipments to be carried out at once, supports enhanced forecasting through big data and analytics and provides instant updates on schedules and changes. It can automate invoicing and provide instant quotes. There is no doubt that when all these are underpinned by a reliable and capable digital platform, delivery companies and eCommerce businesses can expect growth and accelerated deliveries.





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# AI Technologies in Fleet Management



In an era, when companies are striving to meet the twin challenges of operational efficiency and environmental sustainability, AI emerges as a powerful tool to achieve these seemingly contradictory goals by optimising routes, reducing fuel consumption, and lowering carbon emissions.

But how AI is going to make this possible? How will it act as a catalyst to boost an ecosystem which is projected to be a \$52.5 billion market by 2030, which also means that global fleet management is set to grow at a CAGR of 10.6 per cent from 2024 to 2030?

To simplify this question and to find out the answer, we will have to know the integration of AI and machine learning technologies, as they are expected to reshape traditional fleet management practices.

The synergy of Machine Learning (Deep Learning, NLP, Computer Vision, Reinforcement Learning) and IoT are anticipated as the next big things for fleet management to transform this outlook. Besides, there are Cloud Computing and Genetic Algorithms, which have their equations to transform fleet management.

## **Machine Learning (ML):**

ML focuses on the development of



**Abhishek Gupta**  
General Secretary, AITWA

algorithms that can learn from and make predictions or decisions based on data. In fleet management, ML, Deep Learning, NLP and Computer Vision have their own role to empower the fleet management market;

**1. Predictive maintenance:** By analyzing historical data on vehicle performance and maintenance, ML algorithms can predict when a vehicle is likely to need servicing, reducing unexpected breakdowns and optimizing maintenance schedules.

**2. Behaviour analysis of drivers:** ML can identify patterns in driver behaviour, such as harsh braking or rapid acceleration, helping to improve safety and fuel efficiency.

**3. Demand projection:** ML algorithms can forecast demand patterns, helping fleet managers to allocate resources more effectively.

**4. Identifying road conditions:** Processing footage from dash cams to identify road conditions, traffic patterns, or potential hazards.

**5. Recognising complex patterns:** Identifying intricate patterns in large datasets that might be missed by simpler algorithms, such as subtle indicators of impending vehicle failure.

**6. Hands-free communication:** With the voice-activated controls drivers can interact with navigation

and communication systems hands-free.

**7. Automating delivery inquiries:**

Through customer service chatbots customer's inquiries on delivery, services are answered automated.

**8. Extracting customer feedback:**

Unstructured data are analysed and processed into text-based reports. Helps in extracting valuable insights on driver logs, or customer feedback.

**9. Enabling self-driving trucks:**

Helps truck drivers to interpret the surroundings and navigate safely.

**10. Identifying state of health:**

The safety systems help detect a driver's fatigue health condition or distraction through facial recognition and eye-tracking.

**11. Automated inspection of cargo:**

ML is instrumental in cargo monitoring - for damage or proper loading.

**12. Dynamic route optimization:**

Continuously learning and adapting routing strategies based on real-time conditions and outcomes.

**13. Resource allocation:** Optimizing the assignment of vehicles and drivers to different tasks or routes.

**Internet of Things (IoT) and Edge Computing**

**1. Real-time data:** IoT Sensors

provide real-time data on vehicle location, performance, and environmental conditions.

**2. Processing of data:** Edge computing allows for the processing

*Edge computing allows for the processing of data closer to its source, reducing latency and enabling faster decision-making*

of data closer to its source, reducing latency and enabling faster decision-making.

**3. Storing structured and unstructured data:** Data Lakes helps in centralising data to store structured and unstructured data at scale.

**4. Real-time Analytics:** Processing streaming data to provide instant insights and enable immediate action.

**Cloud Computing**

Cloud platforms provide the necessary computational power and storage capacity for AI systems in fleet management.

1. It allows systems to handle varying loads of data processing.

2. It enables access to AI tools and insights from anywhere, crucial for distributed fleet operations.

**Genetic Algorithms**

Taking a clue from the process of natural selection, genetic algorithms are used in fleet management for:

**1. Multi-objective Optimization:**

Finding optimal solutions that balance multiple competing objectives, such as minimizing both time and fuel consumption.

**2. Adaptive Routing:**

Evolving routing strategies over time to adapt to changing conditions and requirements.

In short, AI technologies when comes together create a powerful ecosystem. The same can be witnessed for fleet management. While Machine Learning and Deep Learning form the core analytical engine, NLP and Computer Vision expand how the system can interact with the physical world and human operators. The role of Reinforcement Learning and Genetic Algorithms is also paramount, as they provide adaptive optimization capabilities. Big Data Analytics, Cloud Computing, and Edge Computing can also not be sidelined, they provide the infrastructure necessary to implement these AI solutions at scale.

x



# AI – An Indispensable Tool in Fleet Route Optimization

**R**oute optimization is perhaps the most visible and impactful application of AI in fleet management. It is just not limited to finding the shortest path between two points. Instead, it goes far beyond simply considering a complex web of factors to determine the most efficient routes for an entire fleet.

AI revolutionizes route optimization and brings a lot of benefits by addressing complex challenges. A few impactful advantages of them are:

- It helps optimize business routes by providing real-time data processing, machine learning algorithms, and predictive analytics.
- It helps address the vehicle routing problem, reduce operational and transportation costs, and boost delivery efficiency.
- It collects and analyzes data such as delivery addresses, delivery times, traffic patterns, and weather conditions to ensure on-time delivery.

## Un-ignorable points while planning route optimization

In a fast-paced world where static maps and human intuition have no space innovative route planning is required to stay ahead in the race. However, route optimization is an incredibly complex problem, as the number of variables is increasing (number of vehicles, destinations, constraints) on a day-to-day basis. No doubt, the computational complexity is also growing exponentially.

Here are a few factors that need to be considered before planning a route trip;



**Ashok Gupta**  
Sr. Vice President, AITWA

**Multiple Destinations:** Most fleet vehicles need to make multiple stops.

**Deadlines:** Deliveries often need to be made within specific time slots.

**Carrying Capacity:** Different vehicles have different carrying capacities.

**Non-Productive Hours:** Routes must account for the driver's working hours and break times.

**Traffic Conditions:** Real-time and predicted traffic patterns affect travel times.

**Road Restrictions:** Some roads may have restrictions on certain types of vehicles.

**Fuel Consumption:** Fuel efficiency is dictated by road/s conditions.

**Customer Priority:** Customer's priority can also affect the deliveries.

**Weather Conditions:** Adverse weather can affect travel times and route choices.

**Vehicle Maintenance:** Routes may need to accommodate planned maintenance stops.

## Route optimization with AI

AI, particularly machine learning algorithms, approaches route optimization in several ways:

**Historical data analysis:** ML algorithms analyze past route performance, identifying patterns that led to efficient or inefficient outcomes.

**Predictive modelling:** Using historical data and current conditions, AI can predict travel times, potential delays, and optimal departure times.

**Real-time adjustments:** AI systems can continuously update routes based on real-time data, such as traffic updates or new order insertions.

**Multi-objective optimization:** AI can balance multiple, often competing objectives such as minimizing distance, time, and fuel consumption, and maximizing customer satisfaction.

**Constraint satisfaction:** AI algorithms can efficiently handle complex constraints like time windows and vehicle capacities.

**Simulation and scenario planning:** AI can run thousands of simulations to find the best possible routes under various scenarios.

## AI Algorithms for route optimization

Here's a list of most commonly used AI algorithms in route optimization:

**Genetic algorithms:** Driven by natural selection, these algorithms evolve solutions over multiple generations to find near-optimal routes.

**Neural networks:** Can be trained to predict travel times and optimal routes based on various input factors.

**Reinforcement learning:** Learns optimal routing strategies through trial and error, continuously improving based on outcomes.

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**Ant colony optimization:** Based on the behaviour of ants finding food, this algorithm is particularly effective for problems with many possible solutions.

**Particle swarm optimization:** Simulates the movement of particles in a search space, converging on optimal solutions.

**Advantages of AI-driven route optimization**

The application of AI in route optimization brings numerous benefits:

- **It increases efficiency** - AI can find routes that are 10-30 per cent more efficient than those planned by humans or simple algorithms.
- **It reduces cost** – As it helps detect more efficient routes, it reduces fuel consumption and lowers operational costs.
- **It improves customer service** – Prediction of accurate delivery time and the ability to accommodate last-minute changes.
- It reduces carbon emission - Optimized routes result in lower fuel consumption and reduced emissions, and hence impact the environment positively.
- **It is scalable** – AI systems can handle route optimization for fleets of any size, from a few vehicles to thousands.
- **It is adaptable** – It can quickly adapt to changing conditions, such as road closures or new orders.
- **It is continuously updating** – Technologies like ML algorithms continually learn from new data and improve time and again.

**Challenges in AI-driven route optimization**

While AI brings a bouquet of benefits to route optimization, it also presents challenges. The following are a few.

- Implementing AI-driven route



optimization systems can require significant upfront investment.

- The effectiveness of AI algorithms depends heavily on the quality and quantity of available data.
- Complex routing problems require significant computational power, especially for real-time optimization.
- Certain AI algorithms, particularly deep learning models, can be 'black boxes', making it difficult to understand their decision-making process.
- Chances are there that resistance can arise from drivers or dispatchers who are accustomed to traditional routing methods.
- AI systems may struggle with unusual situations not well-represented in their training data.

To sum up, in contrast to these challenges, the benefits of AI-driven route optimization are on the heavier side. We can come to this conclusion as we have seen companies that have successfully implemented these systems have witnessed dramatic improvements in efficiency, cost reduction, and environmental impact. In my mind, there is not an iota of

doubt that anyone can question the ability of AI. Must realise, how

***To sum up, in contrast to these challenges, the benefits of AI-driven route optimization are on the heavier side. We can come to this conclusion as we have seen companies that have successfully implemented these systems have witnessed dramatic improvements in efficiency, cost reduction, and environmental impact***

significantly AI has handled the complexity of real-world route optimization while continuously adapting to changing conditions to be effective day after day. Indeed, AI is an indispensable tool in modern fleet management.

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6

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# Digital Platforms: Transforming India's Transport Industry

The logistics industry plays a vital role in the dynamic economic landscape of India by enabling the efficient movement of goods and services throughout the country's large territory. As India strives to realise its ambitious economic goals, including achieving a GDP of US\$ 5.5 trillion by 2027, the transformation of its logistics sector emerges as a pressing imperative. Given its pivotal role in supporting various industries, from manufacturing to agriculture and e-commerce, the logistics sector faces a myriad of challenges and offers several opportunities.

Going by today's disruptive landscape, transportation and logistics businesses face a variety of challenges. A few are listed below:

- **Supply Chain Disruptions:** Geopolitical conflicts, economic uncertainty, and ensuing wars impact the quality and efficiency of global supply chains in many ways. These can lead to delays in shipments, shortages of goods, and increased operational overheads.
- **Rising Costs:** Surging fuel prices, labour costs, and regulatory compliance expenses put immense pressure on the profit margins of transportation and logistics companies. Striking the fine balance between cost and quality is a constant challenge.
- **Fluctuating Demand:** The volatile business environment leads to several fluctuations in demand. In addition, seasonal peaks, and fluctuating load-to-capacity ratios tend to create numerous bottlenecks in the supply chain.
- **Widening Skills Gap:** Like most



**Pradeep Singal**  
Chairman, AITWA

other industries, the transportation and logistics industry faces several hurdles in finding and retaining skilled workers.

- **Siloed Systems:** Transportation companies also struggle with operating a multitude of systems for order management, warehouse management, freight management, customer management, supplier management, capacity procurement, tracking and visibility, communication management, etc. Poor integration between these systems impacts data sharing while limiting visibility into the supply chain.
- **Surging Customer Expectations:** Today's customers demand greater visibility, transparency, and flexibility in their shipments and prefer to engage with companies that work towards minimizing follow-ups on visibility and operational overhead. Meeting these expectations while balancing costs and quality levels is challenging for most logistics providers.
- **Emerging Cybersecurity Risks:** As technology continues to be integrated across global supply chains, organizations are becoming increasingly susceptible to cyberattacks. From data breaches to ransomware attacks, logistics and

transportation companies need to have stronger mechanisms in place to protect sensitive information and make their systems cyber-resilient.

## How digital platforms can lead the transformation to resolve them?

Addressing emerging transportation and logistics challenges demands an amalgamation of strategic planning, investment in modern technology and infrastructure, and a focus on innovation and agility.

### Supply Chain:

**Real-Time Visibility -** Implement IoT and advanced tracking systems to monitor the location and condition of goods in real time, allowing for proactive management of disruptions.

**Predictive Analytics -** Use big data analytics to predict potential disruptions such as weather events or port congestion, allowing for preemptive rerouting or rescheduling.

### Rising Costs:

**Automation -** Deploy automation technologies such as robotic process automation (RPA) to handle repetitive tasks, reducing labour costs and improving efficiency.

**Optimized Routing -** Use AI and machine learning algorithms to determine the most cost-effective routes for transportation, reducing fuel consumption and operational costs.

### Fluctuating Demand

**Demand Forecasting -** Leverage big data and machine learning to analyze market trends and historical data for accurate demand forecasting, enabling better inventory and resource management.

**Flexible Supply Chain Models -** Implement digital twins and



simulation tools to create flexible supply chain models that can quickly adapt to changing demand patterns.

### Skills Gap

**Training and Development** - Use digital platforms for e-learning and virtual training programs to upskill existing employees and reduce the skills gap.

**AI and Automation** - Implement AI-driven tools to handle complex tasks that require high skill levels, thus reducing the dependency on highly skilled labour.

### Siloed Systems

**Application Programming Interfaces (API) Integration** - Utilize APIs to connect Transportation Management Systems (TMS), Warehouse Management Systems (WMS), and other critical systems, enabling real-time data sharing and improved operational cohesion, ensuring smooth data exchange and interoperability.

**Unified Data Analytics** - Deploy unified data analytics platforms that aggregate data from various sources, providing a comprehensive view of the supply chain and enabling informed decision-making.

### Meeting Customer Expectations

**Real-Time Tracking** - Provide customers with live updates on shipment status through mobile apps and web portals, enhancing transparency and trust.

**Personalization** - Use AI to offer personalized delivery options, such as choosing preferred delivery windows and locations, improving customer convenience and satisfaction.

### Emerging Cybersecurity Risks

**Advanced Security Measures** - Deploy advanced cybersecurity protocols, including end-to-end

encryption and blockchain technology, to secure transactions and data exchanges across the supply chain.

**Employee Training** - Conduct regular cybersecurity training programs to raise awareness and reduce the risk of human error-related breaches.

### Increase Operational Efficiency

As businesses continue to grow, integrating different stakeholders across the order-to-cash shipment lifecycle and supply chain is crucial. However, the dependence on various systems to manage business operations across shipment booking, capacity procurement, customer engagement, carrier and capacity management, freight tracking, and accounting makes streamlining operations and enhancing agility a real challenge. Nonetheless, these challenges also allow businesses to embrace digital transformation and pave the way for scalability, growth, and long-term sustainability.

This also means that an efficient logistics strategy is required to transform the logistics sector into an advantageous industry. By following this principle we can bring forth the undermentioned changes.

- An efficient logistics infrastructure ensures a smooth and efficient supply chain, minimizing delays and reducing lead times. This efficiency is vital for businesses to meet consumer demand promptly and optimize production processes.

- Better logistics networks enhance connectivity and accessibility, linking various regions and markets. This connectivity contributes to economic integration by enabling businesses to reach a wider customer base and fostering trade between states and regions.

- Efficient logistics operations contribute to cost reduction in transportation, storage, and distribution. This, in turn, enhances the competitiveness of businesses as they can offer products at competitive prices in the market.

- With an efficient mechanism, the logistics sector can be a significant source of employment, providing jobs in transportation, warehousing, distribution, and related services. Job creation contributes to income generation and economic empowerment. Logistics and warehousing exhibition platform LogiMAT stated that the logistics industry in India, which is one of the largest employment sectors, currently provides livelihoods to over 22 million people. The sector is projected to add 1 crore jobs by 2027.

- By embracing technologies (such as GPS tracking, RFID, and advanced analytics) the sector can improve operational efficiency, reduce costs, and enhance overall productivity. This technological advancement positively influences the broader economic landscape.

- A well-developed logistics sector facilitates economic integration by connecting various economic zones and promoting a seamless flow of goods and services. This integration is essential for fostering a more robust and interconnected national economy.

If the Logistics sector of India follows the above-mentioned discussion, nothing can stop it from becoming one of the leaders. Of course, the projection of EY, a leading global consulting firm, will also come true, which states that the logistics market in India is poised to expand further, reaching US\$591 billion by FY27.

x

*“With confidence, you have won before you have started.” - Marcus Garvey*

# Strategies to Reduce Empty Miles, to Offer Host of Advantages



**E** mpty truck trips are a frequent source of waste in the transportation business as delivery vehicles travel distances without containing any freight. These distances/kilometres are described as empty miles, non-revenue miles, or deadhead miles and this wasteful practice has a negative economic impact and environmental consequences.

Empty miles occur purely due to a lack of operational efficiency. They represent a missed opportunity to

optimize logistics operations, as resources are not fully utilized.

The costs associated with empty miles are often underestimated, though; it has a huge effect on the efficiency and profitability of operations. Some of the key cost components that are adversely-affected because of empty miles are:

**First, the costs of fuel** - Vehicles travelling empty or partially loaded still burn fuel, but they do so without generating any revenue. This fuel



**Mahendra Arya**  
Co-Chairman, AITWA

expense represents a direct hit to the company's operational budget.

**Second, maintenance expenses** - Empty miles contribute to additional wear and tear on vehicles. Maintenance costs, including parts replacement and labour, can quickly escalate for vehicles that regularly cover empty miles.

**Third, reduced profit margins** - Trucks on roads without cargo are unproductive; they are not generating revenue for the company. This lack of revenue directly affects profit margins.

**Fourth, environmental impact** - Be with cargo or without cargo, a truck always needs fuel to run on. During empty trips trucks move but with no less carbon emissions, thus contributing to environmental consequences.

## **Empty Miles Can Be Avoided**

Logistics companies can optimize their operations and reduce the financial and environmental costs associated with empty miles if they follow the following strategies;

**Less-Than-Truckload (LTL)** - Truckers can use the strategy of Less-than-truckload (LTL) to minimize empty miles. LTL allows logistics companies to maximize the utilization of cargo space. LTL shipments result in cost savings, as they optimize the allocation of resources and reduce fuel

consumption. By efficiently utilizing cargo space and minimizing empty miles, logistics companies can improve their bottom line.

**Route optimization software** - Opting for advanced route optimization software can be instrumental in avoiding empty miles. Route optimization software uses advanced algorithms, considering the factors - traffic conditions, delivery windows, and cargo capacity, to create the most efficient delivery routes. It assists in load planning, and optimizing the allocation of cargo to vehicles. It helps ensure that trucks are consistently filled with cargo, minimizing the likelihood of empty return trips.

**Backhaul/Reverse logistics opportunities** - Through this strategy logistics companies can establish partnerships or agreements with other businesses or suppliers to find cargo for the return journey after making deliveries. This plan can help in filling empty vehicles on the way back, reducing empty miles. Return pick-up services can also be a good idea in regions where logistics companies are delivering goods, further optimizing the use of the delivery vehicles.

**Multi-stop routing** - Following a strategy of multi-stop routing or multi-drop delivery along a route, logistics



*Following a strategy of multi-stop routing or multi-drop delivery along a route, logistics companies can minimize the occurrence of empty return trips, improving overall efficiency*

companies can minimize the occurrence of empty return trips, improving overall efficiency. This can

significantly reduce empty miles by maximizing cargo space.

To sum it all up, the transportation and logistics industry faces inefficiencies due to "empty miles" - the distance a freight truck travels with no cargo. Though carriers are attempting to improve network planning, some shipments are one-way only, leaving trucks to return empty. However, by reducing "empty miles" in logistics operations service providers can enjoy a host of advantages. These benefits contribute to a more sustainable, efficient, and profitable logistics industry, benefiting both businesses and the environment.

X

*"A positive mind finds opportunity in everything.  
A negative mind finds fault in everything."*

*Brahma Kumaris*

# Exploring Alternative Fuels for Indian Roads

**P**etrol is not the only fuel that vehicles use, today. The soaring price and threats of its disappearing have led to the hunt of mankind for alternate fuels. Thankfully, many other alternative fuels are available now, and several more are being on the development stage. Fuels, such as compressed natural gas (CNG) and liquid petroleum gas (LPG—a mix of propane and butane), are derived from fossil fuels. Others, such as renewable diesel, biodiesel, ethanol and biogas are obtained from energy crops or organic waste.

Advances in chemical engineering and other disciplines have also made it possible to synthesize methane, hydrogen, diesel and more from non-fossil feedstock such as carbon dioxide (CO<sub>2</sub>) and water using renewable electricity. Let us explore the alternate fuels:

## Electricity

Electricity can be used to power electric vehicles (EVs), including all-electric vehicles, also called battery-electric vehicles (BEVs), and plug-in hybrid electric vehicles (PHEVs). These vehicles can charge their batteries by drawing electricity directly from the grid and other off-board electrical power sources. In contrast, hybrid electric vehicles (HEVs) are fueled with liquid fuels, like gasoline, but use small batteries to recapture energy otherwise lost during braking (ultimately boosting fuel economy). PHEVs can use off-board electricity for power, which classifies them as EVs, but can also use liquid fuels and operate similar to HEVs if necessary. Using electricity to power

vehicles can have significant energy security and emissions benefits.

HEVs typically use less fuel than similar conventional vehicles because they employ electric-drive technologies to boost vehicle efficiency through regenerative braking—recapturing energy otherwise lost during braking. Plug-in hybrid electric vehicles (PHEVs) and all-electric vehicles, also referred to as battery electric vehicles (BEVs), are both capable of being powered solely by electricity, which is produced from natural gas, coal, nuclear energy, wind energy, hydropower, and solar energy.

Although energy costs for EVs are generally lower than for similar conventional vehicles, purchase prices can be significantly higher. Prices are likely to equalize with conventional vehicles, as production volumes increase and battery technologies continue to mature. Also, initial costs can be offset by fuel cost savings. This is available to consumers, fleets, businesses, and tax-exempt entities investing in new, used, and commercial clean vehicles.

Electric vehicles can reduce fuel costs dramatically because of the high efficiency of electric-drive components. Because all-electric vehicles and PHEVs rely in whole or part on electric power, their fuel economy is measured differently than that of conventional vehicles. Miles per gallon of gasoline-equivalent (MPGe) and kilowatt-hours (kWh) per 100 miles are common metrics. HEVs typically achieve better fuel economy and have lower fuel costs than similar conventional vehicles. The fuel economy of medium- and heavy-duty

all-electric vehicles and PHEVs is highly dependent on the load carried and the duty cycle, but in the right applications, all-electric vehicles maintain a strong fuel-to-cost advantage over their conventional counterparts.

The government/government agencies are focusing on establishing a national network of public charging stations. However, as of now, the stations are limited to metro cities only.

Electric and hybrid vehicles can have significant emissions benefits over conventional vehicles. All-electric vehicles produce zero tailpipe emissions, and PHEVs produce no tailpipe emissions when operating in all-electric mode. HEV emissions benefits vary by vehicle model and type of hybrid power system.

Batteries in electric vehicles are designed for extended life but will wear out eventually. Several manufacturers of electric vehicles are offering 8-year/100,000-mile battery warranties. In addition to climate, other factors impacting battery life include driving and charging patterns, battery cell chemistry and design, and the vehicle-battery-environment thermal system.

## Biodiesel

Biodiesel is a domestically produced, renewable fuel that can be manufactured from vegetable oils, animal fats, or recycled restaurant grease for use in diesel vehicles or any equipment that operates on diesel fuel. A substitute for petroleum diesel, its physical properties are similar to those of petroleum diesel.

Biodiesel vehicles reduce life cycle



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emissions because the carbon dioxide released from biodiesel combustion is offset by the carbon dioxide absorbed from growing soybeans or other feedstocks used to produce the fuel. Reports suggest that biodiesel reduces carbon dioxide emissions by 74% compared with petroleum diesel.

Diesel engines depend on the lubricity of the fuel to keep moving parts from wearing prematurely, and biodiesel can improve the lubricity of diesel fuel, even at very low levels. The amount of biodiesel required depends on the specific properties of the diesel fuel, but 2% biodiesel is almost always sufficient for adequate lubricity.

Talking about safety, biodiesel in its pure, unblended form causes far less damage than petroleum diesel if spilled or released to the environment. It is safer than petroleum diesel because it is less combustible. The flashpoint for biodiesel is higher than 130°C, compared with about 52°C for petroleum diesel.

### Hydrogen

Hydrogen can be produced from diverse domestic resources with the potential for near-zero greenhouse gas emissions. Once produced, hydrogen generates electrical power in a fuel cell, emitting only water vapour and warm air. It holds promise for growth in both the stationary and transportation energy sectors.

Currently, drivers of light-duty fuel cell electric vehicles (FCEVs) can fuel up at retail stations in less than 5 minutes and obtain a driving range of more than 300 miles. Research and commercial efforts are underway to expand the limited hydrogen fueling infrastructure and increase the production of FCEVs.

India is a highly air-polluted nation, where almost the entire nation's public health and the environment are compromised. Emissions from

gasoline and diesel vehicles—such as nitrogen oxides, hydrocarbons, and particulate matter—are a major source of this pollution. Hydrogen-powered fuel cell electric vehicles emit none of these harmful substances—only water (H<sub>2</sub>O) and warm air.

Today, the cost of this fuel is on the higher side but to be competitive in the marketplace, the cost of fuel cells will have to decrease substantially without compromising performance. According to at least one original equipment manufacturer, the predicted cost of mass-produced fuel cell electric vehicles could be similar to the cost of their hybrid counterparts by 2025. Unlike a battery, where most of the cost comes from the raw materials used to make it, the most expensive part of a fuel cell is manufacturing the fuel cell stack itself—not the materials to produce it. The cost to build and maintain hydrogen stations also needs to decrease for the market to support a hydrogen economy.

### Renewable Diesel

Renewable diesel is a fuel made from fats and oils, such as soybean oil or canola oil, and is processed to be chemically the same as petroleum diesel. This form of diesel can be used as a replacement fuel or blended with any amount of petroleum diesel.

Renewable diesel and biodiesel are not the same fuel. Renewable diesel, previously known as green diesel. This can be produced by several different technology pathways. Currently, commercial production facilities are using the hydrotreating pathway, with fats, oils, and greases as the most common feedstocks. There are several technology pathways to produce renewable diesel including:

**Traditional hydrotreating** - Used in petroleum refineries, hydrotreating involves reacting the feedstock

(lipids) with hydrogen under elevated temperatures and pressures in the presence of a catalyst. Currently, this technology is used by commercial plants.

**Biological sugar upgrading** - A biochemical deconstruction process is followed to convert sugars to hydrocarbons, similar to that used with cellulosic ethanol with the addition of organisms.

**Catalytic conversion of sugars** - This pathway involves a series of catalytic reactions to convert a carbohydrate stream into hydrocarbon fuels.

**Gasification** - During this process, biomass is thermally converted to syngas and catalytically converted to hydrocarbon fuels.

**Pyrolysis** - In this, organic materials are chemically decomposed at elevated temperatures in the absence of oxygen to produce liquid pyrolysis oil. This can be upgraded to hydrocarbon fuels, either in a standalone process or as a feedstock for co-feeding with crude oil into a standard petroleum refinery.

**Hydrothermal processing** - In this, chemical decomposition of biomass or wet waste materials is initiated at high pressure or moderate temperature to produce oil that may be catalytically upgraded to hydrocarbon fuels.

### Emerging Alternative Fuels

Besides, all the above-mentioned fuels, experimentation to identify new fuels is on. Several emerging alternative fuels are under the development stage or already have been developed. These fuels may reduce emissions, improve vehicle performance, increase energy security and contribute to a resilient transportation system.

Some of the emerging alternative fuels are Biobutanol, Dimethyl ether, Methanol, and Renewable Gasoline.



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# Freight Rates Rise as India-Bangladesh Trade Gathers Pace

**T**ruck rentals continued their upward, as per the latest Shriram Mobility Bulletin, reported Business Insider.

A major rise was seen in the Kolkata area, with trade activities gathering pace between India and Bangladesh after the political turmoil.

The festive season's approach, coupled with increased post-election activities, has significantly driven demand across various transportation routes.

Notably, fleet utilisation in the India-Bangladesh border region saw a significant improvement, rising to nearly 60 per cent from the previous 40 per cent. The resumption of trade activities between India and Bangladesh has particularly increased truck rentals in the Kolkata-Guwahati-Kolkata route, registering the highest surge at 3 per cent. The Delhi-Kolkata-Delhi and Delhi-Hyderabad-Delhi routes also witnessed increases of 2.7 per cent and 2 per cent, respectively.

Apple harvest and poll-bound activity pushed up freight rates in the Srinagar region. Freight rates rose by nearly 10 per cent in August in this area. The Wayanad region experienced a rise in freight rates due to a reduced number of trucks, many of which are engaged in rehabilitation work.

Y S Chakravarti, managing director and chief executive officer, Shriram Finance Ltd, speaking about the Bulletin, said, "As the festive season approaches, companies across India are intensifying their efforts to boost production and supply, causing an uptick in truck rentals on key routes. The Srinagar area is particularly active due to the apple picking season and



pre-election activities, which are driving up freight rates. Additionally, the reopening of trade at the India-Bangladesh border is leading to higher fleet usage in that region. However, the recent floods in Gujarat have led to logistical challenges. As we observe the situation, there is a cautious anticipation to see how quickly Andhra Pradesh and Telangana will recover from the devastating floods."

Motor car sales have witnessed a 6 per cent decline in sales, with 280,151 units sold in August 2024 compared to 297,623 units in July 2024. The drop in sales is attributed to excessive rainfall, which affected showroom visits in Gujarat, Andhra Pradesh, and Tripura. In contrast, Goa, Kerala, and Haryana saw growth in vehicle sales.

In the two-wheeler segment, sales contracted by 8 per cent month-on-month in August 2024. However, year-on-year sales rose by 6 per cent, fuelled by anticipation of the

upcoming festive season.

The used commercial vehicle (UCV) market showed healthy year-on-year growth across all weight categories. Prices for 31 to 36-ton four-wheeler UCVs increased by as much as 12 per cent, while the 3.5 to 7.5-ton category saw an 11 per cent price growth.

In August 2024, petrol consumption rose by 2 per cent month-on-month, reflecting an 8 per cent increase compared to the same period last year. However, diesel consumption declined by 10 per cent month-on-month, totalling 6.48 MT. Toll collections saw a slight month-on-month growth, with a 7 per cent year-on-year increase in volume and an 8 per cent rise in value. Electric two- and three-wheelers registered a decline of 26 per cent and 3 per cent Y-o-Y, respectively. E-way bill generation experienced a month-on-month increase in July 2024.





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# Commercial Vehicle Wholesale Volume Likely to Grow Up to 3% in FY25: ICRA

**T**he commercial vehicles (CV) wholesale volume may witness year-on-year growth of up to 3 per cent in current fiscal year, said rating agency ICRA, reported Business Insider.

ICRA had earlier estimated 4-7 per cent decline in CV volume for FY25.

The change in projection is due to better-than-expected volume growth in first four months of the current

given the high base effect and the impact of general elections on infrastructure activities in the first few months of the fiscal, Icrs said.

Domestic light commercial vehicles (trucks) wholesale volume is expected to show muted growth in FY25 due to a high base effect, sustained slowdown in e-commerce and cannibalisation from electric three-wheelers, it added.

projects are likely to be impacted in the first few months of FY25, further affecting CV demand.

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

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

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



fiscal and expectations of a marginal uptick in demand in the second half of the year, Icrs said in a statement.

FY25 will be the second consecutive year of muted growth for the CV segment after a 1 per cent and 3 per cent year-on-year growth in wholesale and retail sales, respectively last fiscal, it added.

The medium and heavy commercial vehicles (trucks) volume in FY25 is expected to grow 0-3 per cent YoY,

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



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# Affordability and Scrappage Policy Fuel Growth in Used Truck Market



**T**he scrappage policy has unlocked significant growth potential in the used commercial vehicle (CV) segment, which is becoming more organised and structured. Accessibility is also increasing, driven by the industry's expansion into tier-2 and tier-3 cities, along with the rise of online platforms, according to Karthikeyan Srinivasan, CEO of IndoStar Capital Finance Ltd, which provides financing for both new and used commercial vehicles, reported *The Hindu Business Line*.

Demand for medium and heavy CVs, along with a surge in light CVs, is fuelling growth in the used vehicle

segment. This trend is heavily influenced by the government's scrappage policy, which enforces a 15-year age limit on vehicles and the rising costs of new vehicles, which are pushing buyers towards used options.

With EMIs for new vehicles exceeding ₹1 lakh, the more affordable EMIs for used vehicles are driving a substantial increase in demand for BS-IV models. The transition from BS-IV to BS-VI has further boosted this demand due to the 25-30 per cent price difference between the two.

First-time buyers, attracted by the affordability and cost-effectiveness of used CVs, are also contributing to the

surge. Used CVs offer the advantage of transporting the same volume of goods at a lower per-tonne cost. Maintenance expenses have decreased, thanks to improved engineering in BS-IV vehicles. Meanwhile, leading commercial vehicle manufacturers are intensifying their focus on the used CV segment through branded resale operations.

Additionally, the extended useful life of CVs now allows non-banking financial companies (NBFCs) to finance vehicles up to 12 years old.

“Moving forward, we are anticipating steady growth in the used CV segment, with used vehicle EMIs becoming more affordable leading to a significant rise in demand for BS-IV. Replacement demand is expected to be favourable with certain replacement sales anticipated,” Srinivasan said in the company's latest annual report.

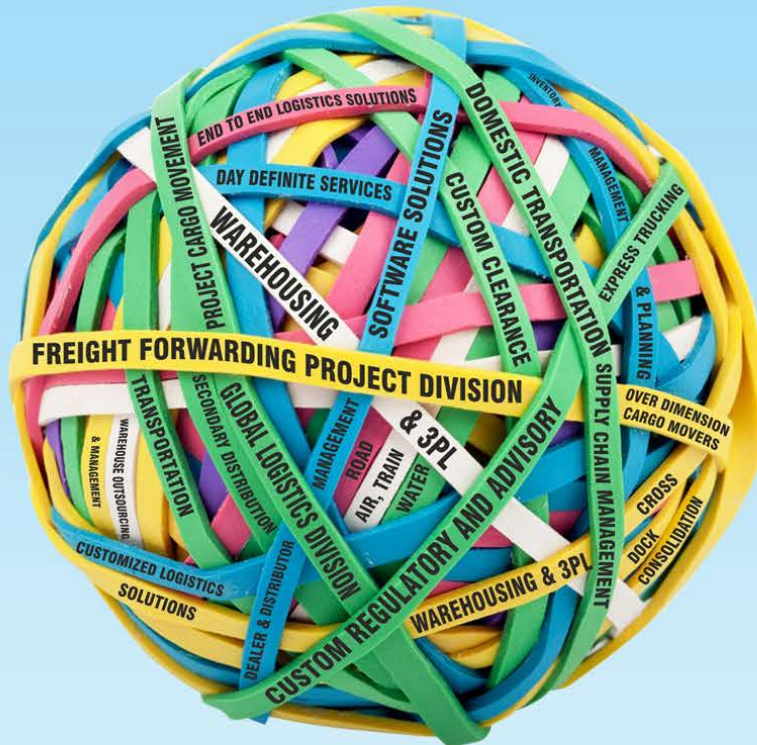
While the outlook for the used CV market remains positive in FY2025, sales of new CVs during the first half are likely to remain flat compared with the same period in FY2024, largely due to general elections and related factors. However, stronger momentum in used CV sales is expected in the second half of FY2025. Financing for used CVs is projected to maintain its robust growth, supported by increased sales.

By FY2026, the company expects strong growth in the used CV market, driven by the entry of BS-VI vehicles. In FY2024, about 98 per cent of its total CV disbursements were for used CVs, and as of June 30, 2024, the company's total AUM in CV financing stood at ₹6,323 crore.

IndoStar is expanding its retail operations with a focused emphasis on the used CV segment, particularly in tier-3 and tier-4 markets. On the product side, the strategy is shifting from heavy CVs to used medium and small CVs, aimed at achieving greater business granularity.

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# MAHLE Showcases Solutions for Future Mobility at IAA Transportation 2024

MAHLE showcased a complete system for a fuel cell truck with fuel cell peripherals, thermal management and a fully functional heavy-duty electric axle at IAA Transportation 2024. The technology group developed components and systems for battery-electric and fuel cell vehicles and is making the internal combustion engine fit for the use of hydrogen and other renewable fuels.

Arnd Franz, Chairman of the MAHLE Management Board and CEO said, "We are committed to shaping a sustainable transportation sector with a view to strengthening the foundations for economic growth," reported Express Mobility. The company elaborated that successful climate protection relies on the transportation sector, as road transport volumes are aimed to increase by over 40% by 2030, making commercial vehicles essential for achieving carbon-neutral mobility.

Franz emphasized that the growing electrification of the transportation sector offered considerable potential for the company. He said that the volume of MAHLE components per vehicle was twice as high in the case of battery-electric trucks as with conventional internal combustion engine trucks and would be doubled once again in the case of fuel cell trucks. The sustainable commercial vehicle sector is a significant business area for MAHLE. The group's customers currently include more than 120 international commercial vehicle brands in the on-highway and off-highway segments. The commercial vehicle sector accounts for about one-fifth of MAHLE's OEM business and



***Franz emphasized that the growing electrification of the transportation sector offered considerable potential for the company. He said that the volume of MAHLE components per vehicle was twice as high in the case of battery-electric trucks as with conventional internal combustion engine trucks and would be doubled once again in the case of fuel cell trucks***

the share is growing.

Other product innovations included a

high-performance evaporative cooling system that saves fuel for demanding fuel cell and electric vehicles, along with a bionic fan that reduces sound pressure levels by half, making electric trucks much quieter during full load or rapid charging. All current electrified trucks incorporate substantial amounts of MAHLE products, and the company is actively engaged in all major development projects for fuel cell vehicles and hydrogen engines underway.

Factors such as use cases, the distances traveled, payloads and the infrastructure available differ considerably throughout the various regions of the world.

The Chairman added, "We are committed to technological diversity with a view to decarbonizing the transportation sector, with its wide range of requirements, as rapidly as possible. MAHLE offers the technologies needed. Our products are developed, tested and ready for volume production."



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# TSF Group Showcases Portfolio for Global Trailer Market



The TSF Group is showcasing its product offerings including brakes, axles & wheels aimed primarily at the global trailer market. As a Tier-1 supplier to global OEMs for over 60 years, the group strongly focuses on design and development.

Brakes India is exhibiting its 22.5-inch lightweight monobloc Single Piston Air Disk Brake at the IAA Transportation 24. The product is designed to cater to truck, bus, and trailer applications. Also on display would be its range of Braking solutions for light commercial and heavy commercial vehicles including complete pneumatic braking systems.

Sriram Viji, Managing Director, Brakes India said, “Brakes India is one of the largest braking system suppliers and our product range includes foundation brakes as well as complete air systems and hydraulic systems for commercial vehicles. At IAA Hannover, we are proud to present our

exclusive single-piston air disc brake that comes with a proven design, field tested for over a million kilometres,” reported Express Mobility.

“Whether you're going for a sharp look or something more relaxed and easier, your shoes should reflect the way you are dressed, and the way you feel,” Vijay said. (Image Credits: METRO)

“Our design team has created the lightest design in the market with improved stiffness and durability. With over six decades of serving international customers, we are optimistic that we can serve OEMs and trailer manufacturers globally with our full range of products,” added Viji.

Axles India will mark the opening of Day 01 with its 9T – 12T trailer axles that come with higher strength, are fully dressed from hub to hub and are compatible with air suspension. The axles come with an option for both disc and drum brakes.

“Over the last six decades, Wheels

India and Axles India have made it a mission to be the benchmark in global quality with a focus on putting the customer first. We strive to keep evolving our approach to meet our customers' needs. We believe the best innovation happen indoors with a world-class Research and Development team.” says Srivats Ram, Managing Director, Wheels India, and Director, Axles India; members of the TSF Group companies.

Wheels India will exhibit their Diamond cut cast alloy wheel, Powder black forged alloy wheel & Lightweight steel wheel for the commercial vehicle segment, suitable for low bed trailers, EV-bus & truck applications.

“We understand the importance of the European market through our existing customers. We have always excelled in meeting the product and service expectations, and endeavour to continue to offer value-added products to the market.” Srivats Ram adds.



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# Union Minister for Road Transport and Highways Lays the Foundation Stone for Two National Highway Projects in Pune, Maharashtra

**U**nion Minister for Road Transport and Highways Nitin Gadkari laid the foundation stone for two National Highway projects in Pune, Maharashtra in presence of Devendra Fadanvis, Deputy Chief Minister, Government of Maharashtra and Murlidhar Mohol, Minister of State for Civil Aviation and Minister of State for Co-operation, Govt. of India.

These include the four-laning of a 13 km stretch from Dive Ghat to Hadapsar on the Mohol-Alandi section of NH-965 (Palkhi Marg Package VI) and the construction of major bridges on the Mula-Mutha River along with service roads from Sinhagad Road to Warje on the Pune-Satara section of NH-48.

Addressing the gathering on this occasion, Nitin Gadkari said that the widening and upgradation of Hadapsar to Dive Ghat section of NH-965 is going to play major role in reducing congestion on this section. It will also help the devotees for a safe and pleasant journey in Palkhi Yatra. The resting places will be developed along the palkhi margs through

MSIDC, he added.

He said that the construction of Major bridges along the Mula and Mutha river, widening of service road from Narhe to navale bridge and further

***He said that the construction of Major bridges along the Mula and Mutha river, widening of service road from Narhe to navale bridge and further connectivity from sinhagad road to warje will reduce the traffic congestion in these areas***

connectivity from sinhagad road to warje will reduce the traffic congestion in these areas.

He said that NHAI has also invited the tender for elevated corridor in Nashik Phata Khed section of NH60, the project worth Rs. 7500 Cr.

Further, the DPR has been completed for the development of Ravet to Narhe

elevated corridor, the project worth Rs. 5000 Cr. The project will be started in December-2024, he stated during the address. He informed that Elevated Corridors of Talegaon Chakan Shikrapur section of Nh-548D and Pune-Shirur section of NH-753F will be developed by MSIDC. The DPR for New Mumbai -Bangalore expressway has been planned to connect two cities and to reduce the travel time from Mumbai, Pune and Bangalore, he further added.

These projects aim to enhance connectivity between Pune, Satara, and Solapur, providing a smoother journey for devotees travelling to the sacred temple of Lord Vitthal. Additionally, the stretches will facilitate faster travel, alleviate traffic congestion, and boost local economies.

The project is going to benefit: -

Connecting Devotees across the Nation and beyond to "Lord Vitthal".

Dedicated Walkway for "Palkhi" on either side of NH.

Hassle free and safe passage for "Devotees".

Relief from traffic congestion on entire stretch leading to saving of time & fuel.

Agricultural produce and local products to get easy access to bigger market.

Nearly 9-10 Lakh Warkaris take part in the Palkhi Yatra procession

Will reduce the accidents in Pune Satara and Solapur district.

Will reduce traffic congestion in urban areas of Pune.

The inauguration event was attended by Chandrakant Dada Patil, Minister of Higher and Technical Education, Textile Parliamentary Affairs, Smt. Supriya Sule, MP Baramati, Divisional Commissioner.

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# Union Minister for Road Transport & Highways Launches Nationwide Plantation Drive under 'Swachhata Hi Seva' Campaign 2024

**U**nion Minister for Road Transport and Highways Nitin Gadkari launched a nationwide plantation drive under the 'Swachhata Hi Seva' Campaign 2024 in the presence of Minister of State for Road Transport and Highways and Corporate Affairs, Harsh Malhotra and former MoS V. K. Singh. The nationwide plantation drive is to commemorate 'Ek Ped Maa Ke Naam' initiative launched by Prime Minister Narendra Modi and Swachhata Hi Seva initiative is a part of the government's efforts to promote a clean and green India under the Swachh Bharat Mission, to commemorate the 10th Anniversary of its launch in 2014.

Nitin Gadkari and Harsh Malhotra planted trees at the Duhai interchange of the Eastern Peripheral Expressway in Ghaziabad, Uttar Pradesh.

Nitin Gadkari administered the Swachhata pledge to all the officials and participants on this occasion.

Speaking on the occasion, Nitin Gadkari highlighted that the government has implemented various initiatives to combat pollution, including the "Ek Ped Maa Ke Naam" campaign launched by Prime Minister Narendra Modi. He emphasized that leveraging technology and promoting electric vehicles are crucial steps in reducing pollution and improving our quality of life.

He stressed the importance of ecology

and the environment, pointing out that fossil fuel emissions from vehicles are a major source of pollution. This pollution adversely affects our health and reduces life expectancy. Therefore, it is our responsibility to lower pollution levels to ensure a healthier and better life for everyone.

Union Minister also visited the two locations of bamboo and dense plantations along the Duhai

***Union Minister also visited the two locations of bamboo and dense plantations along the Duhai interchange and appreciated the 100 per cent survival rate of plants that were planted last year at these locations***

interchange and appreciated the 100 per cent survival rate of plants that were planted last year at these locations.

Anurag Jain, Secretary MoRTH and Santosh Kumar Yadav, NHAI Chairman also planted saplings on the occasion. In addition, around 1000 trees were planted by officials of MoRTH, NHAI and NHIDCL at the programme site. Spreading the message of environment sustainability various field offices of ministry, NHAI and NHIDCL also participated

in the plantation drive at their respective locations.

NHAI has been focusing on creating Green Corridors by undertaking bamboo plantations, dense plantations and vertical landscaping. To promote environmental sustainability, NHAI has planted around 46 lakh trees during the current year. Also, NHAI is adopting the Japanese method of Miyawaki plantations and has planted 4 lakh trees at eight locations on 53 acres of land area along the National Highways in Delhi-NCR.

NHAI has taken a unique initiative to use eco-friendly 'Bamboo Crash Barriers' along the National Highways. 'Bamboo Crash Barriers' have been successfully installed in about 10 km long stretches along different National Highways.

More than 30,000 people participated in the nationwide plantation drive under Ek Ped Maa Ke Naam abhiyan to mark the beginning of this year's Swachhata Pakhwada.

Keeping its commitment to create a sustainable National Highway network, NHAI has planted around 4 crore trees and transplanted around 70,000 trees along the National Highways since implementation of the Green Highways (Plantation, Transplantation, Beautification and Maintenance), Policy 2015.

Senior officers of the ministry, NHAI and NHIDCL were present on this occasion.

# Russian-Indian Working Group on Roads and Intelligent Transport Systems Meets in Moscow, Russia

The second meeting of the Russian-Indian Working Group on Roads and Intelligent Transport Systems was held in Moscow, Russia. The meeting was chaired jointly by Anurag Jain, Secretary, Ministry of Road Transport and Highways of the Republic of India and Dmitry Zverev, State Secretary and Deputy Minister of Road Transport of the Russian Federation.

The two sides discussed ways to facilitate the exchange and sharing of the information in the areas of improving technologies and materials in road and bridge construction and promote joint research in these fields. Opportunities to develop mutual investments in highways and transport infrastructure related programs/projects, was also discussed in the meeting.

During the meeting, the Russian party proposed for implementation in the territory of the Republic of India and investment project “Barrier-free toll collection system based on satellite navigation technology” developed on the basis of the latest Russian and Indian technologies in the field of satellite navigation, telecommunications and information technologies. Whereas Indian side proposed that NHAI is considering multiparty interoperable system for “Barrier-free Toll collection system based on satellite navigation technology”.

India would be issuing bids in



Transparent manner in which all leading global players are encouraged to participate including Russian companies.

The Parties noted the mutual interest in the issues of cooperation in the field of high technologies, including unmanned and highly automated transport and considered it advisable for the Ministry of Transport of the Russian Federation and the Ministry of Road Transport and Highways of

India to exchange experience on practical solutions to organize freight transportation on public roads using highly automated vehicles, including those moving in autonomous mode.

Both the Sides have agreed to explore possibility of cooperation between Russian University of Transport and Indian Academy of Highways Engineers (IAHE) in the area of capacity building and exchange of knowledge.

# MoRTH Chief Calls for Lower GST On Flex-Fuel Cars To Encourage Biofuel Usage



Union Minister Nitin Gadkari said state finance ministers should consider reducing Goods and Services Tax (GST) on flex-fuel vehicles to 12 percent in the GST Council meeting, reported PTI.

Addressing IFGE's India Bio-Energy & Tech Expo, Gadkari also said there is a need to reduce imports of fossil fuels and encourage the use of biofuel.

"We need support from finance ministers of different states. The (Union) finance minister assured me that we will try to convince all the finance ministers.

"Yesterday, I asked Maharashtra's FM to attend the GST Council meeting and propose the reduction of GST on flex-fuel engine cars and scooters," he said.

Flex-fuel-compatible cars can run on more than one type of fuel and also on a mixture. Typically, a blend of petrol and ethanol or methanol is used.

The road transport and highways minister informed that he had

requested Uttar Pradesh Chief Minister Yogi Adityanath to consider reducing taxes on flex-fuel vehicles.

In a separate meeting with Maharashtra Finance Minister Ajit Pawar, Gadkari suggested him attend a GST meeting with Union Finance Minister Nirmala Sitharaman on the issue.

At present, 28 percent GST is levied on vehicles powered by internal combustion engines, including hybrids, and 5 percent on electric vehicles.

Gadkari also pointed out that every year, India imports fossil fuels worth up to Rs 22 lakh crore, and it is not only a problem related to air pollution but also an economic problem.

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

And because of reducing imports of fossil fuels and encouraging biofuel, the minister said, he is confident that the most important beneficiary will be the agriculture sector.

"Today, in the biofuel sector, there is huge potential," he said.

According to Gadkari, in the India scenario, the cost of biofuel is less and there is no pollution, so that is going to be advantageous to the common man also.

The minister noted that the automobile industry is an important industry for the Indian economy.

"This...industry, which is up till now, creates 4.5 crore jobs. This is the industry that is giving maximum GST to the state and central government," he pointed out.

Gadkari also said that two-wheeler bike manufacturers like Hero and Bajaj export 50 percent of the bikes they manufacture in India.

"If we can have a good technology for biofuel, our exports will be increased by 10 to 20 percent more, because in the whole world now, pollution is a big concern," he said.

The minister said, as far as the road sector is concerned, India is increasing the length of the National Highways.

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# New Mahindra Veero Launched at Rs 7.99 lakh



**M**ahindra has launched the Veero, starting at Rs 7.99 lakh, ex-showroom, reported Express Mobility. The LCV in the under 3.5 t segment, is underpinned by the company's Urban Prosper Platform (UPP), India's first ground-up multi-energy modular CV platform. It is engineered to support payloads from 1 t to 2+ tons in multiple deck lengths and accommodates multiple powertrain options, including diesel, CNG, and electric.

Mahindra Veero sets a new industry standard with first-in-segment tech and features such as a driver-side airbag, reverse parking camera, a 10-inch touchscreen infotainment system, steering-mounted controls, and power windows. The Mahindra Veero also features a payload capacity

of 1,600 kg, 3035mm cargo length, 18.4 kmpl mileage for diesel, and a 5.1 m turning radius.

Veejay Nakra, President – Automotive Division, Mahindra said, “The Mahindra Veero will further strengthen our leadership in the LCV <3.5 t segment. Built to help customers maximise earnings, it offers best-in-class payload, exemplary mileage, and superior manoeuvrability. With multiple segment-first technologies and features, the vehicle ensures a premium cabin experience, unmatched safety, exceptional performance, and capability. The Mahindra Veero is designed to be a category disrupter ahead of all other offerings in this segment, truly living up to the promise of being 'Soch Se Aage'.”

R Velusamy, President – Automotive Technology and Product Development, Mahindra said, “The Mahindra Veero, built on the all-new Urban Prosper Platform, is a testament to our commitment to innovation and versatility. Designed to support multiple powertrain options, including electric in the near future, it addresses the diverse operational needs of businesses, offering flexibility like never before.”

He added, “Safety has been a top priority in its development, with industry-leading standards ensuring maximum protection for all occupants. Engineered to excel in even the most challenging conditions, the all-new Veero sets new benchmarks in its category, especially in comfort, performance, safety, and long-term reliability.”

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# Euler Motors Launches ADAS Equipped Electric LCVs Starting at INR 8.99 Lakh

**E**lectric commercial vehicle manufacturing startup, Euler Motors has launched two new models of Storm EV electric cargo vehicles, reported ET Auto. These models, the Storm EV LongRange 200 and the Storm EV T1250 are designed for intercity and intracity usage, respectively.

Each vehicle boasts a 1250 Kg payload capacity and introduces Advanced Driver Assistance System (ADAS) technology to India's Light Commercial Vehicle (LCV) segment. With ten additional segment-first features, these vehicles aim to enhance safety, efficiency, and performance in commercial cargo transport.

The Storm EV LongRange 200 is designed for intercity use, enabling cargo mobility between nearby cities such as Delhi and Jaipur or Chennai and Vellore. It offers an industry-leading real range (RR) of 200 kms. The CCS fast charging system allows for a 100 Km range with just 15 minutes of charging. The model features a 10 ft body length and 330 Cft volumetric capacity, complemented by an 8-leaf rear suspension that ensures smooth transport for diverse cargo, the company claimed in a media release.

In contrast, the Storm EV T1250 is suited for intracity use with a real range of 140 kms. It has a body length of 8.2 feet and offers a volumetric capacity of 220 and 260 Cft. The DC001 fast-charging protocol provides a 100 kms range with 30 minutes of charging. This model comes in two variants, catering to dense or regular loads. The variant for dense loads includes a 4 mm armoured skateboard chassis and an 8-leaf rear suspension, enhancing stability and



safety. A reinforced load body floor allows for secure transport across various road conditions, the company added.

Three driving modes are available to suit different operational needs: RANGE for maximum powertrain efficiency, THUNDER for higher speeds and acceleration to overtake slower vehicles, and RHINO for torque-heavy driving in hilly or rural terrain and during adverse weather conditions. This flexibility allows the vehicles to perform efficiently across diverse environments.

The integrated Chimera Infotainment system is a segment-first feature that offers navigation, alerts, and entertainment on a 7- or 10-inch display. WhatsApp integration with maps allows drivers to receive location data, reducing the time spent finding pick-up and drop-off points. As an initial offer, Euler Motors provides free 1GB data per day for the connected vehicle.

For driver comfort, the vehicles include no-gap seating for long drives, front and rear intelligent sequential headlamps that display real-time charging levels, and steering buttons for calls and gaming. The Storm EV LongRange 200 model is even

equipped with air conditioning.

Safety is a central focus for Euler Motors with these new models. The introduction of ADAS in the LCV segment includes features such as Night Vision Assist (NVA), and front and reverse camera collision alert capabilities. NVA facilitates clear imaging of road obstacles in low light conditions, extending safe driving hours. The camera alert system improves on-road safety by signaling potential obstacles and providing traffic light alerts.

Saurav Kumar, Founder and CEO of Euler Motors said, "We are excited to enter the 4W LCV segment with EV models that will maximise customer earnings every day, and also allow them to extend their operations into the intercity segment - a sector hitherto lacking an EV product."

"Customers want to maximize earnings without paying a massive premium over ICE vehicles. Not only does Storm EV deliver price parity with its ICE counterparts - but also beats it - by offering capabilities and design that exceed performance, efficiency and safety benchmarks," he added.

The Storm EV LongRange 200 is priced at INR 12.99 lakh (ex-showroom Delhi), while the Storm EV T1250 comes at INR 8.99 lakh (ex-showroom Delhi). Euler Motors is offering an extended 7-year / 2.0 lakhs kms warranty, setting an industry-first standard. Both models aim to redefine commercial EV market standards through advanced technology, robust performance, and design while achieving price parity with comparable internal combustion engine (ICE) vehicles.



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# भारत का लक्ष्य: अगले 5 वर्षों में लॉजिस्टिक्स लागत को घटकर एकल अंक में करना है

केंद्रीय सड़क परिवहन एवं राजमार्ग मंत्री नितिन गडकरी ने गुरुवार को कहा कि अगले पांच वर्षों में भारत की लॉजिस्टिक्स लागत घटकर एकल अंक में आ जाएगी।

यहां 'डेलॉयट गवर्नमेंट समिट' को संबोधित करते हुए गडकरी ने कहा कि मंत्रालय कई राजमार्गों और एक्सप्रेसवे का निर्माण कर रहा है जिससे भारत की लॉजिस्टिक्स लागत को कम करने में मदद मिलेगी।

उन्होंने कहा, "मुझे विश्वास है कि पांच वर्षों के भीतर हमारी लॉजिस्टिक्स लागत एकल अंक में हो जाएगी।"

हालांकि, आर्थिक थिंक टैंक नेशनल काउंसिल ऑफ एप्लाइड इकोनॉमिक रिसर्च (एनसीईआर) के त्वरित अनुमान के अनुसार, भारत में लॉजिस्टिक्स लागत 2021-22 में सकल घरेलू उत्पाद के 7.8 प्रतिशत से 8.9 प्रतिशत के बीच थी।

सड़क परिवहन एवं राजमार्ग मंत्री ने आगे कहा कि उनका लक्ष्य भारतीय ऑटोमोबाइल उद्योग को विश्व में नंबर एक बनाना है।

उन्होंने कहा कि पिछले वर्ष भारत जापान को पीछे छोड़कर दुनिया का तीसरा सबसे बड़ा ऑटोमोबाइल बाजार बन गया था, जो केवल अमेरिका और चीन से पीछे था।

उनके अनुसार, भारत के ऑटोमोबाइल उद्योग का आकार 2014 में 7.5 लाख करोड़ रुपये से बढ़कर 2024 में 22 लाख करोड़ रुपये हो जाएगा।

भारत की व्यापक अर्थव्यवस्था के बारे में

बात करते हुए गडकरी ने कहा कि भारत दुनिया में सबसे तेजी से बढ़ती प्रमुख अर्थव्यवस्था है।

उन्होंने कहा, "यदि हम किसानों की क्रय शक्ति बढ़ा सकें तो इसका हमारी अर्थव्यवस्था पर बड़ा सकारात्मक प्रभाव पड़ेगा।"

गडकरी ने इस बात पर भी जोर दिया कि भारत को अपना निर्यात बढ़ाने और आयात कम करने की जरूरत है।

उन्होंने कहा, "स्मार्ट शहरों की तरह स्मार्ट गांव भी आर्थिक रूप से व्यवहार्य है।"

मंत्री ने कहा कि किसी भी संगठन में वित्तीय लेखापरीक्षा की तुलना में निष्पादन लेखापरीक्षा अधिक महत्वपूर्ण है।

## भारत को वाहन निर्यात में दुनिया में शीर्ष पर लाने का लक्ष्य

केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने शुक्रवार को कहा कि उनका मकसद भारतीय वाहन उद्योग को इलेक्ट्रिक वाहनों के निर्यात के लिहाज से पांच साल में दुनिया में शीर्ष स्थान पर लाना है। गडकरी ने कहा, "भारत का भविष्य बहुत उज्ज्वल है। इस समय हमारे वाहन उद्योग का कारोबार 7.5 लाख करोड़ रुपये है। पांच साल के भीतर यह 15 लाख करोड़ से अधिक हो जाएगा और यह उद्योग सबसे ज्यादा रोजगार, निर्यात, राज्य तथा केंद्र सरकार के लिए राजस्व सृजित कर रहा है।"

उन्होंने अनंतकुमार स्मृति व्याख्यान के पहले संस्करण में वीडियो कॉन्फ्रेंस के

जरिये कहा कि उनका दृष्टिकोण और प्रतिबद्धता पांच वर्षों में इलेक्ट्रिक कार, स्कूटर, बस, ऑटोरिक्शा और ट्रकों के निर्यात के लिए भारतीय वाहन उद्योग को दुनिया में शीर्ष देश बनाने की है। उन्होंने कहा, "हमारा उद्देश्य निर्यात बढ़ाना, आयात कम करना है और साथ ही हम पर्यावरण के बारे में भी सतर्क हैं।" भारत सरकार फिलहाल इलेक्ट्रिक वाहनों पर काफी जोर दे रही है। सरकार कच्चे तेल की कीमतों में अनिश्चितता को देखते हुए महंगे पेट्रोल और डीजल पर निर्भरता कम कर रही है। इसके लिये नीतियों में इस तरह के बदलाव किये जा रहे हैं जिससे देश में इलेक्ट्रिक वाहनों की संख्या बढ़े।

इसी हफ्ते केन्द्रीय मंत्री ने कहा था कि केंद्र सरकार देश में बिजली से चलने वाले इलेक्ट्रिक वाहनों (ईवी) की बिक्री बढ़ाने की दिशा में लगातार काम कर रही है और अगले दो साल में इलेक्ट्रिक वाहनों के दाम घटकर पेट्रोल वाहनों के बराबर हो जाएंगे। उन्होंने कहा, "हम पेट्रोल और डीजल की आवश्यकता का 80 प्रतिशत आयात करते हैं। हम आठ लाख करोड़ रुपये के पेट्रोल और डीजल का आयात करते हैं। अगर हम जीवाश्म ईंधन पर निर्भर रहेंगे, तो अगले पांच साल में हमारा आयात बढ़कर 25 लाख करोड़ रुपये हो जाएगा।" केंद्रीय मंत्री ने कहा, "हम देश में इलेक्ट्रिक वाहनों की बिक्री बढ़ाने के लिए काम कर रहे हैं और अगले दो वर्षों में आपका वाहन इलेक्ट्रिक हो जाएगा। एक पेट्रोल कार की ईंधन लागत एक महीने में

12,000-15,000 रुपये के आसपास लेकिन इलेक्ट्रिक वाहन के मामले में यह 2,000 रुपये होगी।” उन्होंने कहा कि अगले दो साल में देश में इलेक्ट्रिक वाहन की कीमत पेट्रोल वाहन के बराबर होगी।

### भारत को निर्यात बढ़ाना और आयात कम करना चाहिए

भारत को निर्यात बढ़ाने के लिए, बुनियादी ढांचे का विकास करना जरूरी है. इससे लॉजिस्टिक लागत कम होती है, आपूर्ति श्रृंखलाएं बेहतर होती हैं, और सामान समय पर पहुंचता है.

भारत को आयात कम करने के लिए, सरकारें आयात पर टैरिफ और कोटा लगा सकती हैं, इसके अलावा, सरकारें घरेलू कारोबारियों को सब्सिडी दे सकती हैं, ताकि उनकी कारोबारी लागत कम हो.

भारत को चीन पर निर्भरता कम करने के लिए, घरेलू विनिर्माण को मजबूत करना चाहिए और वैश्विक मूल्य श्रृंखलाओं में बेहतर तरीके से शामिल होना चाहिए.

### भारत के आयात और निर्यात से जुड़ी कुछ और बातें:

- भारत करीब 190 देशों को करीब 7,500 तरह के सामान निर्यात करता है और 140 देशों से करीब 6,000 तरह के सामान आयात करता है।
- भारत के प्रमुख आयातों में कच्चा तेल, कोयला, हीरा, रसायन, दवाएं, रबर, प्लास्टिक, इलेक्ट्रॉनिक्स, और मशीनरी शामिल हैं।
- चीन भारत का प्रमुख आयात भागीदार है। इसके बाद अमेरिका, यूई, सऊदी



अरब, इराक, और अन्य देश आते हैं।

### एजेंसियों और ठेकेदारों को लगाई फटकार

केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने खराब रखरखाव वाली सड़कों को लेकर एजेंसियों और ठेकेदारों को फटकार लगाई है। नितिन गडकरी ने कहा कि अच्छे ऑपरेटरों को पुरस्कार दिया जाएगा लेकिन खराब ऑपरेटरों को सिस्टम से बाहर कर दिया जाएगा। समाचार एजेंसी पीटीआई के अनुसार मंत्री ने कहा कि हम आपको नहीं छोड़ेंगे। नितिन गडकरी ने कहा कि हम यह सुनिश्चित करेंगे कि खराब काम करने वालों की बैंक गारंटी जब्त हो और इसके बाद, हम ब्लैकलिस्ट कर देंगे, नए टेंडर के लिए आवेदन करने की अनुमति नहीं देंगे। यह चेतावनी नितिन गडकरी द्वारा ईस्टर्न पेरिफेरल एक्सप्रेसवे के खराब रखरखाव को देखने के बाद आई है। वे वृक्षारोपण अभियान का उद्घाटन करने के लिए गाजियाबाद पहुंचे थे। अपने संबोधन के दौरान मंत्री ने प्रधानमंत्री मोदी

के नेतृत्व वाली सरकार के तहत सड़कों और राजमार्गों के विकास में की गई प्रगति पर प्रकाश डाला। ईस्टर्न पेरिफेरल एक्सप्रेसवे के रखरखाव पर नाखुशी जताते हुए उन्होंने संबंधित एजेंसियों और ठेकेदारों को फटकार लगाई।

उन्होंने कहा कि मैंने बहुत दिनों बाद ईस्टर्न पेरिफेरल एक्सप्रेसवे का इस्तेमाल किया है। बहुत काम हुआ है। अब मेरी इच्छा है कि बहुत से लोग जो काम नहीं करते हैं, वे रिटायर हो जाएं, कुछ ठेकेदारों को ब्लैक लिस्ट किया जाए और कुछ की बैंक गारंटी जब्त की जाए। उन्होंने चेतावनी देते हुए कहा कि एसोसिएशन के पदाधिकारी यहां बैठे हैं, सड़कों का रखरखाव अच्छा होना चाहिए। मैंने आज सड़क देखी, इसका रखरखाव बहुत खराब है। हम आपको नहीं छोड़ेंगे। हम सुनिश्चित करेंगे कि खराब काम करने वालों की बैंक गारंटी जब्त हो और इसके बाद हम आपको ब्लैक लिस्ट कर देंगे, आपको नए टेंडर के लिए आवेदन नहीं करने देंगे।

X

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

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X



7 Tips For  
**SAFE WINTER DRIVING**  
*for Truckers*

**1**

**TAKE IT SLOW**

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



**2**



**GIVE YOURSELF SOME SPACE**

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

**SPLIT FROM THE PACK**

**3**

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



**4**

**PLAN FOR THE WEATHER**

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



**6**

**FILL YOUR FUEL TANK**

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



**STOCK UP ON EXTRA EQUIPMENT**

**5**



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

**7**

**USE GOOD JUDGEMENT**

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





GOVERNMENT OF INDIA  
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS  
**RAJYA SABHA**  
**UNSTARRED QUESTION NO -1068**  
ANSWERED ON – 31/07/2024

**CENTRAL ROAD AND INFRASTRUCTURE FUND ACT, 2018**

**1068. # SHRI CHUNNILAL GARASIYA:**

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

- (a) whether Government has laid down any guideline/framework for sanctioning new works (State Roads) under the Central Road and Infrastructure Fund Act, 2018;
- (b) if so, the details thereof; and
- (c) if not, the reasons therefor?

**ANSWER**

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (c) The Ministry has finalized the criteria for allocation of funds for development and maintenance of State Roads under the Central Road & Infrastructure Fund (CRIF) Scheme in consultation with the Ministry of Finance under the amended CRIF Act, 2000.

The criteria inter-alia provides for finalization of list of projects by the Ministry in consultation with State Governments/ Union Territories (UTs), Administrative Approval of projects (included under finalized lists) by concerned State Governments/ UTs, Technical Approval and Financial Sanction (TA&FS) of administratively approved projects by State/ UT Public Works Departments (PWDs), Road Construction Departments/ Corporations, etc., permissible excess cost of upto 10 percentage over administratively approved cost, maintaining a revolving balance of one third of accrual/ allocation for the States/ UT for the year with State/ UT while releasing funds, release of funds to States/ UTs in Quarterly instalments linked to submission of Utilization Certificates (UCs), further release of funds by State Governments/ UTs to concerned executive agencies (e.g. PWDs, Road Construction Department/ Corporation, etc.) within 7 days of release of funds by the Ministry, Project monitoring and quality control of works to be done at State/UT level at regular intervals, framework of Gati Shakti to be the guiding principle for identification, sanction and implementation of Projects, etc.



# ट्रक से गायब हुआ 1 करोड़ 19 लाख का दूध पाउडर, ट्रक ड्राइवर ने ही रची थी लूट की साजिश, करोड़ों रुपए के मिल्क पाउडर लूटकांड का खुलासा, एक आरोपी गिरफ्तार

अलवर, 20 सितम्बर।

अलवर एसपी के निर्देश पर खेड़ली थाना पुलिस ने ट्रक से दूध पाउडर चोरी लूट का मामला दर्ज किया है। इस पूरे मामले पर खेड़ली थाना प्रभारी महावीर प्रसाद ने बताया कि बिग लॉजिस्टिक प्राइवेट लिमिटेड के मैनेजर सुरेन्द्र कुमार ने रिपोर्ट दर्ज कराई है कि उनकी कंपनी का ट्रक ड्राइवर अलीम निवासी सहसन थाना पहाड़ी भरतपुर ने तमिलनाडु की मदर डेयरी फ्रूट वेजिटेबल कंपनी से 1480 दूध पाउडर के कट्टे भरकर हापुड़ के लिए रवाना हुआ, जिसकी कीमत एक करोड़ उन्नीस लाख रुपए है। दूध पाउडर लूट के मामले में पुलिस ने एक आरोपी को गिरफ्तार किया है। पुलिस ट्रक ड्राइवर सहित अन्य 5 आरोपियों की तलाश कर रही है।

पुलिस ने अंतरराज्यीय गैंग का पर्दाफाश कर पिछले दिनों बिग लॉजिस्टिक्स प्राइवेट लिमिटेड के 1.29 करोड़ रुपए से अधिक के दूध पाउडर लूट के एक आरोपी को गिरफ्तार किया है। साथ ही खुर्दबुर्द किए माल में से 50 लाख 80 हजार रुपए का दूध पाउडर बरामद किया है। इस मामले में ट्रक ड्राइवर ही लूट की घटना का मास्टर माइंड



## पुलिस गिरफ्तार में आरोपी

निकला। पुलिस अब ट्रक ड्राइवर सहित पांच और आरोपियों की तलाश कर रही है। अंतरराज्यीय गैंग ने मदर डेयरी मिल्क पाउडर के 1480 बैग खुर्दबुर्द किए थे।

जिला पुलिस अधीक्षक अलवर आनंद शर्मा ने बताया कि परिव्रादी ने खेरली थाने में मामला दर्ज कराया कि कंपनी के एक ट्रक को ड्राइवर अलीम खान तमिल नाडु मदर डेयरी फ्रूट वेजिटेबल प्रा। लिमिटेड डेयरी से हापुड़ मदर डेयरी मिल्क प्लांट के लिए 4 सितम्बर 2024 को लेकर रवाना हुआ था। इस ट्रक में 1480 बैग में 1 करोड़ 29 लाख 72 हजार 830 रुपए का मिल्क पाउडर भरा था। ट्रक में भरे मिल्क पाउडर को अज्ञात लोगों ने लूट लिया।

पुलिस टीम ने तकनीकी सहायता एवं मिली सूचना के आधार पर वारदात का खुलासा कर सूखपुरी थाना नगीना जिला नूंह मेवात हरियाणा निवासी आरीफ खान पुत्र जान मोहम्मद को गिरफ्तार कर लिया। गिरफ्तार आरोपी आरीफ से पुलिस ने खुर्दबुर्द किए गए माल में से 50 लाख 80 हजार रुपए का मिल्क पाउडर बरामद कर लिया है। प्रकरण की जांच में घटना में पांच और आरोपियों के नाम सामने आए हैं। पुलिस उनकी तलाश में जुटी है। इनमें डींग निवासी अलीम, मुबारिक व साजिद, नूंह मेवात निवासी सद्दाम और शैलेश मराठी शामिल हैं।

## लूट का यह तरीका अपनाते थे

### बदमाश :

पुलिस अधीक्षक ने बताया कि आरोपी लूट की वारदात को अंजाम देने में अलग तरीका अपनाते थे, जिससे पुलिस को उन पर शक नहीं हो। ट्रक ड्राइवर अंतरराज्यीय गैंग से सम्पर्क कर ट्रक में भरे माल को खुर्दबुर्द कर खाली ट्रक को घटना से करीब 400-500 किलोमीटर दूर लावारिस खड़ा कर देते हैं, जिससे घटना का खुलासा नहीं हो सके।



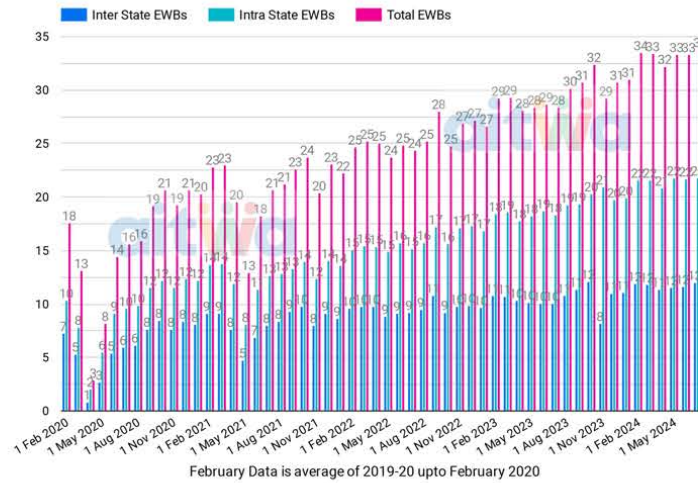
## Eway Bill Dashboard

Developed & compiled by

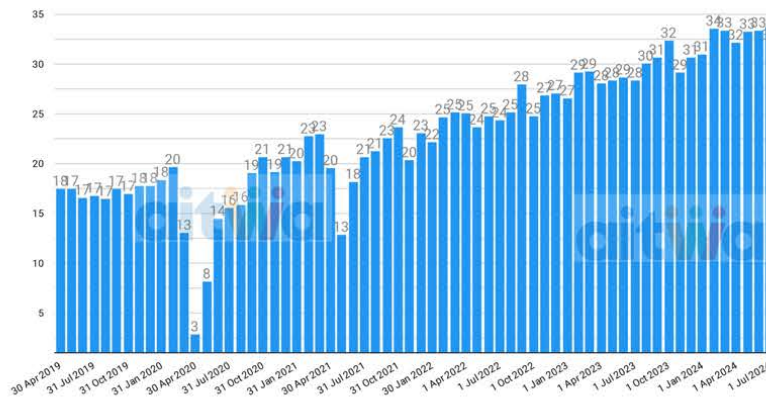


Last updated on 10th July 2024 | Data as on 30th June, 2024

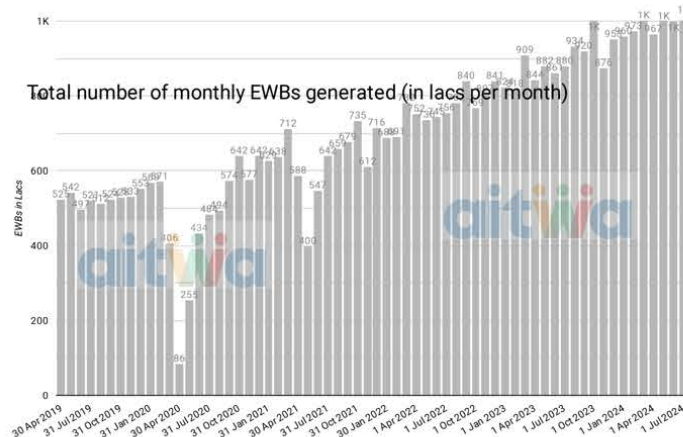
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



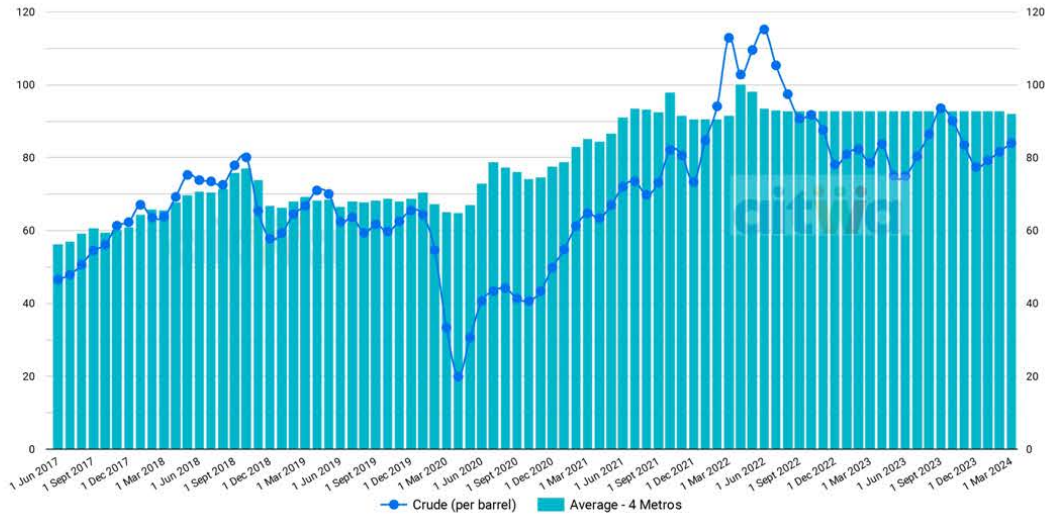
Total number of monthly EWBs generated (in lacs per month)



### Diesel Dashboard

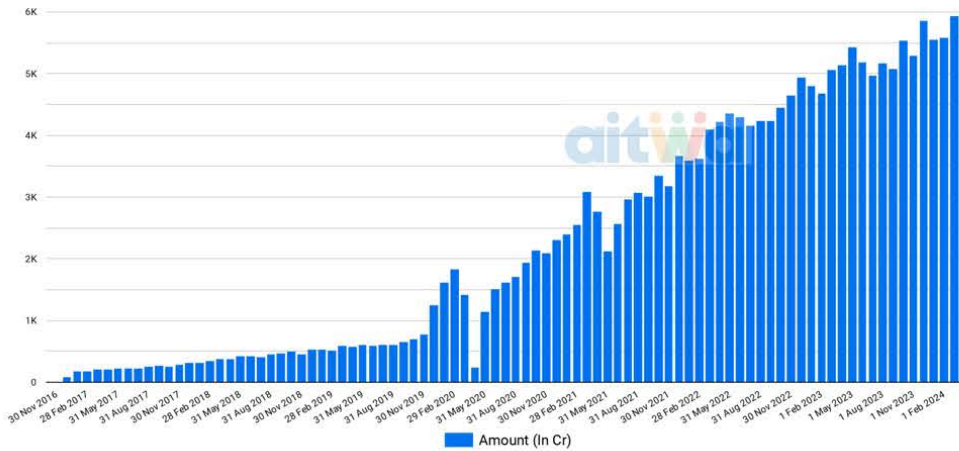
Last updated on 21st March 2024 | Data as on 21st March 2024

Diesel Price Average of 4 metros since 2017



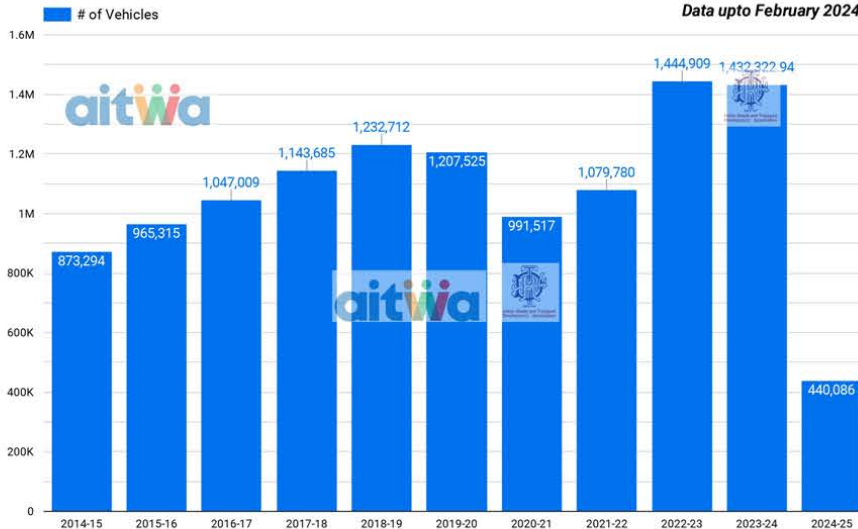
### Toll Collection Dashboard

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



### National Permit Vehicles in India

Data upto February 2024





**OCEAN FREIGHT  
TRAFFIC HANDLED AT MAJOR PORTS  
(DURING APRIL TO SEPTEMBER'2024\* VIS-A-VIS APRIL TO SEPTEMBER'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	TRF APRIL-SEPT., 2024	130	269	-	362	7	96	4558	307	1692	7114	
	TRF APRIL-SEPT., 2023	144	279	-	414	-	860	5026	323	1664	8387	-15.18
Haldia Dock Complex	TRF APRIL-SEPT., 2024	4527	2977	352	67	193	6770	1425	80	5066	21429	
	TRF APRIL-SEPT., 2023	4703	2669	562	42	189	9365	1062	57	4288	22880	-6.34
TOTAL: SMP, KOLKATA	TRF APRIL-SEPT., 2024	4657	3246	352	429	200	6866	5983	387	6758	28543	
	TRF APRIL-SEPT., 2023	4847	2948	562	456	189	10225	6088	380	5952	31267	-8.71
PARADIP	TRF APRIL-SEPT., 2024	17039	932	12964	52	2897	8408	222	14	5713	73157	
	TRF APRIL-SEPT., 2023	19094	936	10872	177	2529	7372	100	6	4386	69147	5.80
VISAKHAPATNAM	TRF APRIL-SEPT., 2024	10890	626	6162	461	793	4113	5558	350	7964	41792	
	TRF APRIL-SEPT., 2023	8956	917	7539	911	809	3698	5881	363	6086	39611	5.51
KAMARAJAR(ENNORE)	TRF APRIL-SEPT., 2024	2524	89	-	-	-	11362	6814	353	1745	23684	
	TRF APRIL-SEPT., 2023	2455	77	-	-	-	10934	6387	331	1462	22478	5.37
CHENNAI	TRF APRIL-SEPT., 2024	6834	731	735	-	63	-	16922	877	1803	27088	
	TRF APRIL-SEPT., 2023	7048	769	484	-	168	-	15112	783	1734	25315	7.00
V.O.CHIDAMBARANAR	TRF APRIL-SEPT., 2024	220	670	-	178	358	4464	8034	402	2038	21011	
	TRF APRIL-SEPT., 2023	242	641	-	465	334	3711	7526	376	2339	19840	5.90
COCHIN	TRF APRIL-SEPT., 2024	12091	287	-	-	74	-	5630	419	454	18536	
	TRF APRIL-SEPT., 2023	11144	325	-	-	147	-	4917	358	700	17233	7.56
NEW MANGALORE	TRF APRIL-SEPT., 2024	13436	1640	284	251	45	3224	1216	91	286	21081	
	TRF APRIL-SEPT., 2023	11972	1385	1786	295	30	2584	1455	103	469	20168	4.53
MORMUGAO	TRF APRIL-SEPT., 2024	259	204	1584	115	-	930	-	-	1559	8201	
	TRF APRIL-SEPT., 2023	294	302	1517	98	-	1806	-	-	1329	8694	-5.67
MUMBAI	TRF APRIL-SEPT., 2024	20516	960	2667	195	32	4395	-	2	5694	34461	
	TRF APRIL-SEPT., 2023	20407	867	2679	217	75	3752	-	106	4910	33013	4.39
J.N.P.A.	TRF APRIL-SEPT., 2024	1646	1290	-	-	-	-	40856	3527	1009	44801	
	TRF APRIL-SEPT., 2023	1662	1407	-	-	-	-	38370	3112	753	42192	6.18
DEENDAYAL	TRF APRIL-SEPT., 2024	32504	6162	710	1565	227	9666	3394	200	16821	71392	
	TRF APRIL-SEPT., 2023	31110	5682	693	1801	153	9896	4531	243	10932	64971	9.88
ALL PORTS	TRF APRIL-SEPT., 2024	122616	16837	25458	3246	4689	64833	94631	6620	51844	413747	
	TRF APRIL-SEPT., 2023	119231	16256	26132	4420	4434	62049	90473	6065	41052	393929	5.03
% Variation from previous year												
												2.84
												3.57
												-2.58
												-26.56
												5.75
												4.49
												-0.97
												4.60
												9.15
												26.29
												5.03

Source: I.P.A.

# NHAI to Track Around 100 Toll Plazas with GIS-based Software for Seamless Movement of Traffic at National Highways

To enhance seamless movement at the Toll Plazas, Indian Highways Management Company Limited (IHMCL), a company promoted by NHAI, has developed a GIS-based software for 'Real-time monitoring' of the waiting time at the Toll Plazas. Initially, NHAI has identified around 100 toll plazas for live monitoring on the web-based software. These toll plazas have been selected based on congestion feedback received through 1033 National Highway helpline. The monitoring service will be extended to more toll plazas in a phased manner.

Apart from providing the name and location of the toll plaza, the software will share details related to the live status of queue length in meters, total waiting time and vehicle speed at Toll Plaza. It will also provide congestion alert and lane distribution recommendation, if the queue of vehicles at a toll plaza is more than the prescribed limit.

Toll Plazas have been mapped in web-based software to the respective NHAI field offices across the country. The software will help NHAI officials to gain insights by providing comparative traffic condition analysis on hourly, daily, weekly and monthly basis for the traffic queue & congestion.

In addition, the software will provide updates related to current weather conditions and information about local



festivals, enabling NHAI officials to take pre-emptive measures to manage the traffic load and decongest the toll plazas.

The live monitoring and tracking system at the toll plazas will help to ensure free flow of traffic and a hassle-free tolling experience for the National Highway users at the fee plazas across the country.

Besides, NHAI has awarded Toll, Operate and Transfer (TOT) bundle 16 for Rs. 6,661 Crores. The financial bids for TOT Bundle-16 were opened on 18 September 2024, for a 251 km long stretch on the Hyderabad-Nagpur corridor of NH-44 in the state of Telangana and it has been awarded to M/s Highway Infrastructure Trust for Rs. 6,661 crores.

The concession period of TOT bundle is for 20 years in which Concessionaire will be required to maintain and operate the stretch. In lieu of this, Concessionaire will collect and retain user fee for the stretch in accordance with prescribed fee rates

under NH Fee Rules.

The TOT model has been developed to encourage private participation in the Highway sector. NHAI from time to time has awarded contracts for tolling, operation and maintenance of various National Highway stretches on Toll, Operate Transfer basis. In FY 2023-24, NHAI awarded Four TOT bundles worth Rs. 15,968 crores against the monetization target of Rs.10,000 crores for that fiscal.

Commenting on the successful award of the TOT Bundle-16, NHAI Chairman Santosh Kumar Yadav said “TOT has been instrumental in unlocking the value of road network and has immensely contributed towards the development of the National Highway Network in the country. I am pleased that we have raised Rs. 6,661 crores from TOT bundle 16. The success rate of TOT mode in FY24 was 100% and we have seen very encouraging response from the bidders. The Government of India has been very supportive to achieve the National Monetization targets, and we are committed to work towards realizing this vision.”

In line with the National Monetization Plan, NHAI's Total Asset Monetization Program has crossed Rs.1 Lakh Crore which includes Rs. 48,995 Crore through TOT, Rs. 25,900 Crore through InvIT and Rs. 42,000 Crore through Securitization.

X

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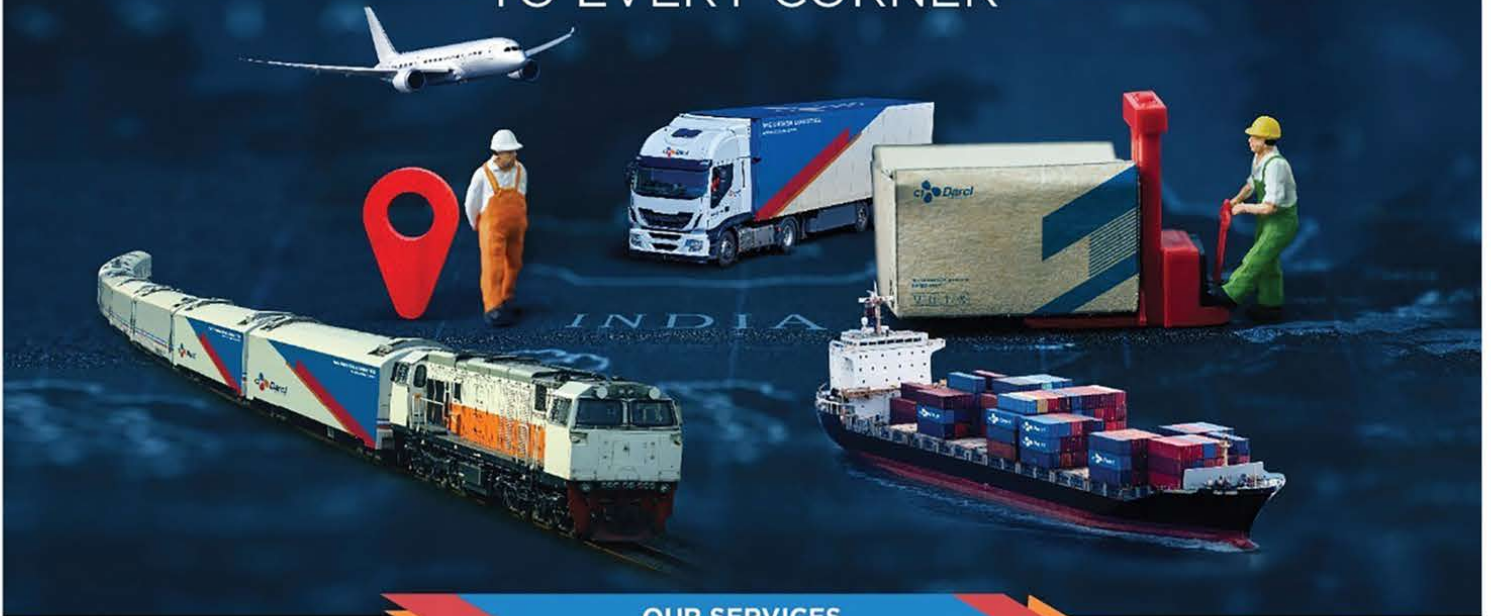
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