November 2024/Vol.-12/Issue-11 - ₹10/-

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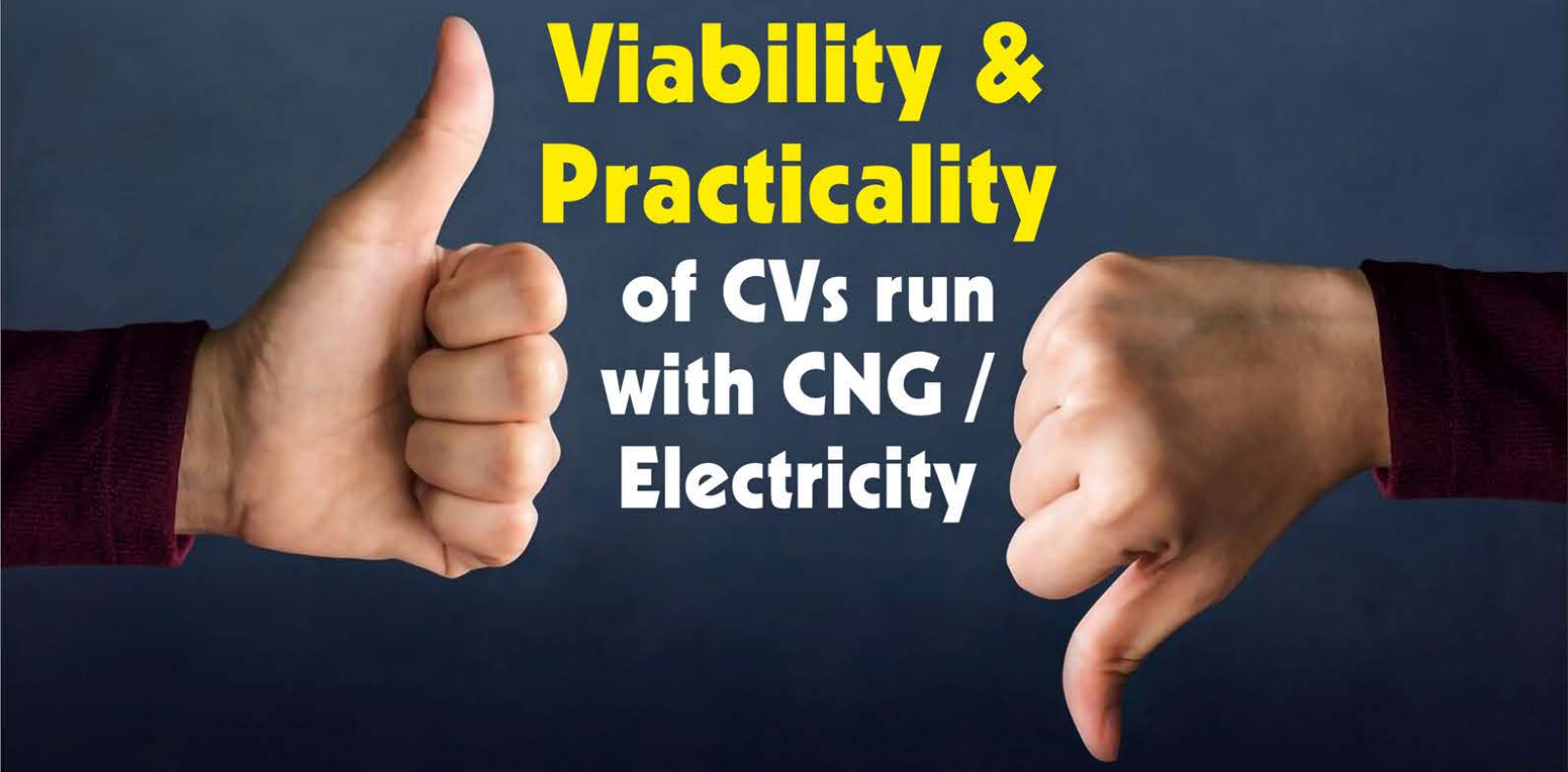

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EDITOR-IN-CHIEF: S. N. Arya
EDITOR: Ashok Gupta
PRINTED & PUBLISHED BY: Ashok Gupta
OWNED BY: All India Transporters Welfare Association
PRINTED BY: Shashi Printing Solution, D-128, Sector 10, Noida (UP), India.
PUBLISHED AT: M-5, Ashoka Centre, 4E/15, Jhandewalan Extn. New Delhi -110055, India.
Tel: - 011-49842807, Tele Fax-011-23626915, Website: www.aitwa.org, Email: aitwaho@gmail.com

CNG and EV Trucks - Today's Reality with Tomorrow's Promise

Ashok Gupta

While diesel trucks remain the backbone of logistics, growing concerns over emissions, fuel costs, and sustainability have put the Indian transport sector at a crossroads. The community is forced to look beyond traditional options. In this scenario, a few viable alternatives are emerging: Compressed Natural Gas (CNG) trucks, Liquefied Natural Gas (LNG) trucks, Electric Vehicles (EVs) and Hybrid trucks. These modes promise cleaner and more economical operations, yet their journeys are distinctly different.

So, the transporters find themselves in the middle of the sea, trying to discover which mode works for today. And what will be feasible for tomorrow?

The transporters, who seek immediate savings and proven technology, have found the answer in CNG trucks. Its advantages, lower fuel costs, reduced emissions, and reliable performance history make it suitable for transporters operating especially within cities or along the routes where CNG infrastructure already exists. Their cost-effectiveness and reduced emissions offer a viable alternative to diesel and translate into a much-needed relief in today's challenging market conditions.

However, the limited CNG refuelling stations along highways and the higher upfront costs compared to diesel trucks restrict their reach. Therefore, these vehicles excel in short to medium-haul operations, and long-haul operators struggle to integrate CNG into their fleets due to these infrastructure gaps.

The Government of India is doing its bit and introducing initiatives addressing this bottleneck, but scaling up will take time and effort.

On the other hand, LNG trucks can reduce fuel costs by up to 40 per cent. Although LNG trucks may have higher acquisition costs than diesel trucks, the lower fuel costs can result in a lower total cost of ownership. In addition, LNG trucks are quieter than diesel trucks and have a lower impact on the environment because they emit fewer toxic pollutants and greenhouse gases. They discharge up to 30 per cent less CO_2, 100 per cent less SOx, and up to 91 per cent less particulate matter.

On the other hand, LNG trucks can reduce fuel costs by up to 40 per cent. Although LNG trucks may have higher acquisition costs than diesel trucks, the lower fuel costs can result in a lower total cost of ownership. In addition, LNG trucks are quieter than diesel trucks and have a lower impact on the environment because they emit fewer toxic pollutants and greenhouse gases

Also, LNG has a higher energy density than CNG, which means it can extend a vehicle's range. So, trucks using LNG can travel up to 1,400 km on a full tank, making them suitable for long-haul operations. This is why LNG is increasingly used as an alternative fuel for ships and Lorries.

The Government of India (GOI) has set a target of transitioning at least one million trucks to LNG by 2035. The government is also taking steps to increase LNG capacity and establish more LNG stations. Some automakers, including Tata Motors, Ashok Leyland, and Blue Energy, have already released LNG trucks.

Coming into Electric trucks, even though these vehicles are more emissions-intensive to make because of their batteries, their electric motors are more efficient than traditional internal combustion engines that burn fossil fuels. Without an iota of doubt, they are the future of the Indian transportation

landscape. These vehicles align with transporters' collective goals of cleaner air and a greener future. EV

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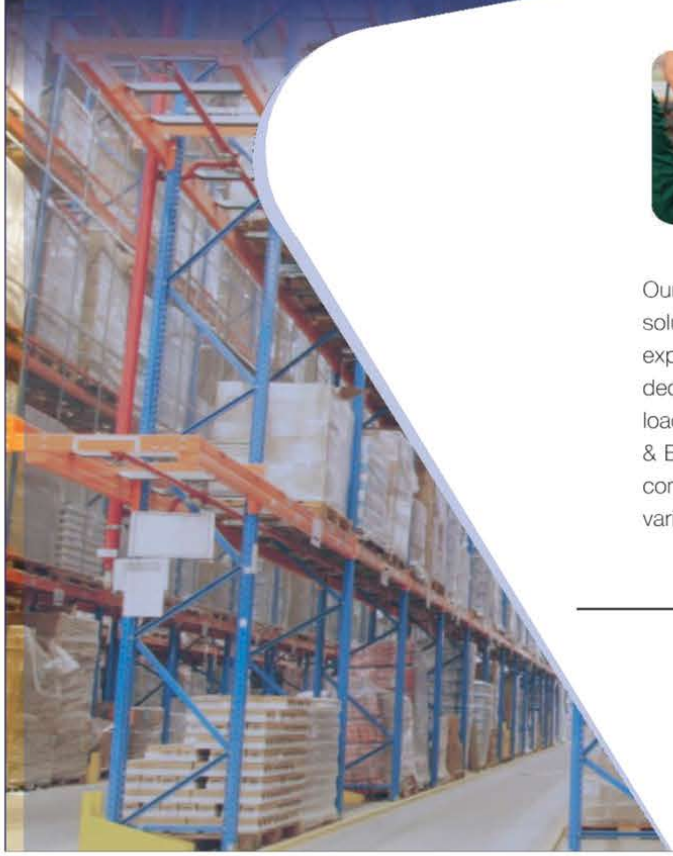

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trucks are already making waves in intra-city logistics and last-mile delivery.

Still, this promise needs to encounter a lot of challenges. The high cost of acquisition, limited battery life, and lack of charging infrastructure are core barriers to mainstream adoption. Operating them on highways is a daunting task due to prolonged charging times and range limitations. This also means that EVs have not won the complete trust of transporters and gives an impression that the technology is still not ready for long-term practicality and economic viability.

While EV trucks hold immense potential, the future of long-distance EV trucks hangs on how these limitations are addressed. Advances in battery technology, expansion of charging networks, and government-backed incentives are critical to building confidence among fleet operators.

Hybrid mode has also emerged as a viable option between traditional gasoline-powered vehicles and electric vehicles (EVs). They help reduce emissions and improve fuel efficiency without the need for a widespread charging network. Reasons why, Hybrid commercial vehicles are expected to play a key role in the future of transportation, especially in India, as the country transitions to cleaner mobility.

The future of hybrid commercial vehicles looks very bright, as the global hybrid vehicle market is expected to grow from USD 271.80 billion in 2023 to USD 504.18 billion by 2032. In this regard, the technology advancements will help this mode excel further.

The GOI has already introduced the Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles (FAME) scheme to encourage the adoption of hybrid and electric vehicles. The government has also reduced customs duty and taxes on lithium-ion batteries, which power electric vehicles.

The GOI has already introduced the Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles (FAME) scheme to encourage the adoption of hybrid and electric vehicles

At this point, what is most important for transporters is a balanced decision in finding an immediate solution for today's needs and one for future requirements. While today's economics, operational flexibility, and infrastructure readiness favour CNG and LNG trucks, the promising options for tomorrow are EV and Hybrid trucks that offer an evolving sustainability landscape.

To achieve this feat, stakeholders in India's transport sector must push for: Expanded infrastructure, building a nationwide network of CNG, LNG stations and EV charging hubs; Reaching out to the government for financial incentives to ease the burden of upfront costs through subsidies, low-interest loans, and tax benefits; Inspiring technological innovation to improve EV battery life, reducing vehicle costs, and ensuring payload efficiency.

With such steps, the future of Indian logistics can be enriched by cleaner and more efficient technologies. In a nutshell, even though CNG and LNG trucks are helping us take the first step, offering unparalleled economic and operational advantages, the role of EV and Hybrid trucks will be even more crucial in future, especially, considering a cleaner tomorrow. Support from policymakers, industry players, and financial institutions can shape CNG, LNG, Hybrid and EV trucks for a sustainable, profitable and buoyant drive for today and the day after today!

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CNG Vehicles: the Most Viable Option for Today's Buyers

Ramesh Agarwal
National President, AITWA

Rising fuel prices are a concern for both, personal and commercial, vehicle users. However, this has emerged as a good dejection for the environment. Not only it is discouraging demand for petrol and diesel, but this is also driving interest in alternative fuel vehicles in India.

The soaring petrol and diesel prices and the environmental concern have a huge effect on end-users so much so that they have started taking the need to combat global warming seriously. The Government of India (GOI) and the auto industry are also playing their role in promoting natural gas and electric vehicles as cleaner alternatives to petrol and diesel.

Compressed Natural Gas (CNG) vehicles have already become popular options for public transportation like buses, taxis, and auto-rickshaws. Now CNG cars and light commercial vehicles are gaining traction among cost-conscious consumers seeking relief from fluctuating fuel prices.

Compressed Natural Gas (CNG) vehicles have already become popular options for public transportation like buses, taxis, and auto-rickshaws. Now CNG cars and light commercial vehicles are gaining traction among cost-conscious consumers seeking relief from fluctuating fuel prices. Electric vehicles (EVs) have also arrived on the market

Electric vehicles (EVs) have also arrived on the market.

However, in the current scenario, for cost-sensitive Indian consumers, CNG vehicles have appeared as the most viable option. Their practical and affordable equations make it a preferred choice in the market to reduce dependence on expensive petrol and diesel vehicles.

Talking about the cost, the upfront purchase price of a new CNG vehicle is substantially lower, often 40-50 per cent cheaper than a comparable electric vehicle. The lower initial investment makes CNG vehicles more accessible to the average Indian buyer and reduces financing costs. Ongoing fuel costs are another area where CNG stands out.

Further, maintaining a CNG vehicle is simpler and cheaper. The way these vehicles are designed, offering mechanical simplicity, repair costs become less, unlike the sophisticated electronics and battery packs in electric vehicles. Also, as they come with fewer moving parts, their engines last long, running over 200,000 kilometres before requiring major repairs. So for budget-conscious Indian families and fleet operators, CNG is the most affordable mode of

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private transportation. The reasonable purchase price, fuel, and maintenance make CNG vehicles a wise decision compared to electric vehicles.

Besides, CNG vehicles have a huge advantage over EVs when it comes to fueling infrastructure in India. A network of over 6,200 CNG stations across the country. All major cities have extensive CNG fueling stations and this means CNG is widely accessible for consumers. On the contrary, there are only 1,000 EV charging stations so far, which are installed around a handful of major metros. The lack of charging stations causes range anxiety for EV owners, limiting their travel areas.

Moreover, EV charging takes hours to fully charge the battery, limiting mobility for EV owners by making them wait for hours while their vehicles get charged. This is a major inconvenience. This also establishes that the difference in refuelling versus recharge times makes CNG vehicles much better suited for driving long distances.

Bringing back the focus on carbon emission, there is no doubt that electric vehicles produce zero tailpipe emissions but CNG is a cleaner burning fuel than gasoline or diesel. Vehicles also represent a dramatic reduction in emissions compared to traditional gasoline and diesel vehicles. Although CNG vehicles do emit greenhouse gasses from the tailpipe, their well-to-wheel greenhouse gas emissions are an estimated 15-20 per cent lower than gasoline or diesel vehicles. CNG vehicles therefore offer a viable transitional solution while electric vehicle technology continues to develop.

The performance of CNG vehicles is never in question, especially those with factory-fitted CNG kits, which offer excellent performance that is comparable to traditional gasoline vehicles. The power output of CNG engines is very similar to petrol engines, so acceleration and pickup are not compromised.

When it comes to driving a CNG vehicle, it doesn't fall short either. It offers a similar feel to a petrol vehicle with smooth gear shifts and throttle response.

Now coming to Electric Vehicles, they face several challenges in the Indian market that have limited their adoption compared to CNG vehicles. First of all, the starting price of most electric vehicles in India is substantially higher than comparable CNG models. The significant price difference makes EVs unaffordable for most buyers.

Second, battery replacement is a concern. This is because EV batteries degrade over time and need replacement after 5-8 years. The high cost of replacing battery packs adds to the total cost of ownership.

Third, most affordable EVs in India have a range of under 200 km on a single charge. This causes range anxiety, especially when undertaking long journeys or with limited charging options.

Fourth, with around 1,000 public EV charging stations, spread mainly in large Indian cities meeting the needs of EV owners is not sufficient.

So, the indication is clear that the current set-up of the EV ecosystem is still at a nascent stage. It is crucial to address these challenges first then only EVs will gain mass acceptance compared to the practicality of CNG vehicles amongst Indian buyers. And this will only be possible with supportive policies and infrastructure.

If we draw a comparison between CNG vehicles and EVs today, CNG vehicles offer clear advantages for consumers. The lower upfront costs, quick refuelling, robust infrastructure, and government support make CNG cars and CNG trucks an appealing choice. While CNG emits some greenhouse gasses, the emissions are significantly lower than traditional petrol and diesel vehicles. Undoubtedly CNG presents a practical solution to Indian consumers.

However, we also need to remember that electric vehicles will dominate the market in the long run. As battery costs decline and charging stations expand EVs will be able to defy the current challenges and establish itself as the leading transportation mode in India.

As of now, CNG offers a bridge to that future today by lowering emissions at an affordable price point and is the most viable option for most buyers.

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Electric Vehicles – the future of sustainable transportation

Abhishek Gupta
General Secretary, AITWA

While industrialization has established India on the world map as an emerging superpower, it has also led to dangerously high levels of air pollution in metro cities like Delhi and Mumbai. This toxic air is causing significant health problems and degrades the quality of life of citizens. It has then, the revolution of green fuel began. Of course, much before EVs came into the picture.

Today, there is a never-ending debate on CNG vehicles and EVs. Many theories define which is better in terms of being environment-friendly, cost-effectiveness and overall user-friendliness. So, here are a few facts which I believe can help us in planning the future better.

Let's begin with the price, as it is very crucial in deciding which mode is viable. Theories explain that EVs are more expensive than CNG vehicles but is it so? Is a CNG vehicle more cost-effective? Many would tick it yes. But for me, this is not concrete. CNG vehicles require additional components which adds to their acquisition costs when compared to petrol-powered equivalents. Also adding to the rising cost of CNG it's easier to recover the additional cost of purchase on an EV than it is with a CNG vehicle.

Going forward, are CNG vehicles easier to maintain than EVs? On most occasions, the only reason being produced is their multiple moving parts. But how can we forget that CNG vehicles come with high-pressure tanks that need routine inspections and replacement to avoid the risk of corrosion and damage? On the contrary, EVs do not require fuel top-ups and have considerably lower maintenance costs due to fewer moving parts. This looks like a myth surrounding EVs.

Debaters praising CNG vehicles also say that EVs face charging challenges. Agreed, EVs take a while to charge but most of these vehicles (95 per cent) are charged at homes. On the other hand, CNG vehicle owners have to wait in two queues, one for CNG and one for petrol. This along with the limited availability of CNG outlets makes it more cumbersome for the CNG owner.

Now let's talk about performance. EVs are fast, the instant torque delivery makes them faster than their petrol-powered equivalents. But then, CNG vehicles generally have lower power and torque output than their petrol counterparts.

Additionally, EVs are easy to drive as well. EVs available in the market are automatic so the entire possibility of the hassle of shifting gears doesn't exist. The battery of an EV is generally housed at the floorboard of the vehicle making the centre of gravity low and hence the vehicle becomes more agile with enhanced driving dynamics than its fossil fuel counterparts.

Plus, the biggest plus of an EV is that there are zero emissions. CNG despite being lower in emission output than petrol-driven vehicles still puts out harmful emissions making it bad for the environment. Even better! No moving parts means no noise or vibration. This makes the journey significantly more comfortable and calm than in any other fuel form.

Further, presently a modern EV now offers 200 to 300 km of range on a full charge. However, a CNG vehicle can store up to about 8 to 10 Kg of CNG delivering around 30 km/Kg. The calculation is very simple, there is no major difference provided by CNG vehicles to owners that the EV doesn't provide.

Also, bring to your attention is the storage capacity. This is a huge issue for CNG vehicles as the majority of the time the CNG tank takes up the entire boot space. However, for EVs, as the battery is on the floorboard of the vehicle, the boot space is free and hence more storage.

Today, analysts and experts may suggest that CNG vehicles are a more practical option but they also realize that electric vehicles will likely dominate the market in the long run and EVs will ultimately win once government policies are accepted by consumers across the nation. The government has already implemented the Faster Adoption and Manufacturing of (Hybrid) and Electric Vehicles (FAME) scheme and many others in the pipeline to make EVs popular among the masses.

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CNG and EV trucks: Now and Future

Pradeep Singal
Chairman, AITWA

In trucking industry, the role of fuel is crucial in deciding the logistics costs. This issue will through some light on alternate mode of transportation for freight industry. Hoping to make this issue will be an interesting reading.

Friends, All of you are aware that the automobile market has been growing at a steady pace and India is moving towards becoming the world's 3rd largest automobile market in the next few years. This goes without a saying that this progression is good for Indian economy, employment opportunities and for the consumers. However, this will also put pressure on India's energy requirements to fuel the growth. Along with this, its impact on the contribution of transport sector towards the CO2 foot print also is counted. In such scenario, Government of India's (GOI) target to reduce energy intensity by 33-35 per cent by 2030 revolves around how it promotes new fuel.

Compressed Natural Gas (CNG) and Electronic Vehicles are getting all attention from the GOI, to reduce CO2 emissions. While CNG and EVs have already become popular among the light commercial vehicles (LCVs) and buses, it will be interesting to witness the practicality of these fuels for heavy vehicles like trucks.

There are multiple factors that make CNG practical on Indian roads, including infrastructure, cost, range, government policies, and the specific needs of Indian short distance trucking businesses.

CNG is cheaper than diesel and petrol; this makes CNG an attractive option for fleet operators who have cost-effective fuel management as a priority. It also offers environmental benefits, CNG trucks produce significantly fewer harmful emissions compared to diesel trucks. They reduce nitrogen oxide (NOx), particulate matter (PM), and CO2 emissions, which makes them a better option for reducing air pollution.

Moreover, India has a relatively extensive network of CNG stations, especially in major cities and along key transportation corridors/highways. This makes fueling CNG commercial vehicles easier, although the infrastructure in rural areas is still developing.

Also, CNG is abundant in many parts of the world and is often locally sourced, providing some security against oil price volatility.

Further, the Government of Indian (GOI) offers incentives for vehicles that reduce emissions, including CNG run vehicles. This can make purchasing and running CNG trucks financially more viable.

However, there are limitations for CNG run trucks. For instance, CNG trucks typically have a shorter range compared to diesel trucks or electric trucks. This could be a limiting factor for long-distance haulage, especially on routes where CNG refueling stations are thin. Yes, you will agree that while CNG stations are widespread in urban areas, its availability in rural or remote areas is limited. This restricts CNG trucks to operate in these areas and therefore curs for long-distance transportation in these regions.

Additionally, the CNG-powered trucks often come with a higher upfront cost than diesel trucks. This can be a reason for not opting for CNG trucks, though the total cost of ownership might still be lower due to cheaper fuel and lower maintenance costs.

Coming to EV trucks, they are still emerging in India. Although there is significant interest in electric vehicles for passenger cars, electric trucks face hurdles due to their size, weight, and operational requirements.

However, EV trucks have many positives at its backyards. Zero tailpipe emissions is one, which is highly beneficial for reducing air pollution, especially in urban areas. This aligns with India's push toward sustainability and green energy.

With increasing pressure to reduce emissions and meet climate goals, the GOI is also supporting electric vehicles, which align with future trends in emission standards and urban air quality regulations. Through incentives such as the FAME (Faster Adoption and Manufacturing of Hybrid and Electric Vehicles) scheme, which has made EV trucks more financially viable in terms of subsidies, the GOI is playing its part.

Additionally, Electricity is generally cheaper than diesel or CNG, and EV trucks require less maintenance (no engine oil, fewer moving parts), resulting in lower long-term operating costs.

But EV trucks are also facing challenges. The biggest obstacle is the lack of an extensive and reliable charging network. While urban areas are seeing an increase in charging stations, long-haul routes and rural areas still lack the necessary infrastructure to support EVs effectively.

Also, while operating costs of EV trucks are lower, the initial cost of EV trucks is higher than traditional CNG or diesel trucks, which may be a barrier for small and medium fleet operators.

Further, EV trucks are still limited by battery range, and while this is improving, the range of heavy-duty electric trucks is still shorter than that of diesel or CNG trucks. This can be a significant challenge for long-haul routes. Plus, the charging time for a large truck is several hours, especially compared to the refueling time of CNG or diesel trucks. This can cause delays and reduce efficiency, particularly for businesses that rely on quick turnaround times.

Further, EV trucks are still limited by battery range, and while this is improving, the range of heavy-duty electric trucks is still shorter than that of diesel or CNG trucks

Besides, EV truck batteries degrade over a time, reducing the vehicle's range and requiring costly battery replacements. This can be a major concern for fleet operators.

In short, CNG trucks look more practical for now, especially for medium-range, urban, and regional operations, as they are supported by existing infrastructure and have lower upfront costs than EVs. However, their environmental benefits, while still significant, are less compared to EVs. But EV trucks are the future of trucking in India, especially as the country moves toward reducing its carbon footprint. However, EV trucks currently face challenges in terms of range, charging infrastructure, and upfront cost, making them more suitable for short-distance operations or in areas where infrastructure can support them. But for future, EV trucks are expected to become more viable as charging infrastructure grows and technology advances.

x

"The secret of getting ahead is getting started." —Mark Twain

Understand the Vehicle Scrappage Policy in India

As per information received from Government of NCT of Delhi (GNCTD), the crackdown on end-of-life vehicles (ELVs) was resumed by Transport Department, GNCTD from 11.10.2024. Since then, 2,445 vehicles have been impounded by the enforcement teams of the Transport Department, GNCTD.

(i) The Ministry of Steel, vide OM dated 23.01.2023 has circulated the formula to all the Ministries/ Departments of Govt of India, for determination of Reserve Price of Government Vehicles and Service Charges to be levied by MSTC for auction of such vehicles. The same has been circulated to all States/UTs.

(ii) All RVSFs set up in accordance with Government of India notification GSR 653 (E) dated 23.09.2021 (and subsequent amendments) are private entities. There is no intervention by the Government in determination of fair price of private vehicles to be scrapped. The price of these vehicles is decided by the market forces as per the condition of the vehicle to be scrapped.

The following incentives are provided to citizens for scrapping of their vehicles:-

GSR Notification 714(E) dated 04.10.2021 provides that, in case the vehicle is registered on submission of 'Certificate of Deposit', the fee for issue of certificate of registration shall not be levied.

GSR Notification 720(E) dated 05.10.2021 provides for concession in the motor vehicle tax (upto twenty five per cent, in case of non-transport vehicles and upto fifteen per cent, in case of transport vehicles) for the vehicle registered against submission of "Certificate of Deposit". Provided that this concession shall be available upto eight years, in case of transport vehicles, and upto fifteen years, in case of non-transport vehicles.

As per Government of India notification GSR 653 (E) dated 23.09.2021 (and subsequent amendments), removal or re-cycling or disposal of hazardous parts of the scrapped vehicle is to be done as per CPCB guidelines for Environmentally Sound Management of End- of-Life Vehicles and AIS-129. The said guidelines outline the procedures and infrastructure facilities required for de-pollution & dismantling of ELVs for further recovery of metals and other materials and requirements under environmental regulations.

As per Government of India notification GSR 653 (E) dated 23.09.2021 (and subsequent amendments), removal or re-cycling or disposal of hazardous parts of the scrapped vehicle is to be done as per CPCB guidelines for Environmentally Sound Management of End- of-Life Vehicles and AIS-129

(i) The Government of India has notified the PM Electric Drive Revolution in Innovative Vehicle Enhancement (PM E-DRIVE) Scheme with an outlay of ₹10,900 crore, to be implemented from 1st October 2024 to 31st March 2026, to incentivise faster adoption of electric vehicles (EVs), setting up of charging infrastructure and development of EV manufacturing eco-system in the country.

The Government of India has notified the norms regarding retrofitment of CNG kit (replacement of In-use BS VI Diesel engine by new CNG engine) vide G.S.R. 625(E) dated 11.08.2022.

The Government of India has also notified G.S.R. 167(E) dated 01.03.2019 for retro-fitment of hybrid electric system or electric kit to vehicles and their compliance standards shall be as per AIS 123.

The Government of India has formulated the Vehicle Scrapping Policy that includes a system of incentives/disincentives for creation of an ecosystem to phase out older, unfit polluting vehicles. In order to enforce provisions of the policy, rules have been notified under the framework of the Motor Vehicles Act, 1988 and Central Motor Vehicle Rules, 1989. The respective State/UT Governments are responsible for implementation and enforcement of the policy.

Section 41(7) of the Motor Vehicles Act, 1988 provides for validity of certificate of registration in respect of a motor vehicle. However, the Hon'ble Supreme Court of India in WP No. 13029/1985 (MC Mehta vs Union of India), vide order dated 29.10.2018, has directed the Transport Departments of National Capital Region (NCR) that all diesel vehicles more than 10 years old and petrol vehicles more than 15 years old shall not ply in terms of order of NGT order dated 07.04.2015.

Rapid Growth of CNG Vehicle

The Indian automobile market has seen rapid growth in CNG vehicle sales over the past decade, while electric vehicles still represent a small fraction of overall sales. In 2022, CNG passenger vehicle sales were estimated at over 550,000 units, representing a nearly 30 per cent year-over-year increase. In comparison, electric passenger vehicle sales reached around 50,000 units in 2022.

The Government of India (GOI) has been instrumental in realizing such data. It introduced several policies to promote CNG vehicles; here are a few that defined the market scenario of commercial vehicles.

The Ministry of Petroleum and Natural Gas has set a target to expand India's CNG infrastructure to 10,000 stations by 2030. This will significantly improve access and drive the adoption of CNG vehicles.

The government offers subsidies for purchasing factory-fitted CNG vehicles, under the Faster Adoption and Manufacturing of (Hybrid) and Electric Vehicles (FAME) scheme. This makes their upfront cost more affordable.

Road tax and registration fees are exempted for CNG vehicles by several state governments. The highest subsidies are provided by the Delhi, Gujarat, and Maharashtra governments.

CNG kits for petrol cars are exempted from excise duty and sales tax in some states. This encourages retrofitting existing vehicles to run on CNG.

Permits and licenses are provided on priority to public transportation systems like buses, taxis, and auto-rickshaws when switched to CNG. This is driving rapid adoption in cities like Delhi.

The Goods and Services Tax (GST) Council has approved a lower 28 per cent GST rate for CNG vehicles, versus 43 per cent for petrol/diesel cars. This closes the price gap substantially.

The government is piloting schemes to set up CNG stations at existing petrol pumps. This will further improve last-mile availability and access.

Besides the government policies what creates a much need impact on consumers is the availability of infrastructure. Today, there are over 6,200 CNG stations across the country, making CNG widely accessible to consumers. Major cities like Delhi, Mumbai, Ahmedabad, Pune, Surat, and Lucknow have extensive CNG fueling stations. On the other hand, India has only installed around 1,000 EV charging stations so far, which are concentrated mainly in a handful of major metros.

The lack of charging infrastructure across India causes range anxiety for EV owners, restricting how far they can travel. On the contrary, CNG vehicle owners don't face such issues since CNG stations are already widespread. While CNG fueling is quick and convenient, taking just a few minutes to fill up, EV charging is much slower in comparison, often taking hours to fully charge the battery. This again restricts mobility for EV owners who have to wait long periods while their car charges.

Overall, the established CNG infrastructure provides a major advantage over EVs at the current stage. Until charging stations become as commonplace as petrol pumps, CNG vehicles present a more viable option for most Indian consumers who desire flexibility and convenience when fueling their cars. The existing CNG infrastructure supports the adoption of CNG vehicles across India.

There is no doubt that the government's supportive regulations and incentives and infrastructure availability for CNG vehicles have changed the market equation of commercial vehicles. Of course, a cleaner and more economical mobility solution.

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"The one who is honest and has a true heart will always feel light and tension-free"

Brahma Kumaris

Tata Motors Launches Prima 4440.S AMT

Tata Motors has launched its first automated manual transmission (AMT) truck at the Heavy Equipment and Trucks (HEAT) Show in Dammam, the Kingdom of Saudi Arabia.

The first automated manual transmission (AMT) truck, the Tata Prima 4440.S AMT, was launched in the Kingdom of Saudi Arabia by Tata Motors during the Heavy Equipment and Trucks (HEAT) Show in Dammam. Tata Prima 4440.S AMT, which is based on its flagship platform, is constructed using the company's worldwide experience to provide unparalleled performance.

Alongside its official distributor, Mohamed Yousuf Naghi Motors Co., Tata Motors offers a wide range of value-added services that enhance its truck lineup. In order to maximise fleet uptime and improve overall customer satisfaction, customers throughout Saudi Arabia will have easy access to Tata Genuine spare parts, a vast network of service touchpoints, and skilled technicians.

The Tata Prima 4440.S AMT is ideal for transporting large machinery, containers, and automobile carriers. In addition to its long-lasting and fuel-efficient automatic gearbox, it has several advanced features, including a load-based speed control system, shift-down protection system, vehicle acceleration management system, and auto start-stop system to increase fuel efficiency.

With 400 hp and 1700 Nm of torque, its 8.9-liter Cummins engine, which complies with Euro-V regulations, provides enough power to tackle even the most demanding loads, difficult terrain, and steep slopes. Pneumatic suspension is installed on this flagship truck for improved handling and ride quality as well as increased longevity.

The tilt-and-telescopic steering wheel and pneumatically suspended seat in the modern cabin increase driver comfort and convenience, which boosts the driver's output. With its strong drivetrain, sturdy aggregates, and cosy cabin, the new Tata Prima 4440.S AMT truck offers its customers increased productivity and business revenue by seamlessly balancing driver comfort and fuel efficiency.

Introducing the new truck at the HEAT show, Anurag Mehrotra, Head, International Business, Tata Motors Commercial Vehicles, said, "Saudi Arabia is a key region for Tata Motors, where we have proudly established a strong presence and are serving the customers for decades. As the Kingdom undergoes rapid transformation, we remain committed to supporting its evolving mobility needs with our advanced solutions," reported TrucksDekho.

He further added, "With a strong focus on innovative technologies, reliability and customer profitability, we are proud to launch our first Automated Manual Transmission truck in the Kingdom. We are confident that its world-class reliability, performance and smart features will aid the country's ambitious growth aspirations and offer long-term value for our customers."

Speaking on the expansion of the Tata Prima series, Azeem Khan, Managing Director, Mohamed Yousuf Naghi Motors Co, said, "Our successful partnership with Tata Motors allows us to bring to our customers reliable, products developed as per the evolving needs of the Kingdom."

"With the introduction of the Prima 4440.S AMT, we remain committed to providing exceptional after-sales support, ensuring seamless operations for our customers. We will continue to deliver the highest level of service, backed by our strong service network and dedicated teams, to keep our customers' businesses moving forward."

At HEAT Show, Tata Motors displayed 5 of its high-performance products – Prima 4440.S AMT, Prima 4440.S, Prima 4040.T, Prima 4040.K, and Ultra T.7 – which are engineered to meet the needs of the nation and serve a broad range of applications. Tata Ultra T.7 is suitable for addressing the contemporary needs of urban-based cargo transportation.

Tata Prima 4040.K is engineered for heavy-duty haulage operations for the construction and mining sectors. The Prima 4040.T model is perfect for fuel, water, and sewage movement while the Prima 4440.S model is for transportation of heavy equipment, containers, and cars.

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Heavy-duty Trucks Now Are More Efficient and Safe

Recently chosen as International Truck of the Year 2024, the Volvo FH Electric, is even more energy-efficient. Further, the upgrades on the FH, FM and FMX trucks are the latest that the company has added to continue its engineering efforts to optimize its trucks.

Buyers can also grow their businesses with the upgraded Volvo FH16, the most powerful truck in the industry with an all-new efficient 780 HP engine for the toughest assignments. Regardless of which powertrain the customer chooses – electric, gas or diesel – all variants of these heavy-duty trucks will benefit from a high level of efficiency, safety and driving experience.

The president of Volvo Trucks, Roger Alm, while spaeaking to media houses commented "Our skilled engineers have done a tremendous job in fine-tuning our heavy-duty trucks for reduced CO2 emissions, improved safety and even better productivity and customer satisfaction." In his statement he added that the heavy-duty Volvo trucks are icons in the industry and with the latest upgrades he is confident that the company will further strengthen its position in this segment.

Also, the familiar face of the Volvo FH, FM and FMX range is getting a mild refresh with a bold Volvo Iron Mark – the biggest ever on a Volvo Truck in modern times.

What is more for Volvo trucks?

The engineers have improved the safety and fuel efficiency of trucks with new Camera Monitor System. This new solution, which replaces traditional exterior mirrors, gives the driver a wider visual field and thus improves safety for both the driver and surrounding road users. The camera system has a positive impact on the driver's visibility in rainy and dark conditions, as well as in direct sunlight and when driving in tunnels. When pulling a trailer, the camera system also has an auto-panning function that zooms in on the turning trailer.

Other news on the updated Volvo FH, FM and FMX models:

- Volvo's I-See technology has been refined to save energy and carbon emissions, using a cloud based topographic map to optimize the driving and enabling more driving time in cruise control mode that can both save energy and give more relaxed driving.
- Updated brakes with Volvo patented drag-free brake discs, pads and hubs, improving the braking capacity, reducing energy consumption and emissions.
- Upgraded user-friendly infotainment system that can be personalized depending on individual needs.
- Improved sound system, available with six premium high-quality speakers, a new power amplifier and a subwoofer adding massive power to the sound experience.
- A new built-in navigation system will be offered with improved maps adapted to truck-specific needs, with automatic map updates enabling efficient delivery of goods.
- Interior updates also include an integrated microwave oven and USB-C power outlets.
- Volvo Trucks' My Business Apps offering has been introduced to more markets. This is a subscription-based service that enables customers to download business-related apps from different providers, and use them in the trucks' side display, bringing real benefits to the uptime and everyday use of the truck.
- The new Tire Monitoring Service gives fleet operators a complete view of the truck and trailer through Volvo Connect, reducing the risk of costs and disturbances related to tire issues.

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KEY FACTS

Group Turnover	Employee Strength	Vehicles/day Managed on Road	Cargo Ships (Coastal Waters)	Warehouse Covered Area	Own Branch Network
$600 Mn. (in 2017-18)	6000+	12000	6	12 (million sq. Ft.)	1400+

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Government Begins Industry Consultation on e-truck Subsidy Allocation, Localization in Focus

The ministry of heavy industries convened an industry consultation in the national capital, aiming to determine the optimal allocation of its ₹500 crore subsidy outlay for e-trucks under the PM E-drive scheme. The discussion focused on defining per-vehicle subsidies, setting targets for e-truck deployment over the next two years, and crafting a roadmap for domestic manufacturing localization.

Addressing industry leaders, Kamran Rizvi, secretary, ministry of heavy industries (MHI), emphasized the ministry's commitment to enforcing localization standards through a phased manufacturing programme (PMP), to be developed following comprehensive industry surveys and stakeholder consultations.

"The reason why the ministry of heavy industries is handling a topic like trucking is because its departments are in charge of boosting the nation's manufacturing capability. We should not be seen as importing material from our neighbours, and making India into an assembly shop," said Rizvi, noting the objective of reducing reliance on imported materials and preventing India from becoming merely an assembly site.

Rizvi expressed disappointment over certain industry suggestions regarding localization timelines, asserting that the programme will be rigorously implemented, reported Mint."The phased manufacturing programme (PMP) will assess current manufacturing capability in the country…and probably needs a deeper dialogue with our component manufacturers," he said, adding that the new PMP would be a practical one. "A serious manufacturer will not be disqualified because of the phased manufacturing programme. But non-adherence to the phased manufacturing programme will be addressed seriously," Rizvi said.

MHI officials highlighted that defining e-truck standards and subsidies will require coordination across ministries, including the ministry of power and the ministry of road transport and highways, to ensure a holistic policy framework.

The ₹500 crore earmarked for e-trucks is part of the broader ₹10,900 crore PM E-drive scheme. This scheme builds on the government's earlier FAME (Faster Adoption and Manufacturing of Electric Vehicles) initiatives, designed to accelerate electric vehicle (EV) adoption.

Under these schemes, automakers offer subsidised EVs and claim reimbursements from MHI. The PM E-drive scheme aims to drive demand for a wide range of EVs—including two-wheelers, three-wheelers, ambulances, buses, and trucks—as India pursues its target of 30% EV penetration by 2030.

The MHI plans to introduce a revised PMP under the PM E-drive scheme, outlining components permitted for import until domestic manufacturing matures. In previous EV subsidy programmes, allowed imports included charging inlets, body panels, and lighting elements, among others, which were expected to phase out gradually as local suppliers ramped up capacity.

The new localization requirements mark a first for e-trucks, a category that has not previously qualified for subsidies.

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Dwell Time Performance (October 2024): PAN India

Pipavav	
Import	Export
64.1	122.8

Hazira	
Import	Export
20.9	116.0

Mundra		
Import		Export
25.7	↓	97.6

Nhava Sheva (JNPA)		
Import		Export
20.3	↓	77.1

Kandla		
Import		Export
41.2	↓	66.9 ↓

Tuticorin		
Import		Export
21.6	↓	63.5

Kochi			
Import	↑	Export	↓
46.6		89.2	

New Mangalore		
Import	Export	
85.5,47.8*	76.4,57.6*	↓

Kattupalli		
Import		Export
58.4	↓	90.7

Ennore			
Import	↑	Export	↑
67.7		103.7	

Chennai		
Import		Export
42.8	↓	80.2

Kolkata		
Import	↑	Export
55.3		118.6

Visakhapatnam			
Import	↓	Export	↓
52.9		73.6	

Haldia		
Import		Export
67.3	↓	126.7

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

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

Source: NICDC Logistics Data Services Limited

Adopting Electric Vehicles

T replying to a question related to electric vehicle in the paliament said that to facilitate the development of Motor Vehicles running on non-fossil fuels like CNG, Bio-CNG, LNG, EV, Biofuels, etc. the Ministry of Road Transport & Highways (MoRTH) has notified mass emission standards in respect of blends of ethanol with gasoline, flex-fuel, Biodiesel, Bio-CNG, Liquefied Natural Gas (LNG), blends of Methanol with gasoline, dual fuel, Hydrogen etc.

The steps being taken by the Ministry of Road Transport and Highways to promote adoption of Electric Vehicles (EVs) in the country are as under:-

(i) Ministry of Road Transport and Highways vide G.S.R 749(E) dated 7th August, 2018, has notified the registration mark for Battery Operated Vehicles to be in Yellow colour on Green background for the transport vehicles and, for all other cases, in White colour on Green background.

(ii) Ministry of Road Transport and Highways, vide S.O. 5333(E) dated 18th October, 2018, has also granted exemption to the Battery Operated Transport Vehicles and Transport Vehicles running on Ethanol and Methanol fuels from the requirements of permit.

(iii) Ministry of Road Transport and Highways, vide GSR 525(E) dated 2nd August, 2021 has exempted issue or renewal of registration certificate and assignment of new registration mark.

(iv) Ministry of Road Transport and Highways has issued a notification vide GSR 302(E) dated 18th April, 2023 to issue All India Tourist Permit for battery operated vehicles without payment of any permit fee.

(v) Ministry of Road Transport and Highways has notified GSR 167(E) dated 1st March 2019 for retro-fitment of hybrid electric system or electric kit to vehicles and their compliance standards shall be as per AIS 123.

(vi) Ministry of Road Transport and Highways has issued an advisory dated 17th July, 2019 to all States and Union Territories regarding incentivisation of electric vehicles and induction of electric vehicles in shared mobility and public transport operations.

(vii) Ministry of Road Transport and Highways has issued an advisory dated 12th August, 2020 to all States and UTs regarding sale and registration of Electric Vehicles without batteries.

Ministry of Heavy Industries has implemented following three schemes for promotion of adoption of electric vehicles in India: -

(I) Faster Adoption and Manufacturing of Hybrid and Electric Vehicles in India (FAME India):- The Government notified Phase-II of 2019 with an outlay of Rs. 10,000 Crore which further enhanced to Rs. 11,500 Crore.

(ii) Production Linked Incentive (PLI) Scheme for Automobile and Auto Component Industry:- The Government on 15th September, 2021 approved the PLI Scheme for Automotive Sector with a budgetary outlay of Rs. 25,938 crores. The scheme provides incentives up to 18% for electric vehicles.

(iii) Production Linked Incentive (PLI) scheme, 'National Programme on Advanced Chemistry Cells (ACC) Battery Storage':- The Government on 12th May, 2021, approved PLI Scheme for manufacturing of ACC in the country with a budgetary outlay of Rs. 18,100 crore. The scheme envisages to establish a competitive ACC battery manufacturing set up in the country for 50 GWh. Additionally, 5GWh of niche ACC technologies is also covered under the Scheme. These ACCs used in batteries which are aimed to promote the widespread adoption of EVs.

As per the information available in the VAHAN centralized database of RC (registration Certificate), the details of number of EV two wheelers, four wheelers, goods transport vehicle and passenger vehicles registered in India are as under:-

Electric vehicle registered in India category wise till 05-02-2024

Sr. No.	Vehicle category	Total
1	TWO WHEELER(T)	11,807
2	TWO WHEELER(NT)	18,49,81
3	TWO WHEELER (Invalid Carriage)	117
4	THREE WHEELER(T)	16,19,63
5	THREE WHEELER(NT)	1,538
6	MEDIUM PASSENGER VEHICLE	772
7	MEDIUM MOTOR VEHICLE	31
8	MEDIUM GOODS VEHICLE	31
9	LIGHT PASSENGER VEHICLE	19,653
10	LIGHT MOTOR VEHICLE	1,40,008
11	FOUR WHEELER (Invalid Carriage)	67
12	LIGHT GOODS VEHICLE	10,436
13	HEAVY PASSENGER VEHICLE	6,312
14	HEAVY MOTOR VEHICLE	153
15	HEAVY GOODS VEHICLE	542
16	OTHER THAN MENTIONED ABOVE	7,626
Total		36,68,544

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- स्थायी आंशिक विकलांगता बीमा राशि तक
- दुर्घटना होने पे अस्पताल में भर्ती होने पर ₹1.5 लाख तक का कवरेज ।
- अस्थायी पूर्ण विकलांगता प्रति सप्ताह एसआई का 1% (5000 रुपये तक), अधिकतम 100 सप्ताह तक
- 24/7 हेल्पलाइन: सड़क पर उत्पीड़न के मुद्दों और आपातकालीन - एम्बुलेंस जैसी सेवाओं के लिए।
- 24x7 हेल्पलाइन: अधिकारियों द्वारा उत्पीड़न (सरकारी विभाग, RTO, पुलिस आदि) में सहायता, चोरी व दुर्घटना के समय कानूनी सहायता एवं वकील /advocate प्रदान करना।
- ड्राइवर शिविर (जैसे स्वास्थ्य, नेत्र शिविर), कानूनी, व्यक्तिगत स्वच्छता, सरकारी नीतियों और सामाजिक कल्याण कार्यक्रमों आदि पर व्हाट्सएप शैक्षिक अभियान आयोजित करना।

अभी अपनी पॉलिसी खरीदने के लिए इस क्यूआर कोड को स्कैन करें।

24X7 ऑन-रोड सहायता के लिए कृपया हेल्पलाइन नंबर- 99-88-44-1033 पर संपर्क करें।

सर्दियों के मौसम में ट्रक लुब्रिकेशन गाइड 101

सर्दियों के दौरान, वाणिज्यिक वाहनों को कुशलतापूर्वक संचालन करने और डाउनटाइम को कम करने के लिए लुब्रिकेंट के सही सेट का चयन करने की आवश्यकता होती है। साथ ही, लॉजिस्टिक्स दक्षता बढ़ाने के लिए और वाहनों के प्रदर्शन को बेहतर बनाने के लिए हेवी-ड्यूटी इंजन ऑयल की भूमिका और ग्रीसिंग की आवश्यकता को समझना महत्वपूर्ण है।

सर्दियों की चुनौती:

सर्दियों के दौरान कठोर मौसम की स्थिति इंजन को इसके एग्रीगेट के संचालन के दौरान अधिक घर्षण के लिए प्रवण बनाती है, जिसके परिणामस्वरूप महत्वपूर्ण घिसाव होता है। इतना ही नहीं, ठंडी हवा में नमी की मात्रा और नमक इंजन के महत्वपूर्ण भागों को जंग लगने के लिए अतिसंवेदनशील बना सकते हैं, जिसके परिणामस्वरूप कम दक्षता और यहां तक कि इंजन कुछ समय के लिए विफल भी हो सकता है।

इंजन ऑयल की भूमिका:

• इंजन के प्रदर्शन को बढ़ाने के लिए महत्वपूर्ण - यह सुनिश्चित करता है कि पावरट्रेन के पुरजे सुचारू रूप से संचालित हों।

• इंजन की दीर्घायु को प्रभावित करना - यह स्थायित्व भी सुनिश्चित करना है।

सही इंजन ऑयल चुनना:

जैसे-जैसे तापमान गिरता है, इंजन ऑयल गाढ़ा होता जाता है, जिससे इंजन ऑयल का मुक्त प्रवाह प्रभावित होता है। गलत चिपचिपाहट ग्रेडिंग वाला इंजन ऑयल चुनने से अपर्याप्त लुब्रिकेशन हो सकता है। इससे ड्राई स्टार्ट हो सकता है क्योंकि गाढ़ा तेल तेल गैलरी से कुशलतापूर्वक गुजरने में सक्षम नहीं होता है।

भारत में, ट्रकों को आदर्श रूप से 15W-40 तेल का उपयोग करना चाहिए, जो एक मल्टी-ग्रेड इंजन ऑयल है जिसकी चिपचिपाहट रेटिंग अलग-अलग तापमान को पूरा करती है। यहाँ, '15W' तेल की चिपचिपाहट है जो इसके कम तापमान (सर्दियों की रेटिंग) परिचालन क्षमता को संदर्भित करता है, और '40' उच्च तापमान पर चिपचिपाहट को दर्शाता है।

सिंथेटिक इंजन ऑयल के लाभ:

• थर्मल स्थिरता में सुधार करता है

• रखरखाव अंतराल को बढ़ाता है

• ऑक्सीकरण प्रतिरोध क्षमता

• ईंधन दक्षता में सुधार

ठंड के मौसम के लिए सबसे अच्छी लुब्रिकेशन आदतें:

• हमेशा OEM की रेकमेंडशन पढ़े

• रखरखाव जाँच करें

• विशेषज्ञों/सप्लायर से परामर्श करें

• लुब्रीकेंट का एक अतिरिक्त सेट रखें

ऊपर बताए गए सुझावों को ध्यान में रखने से न केवल ईंधन दक्षता में सुधार हो सकता है, बल्कि कठोर परिचालन वातावरण में निरंतर ढुलाई संचालन के लिए उपयोग किए जाने वाले वाहन का समग्र प्रदर्शन भी बेहतर हो सकता है।

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The Musts for Indian Road's Heavy-duty Trucks

Heavy-duty trucks are the giants of the road. They are the backbones of India's transportation, tasked with navigating through everything from well-maintained highways to unpaved, rough tracks. Choosing the right truck for these varied landscapes requires careful consideration. It is about finding a truck that is not just strong and efficient but one that can effortlessly adapt to the unpredictable nature of Indian roads, ensuring a smooth, reliable, and profitable journey regardless of the path ahead.

To select a heavy-duty truck for Indian roads, the following considerations are a must.

Indian Roads

Indian roads vary significantly, from well-paved highways to rough terrains and narrow lanes. Before choosing a heavy-duty truck, assess the typical routes it will traverse. Some trucks are better suited for long-distance haulage on smooth highways, while others excel in maneuvering through challenging terrains like rural areas or construction sites.

Knowing Payload Capacity

Determining the maximum weight, a truck can carry is vital. Different heavy trucks have varying payload capacities, and selecting one with an appropriate capacity is crucial to meet your transportation needs. Consider the average weight of the goods you plan to transport to ensure the truck can handle the load efficiently.

Engine Power and Fuel Efficiency

The engine is the heart of any heavy-duty truck. Indian roads demand powerful engines capable of withstanding heavy loads and providing consistent performance. Choose trucks with engines optimized for the desired balance between power and fuel efficiency. Diesel engines are common in heavy commercial trucks due to their robustness and fuel economy.

Sustainability and Build Quality

Indian roads can be challenging, so a sturdy build is essential for heavy trucks. Always look for trucks designed with durable materials and robust construction to withstand rough terrains and heavy usage. A well-built truck not only lasts longer but also minimizes maintenance costs.

Comfort and Safety Features

Truck drivers spend long hours on the road, making comfort and safety paramount. Choose trucks equipped with ergonomic designs, comfortable seating, and modern amenities to ensure driver's well-being. Additionally, advanced safety features such as ABS (Anti-lock Braking System), airbags, and stability control enhance on-road safety, reducing the risk of accidents.

Maintenance and Service Network

A reliable maintenance and service network is crucial for heavy trucks. Select a brand with a widespread service network across India to ensure timely maintenance and repairs. The availability of spare parts is also essential to minimize downtime in case of any breakdowns.

Cost Consideration

While quality is crucial, it is essential to consider the overall cost of ownership. Evaluate not only the upfront cost but also factors like fuel efficiency, maintenance expenses, and resale value. A slightly higher initial investment might be worthwhile if it ensures better fuel economy and lower maintenance costs overall.

Environmental Compliance

With increasing environmental concerns, consider trucks that comply with emission norms. Opting for vehicles that adhere to the latest emission standards not only reduces pollution but also ensures compliance with regulatory requirements.

Test Drive and Expert Consultation

Before finalizing your decision, take the shortlisted heavy-duty trucks for a test drive. This hands-on experience helps in evaluating the truck's performance, handling, and comfort firsthand. Additionally, seek advice from industry experts or experienced truck drivers to gain valuable insights into the truck's real-world performance.

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Tyre Makers to See 7-8% Topline Growth This Fiscal: Crisil

Tyre makers are expected to see a 7-8 per cent topline growth during the current fiscal, driven by a 3-4 per cent increase in realisations and volume, said ratings agency Crisil Ratings, reported PTI.

This would be for the second consecutive year that the estimated revenue growth for the tyre manufacturer will be in single digit (albeit nearly double than that of last fiscal) and after logging a compound annual growth rate of 21 per cent between fiscals 2021 and 2023, Crisil Ratings said.

It also said that realisation growth will be staggered throughout the fiscal as companies are raising prices gradually to offset the surge in the cost of natural rubber.

Volume growth, meanwhile, will be driven by replacement demand, Crisil Ratings said, adding that the analysis is based on the performance of top six tyre makers, which account for around 87 per cent of the industry's revenue.

According to the ratings agency, the high natural rubber prices and limited ability to pass on these costs due to modest volume growth will pull operating profitability of companies down by around 300 basis points, while cash flow, though moderately affected, will still be sizeable.

"Domestic demand accounts for around 75 per cent of the industry's sales (in tonnage terms), while the rest is exported. About two-thirds of the domestic demand is from the replacement segment and the rest is from original equipment manufacturers (OEMs)," said Anuj Sethi, Senior Director, Crisil Ratings.

This fiscal, Seth said, replacement demand, mainly from commercial and passenger vehicles, will drive volume growth, while OEM demand is expected to rise only 1-2 per cent due to slow growth in commercial vehicle sales.

On the exports front, growth is expected to be muted at 2-3 per cent due to weak demand in key markets such as North America and Europe, which make up about 60 per cent of India's total exports.Moreover, supply-chain disruptions due to geopolitical concerns have led to higher freight costs and longer transit times, weighing on export demand, it said.

According to Naren Kartic K, Associate Director, Crisil Ratings, "Given the sluggish demand and pressure on operating margins, tyre makers are implementing appropriate price increases and prudent capital expenditure to ensure that capital efficiencies remain satisfactory." With capacity utilisation at around 80 per cent, Crisil-rated tyre manufacturers are investing around Rs 5,500 crore this fiscal, slightly lower than last fiscal, with a focus on necessary capacity enhancements and debottlenecking, he said.

x

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Kamla Market	:	236, Asaf Ali Road side, Kamla Market, New Delhi - 110002	9350186924	23237429	
Okhla	:	F-32/6, Okhla Industrial Estate, Phase-II, New Delhi - 110020	9312103405	26384881	
Okhla Indl Estate	:	Shop No.7, Okhla Industrial Estate, Opp. Luxor Pen Company, Near Modo Flour Mill, New Delhi - 110020	9313540025	9990085312	
Noida	:	F-62, Sector - 8, Near Dainik Jagran Press, Noida -201301	7838900483	0120-2422180	2422771
Faridabad	:	18/1, Mathura Road, Near Ajrounda Chowk, Faridabad - 121001	9350553301	9717773757	0129-2283542
Gurgaon	:	Shiv Ashram Palam Gurgaon Road, Dundahera Gurgaon - 122016 (Haryana)	8930198012	7995000449	
Gandhinagar	:	1123/55, Multani Mohalla, Gandhi Nagar, Delhi - 110031	8010082244		
Phoolbagh	:	WZ-40/7, Phool Bagh, Rohtak Road, New Delhi - 110035	7838900136	28312286,	28312063
Nangloi	:	580/2/2, Goga Marg, Firni Road, Mundka, Delhi - 110041	9312064194	7995000433	
Naraina	:	CB/382/11, Indira Market, Ring Road, Naraina, New Delhi - 110028	7995000434	9310657970	
Vishwash Nagar	:	10/127, 18, Quarter Road, Near Radha Krishan Mandir, Viswasnagar, Shahdara, Delhi - 110032	9312099713	7995000479	
U.P.Border	:	Rawalpindi Garden, C/2/11, Opp. New Telephone Exchange, P.O.Chikamberpur, U.P.Border - 201 006 (UP)	7995000457		9313544020
Karolbagh	:	949/3, Naiwala, Karol Bagh, New Delhi - 110005	9313834836	7995000429	
Chajjupur	:	12/29, Main Chajjupur Gate, Babarpur Road, Shahadara, Delhi -110032	9350187302	22832404	
Sadar Bazar	:	Shop No. 58, New Kutab Road, Sadar Bazar, Delhi - 110006	9350186138	7995000436	
Sanjay Gandhi	:	BG-316, Sanjay Gandhi TPT Nagar, Near Delhi Dharam Kanta, Delhi - 110042		27832833	45170449
Kundli	:	Shop No.11, Lakhmi Pyau, Kundli Border (Kamla Market) Sonepat (HR) 131028	7995000438	7428388316	9541905794
Rama Road	:	61, Rama Road, Near Bisleri, New Delhi - 110015	9310658047	7995000427	25410794
Manesar	:	Shop No.4, Pepsi Dhaba, Near Apna Ghar, Delhi Jaipur Highway, Village Shikhapur, More, Manesar - 122001	7838900139	7995000453	7995000448
G.T.Karnal	:	B-96, G.T.Karnal Road, Behind Telephone Exchange, G.T.Karnal Road, Delhi - 110033	9310657964	7995000433	
Narela	:	Shop No.22, Chamanlal Market Main, Narela, Alipur Road, Bhorgarh, Delhi - 110040	7995000432	7995000428	
Bawana	:	"Plot Khasra No.154/1/3, Opp.Indene Petrol Pump, Outer Firni Road, Pooth Khurd, Bawana Industrial Area, Delhi – 110 039 "	9310655231	7995000425	

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UltraTech Deploys 100 More EV Trucks for Sustainable Logistics Operations

UltraTech Cement, the largest cement and ready-mix concrete manufacturer in India, has announced the expansion of its electric truck fleet to promote sustainable logistics operations. For such long lead applications, UltraTech is the first cement company in India to use electric trucks on this scale.

As part of the Government of India's eFAST initiatives, UltraTech plans to have 500 electric commercial vehicles operational by June 2025. CNG trucks in 2021, LNG trucks in 2022, and electric trucks in 2024 form the company's green logistics, making it one of the first Indian cement companies to implement this.

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The UltraTech Cement presently has around 468 CNG trucks and 67 LNG trucks in use for the transportation of goods and materials throughout a number of its production facilities thanks to coordinated efforts with logistics partners.

To transport 75,000 metric tonnes of clinker per month from its integrated cement manufacturing unit Dhar Cement Works, Madhya Pradesh to its grinding unit Dhule Cement Works, Maharashtra, the company has signed a new transport service contract for the deployment of an additional 100 electric trucks including IPL Tech Rhino 5536e, covering approximately 400 km round-trip.

Commenting on the expansion of the electric commercial vehicle fleet, K C Jhanwar, Managing Director, UltraTech Cement, said, "UltraTech is fully committed to realising its net zero goal by 2050. We have taken a holistic approach to integrating sustainability into our business conduct. The scale-up of EV trucks in our logistics operations underscores our commitment to drive the implementation of sustainable practices in the industry," reported TrucksDekho.

It is projected that employing these electric commercial vehicles to transport clinker instead of trucks that run on fossil fuels can help cut transportation emissions by 17,000 metric tonnes of carbon dioxide per year.

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

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

ड्रॉप-लाइन ओवर ड्राफ्ट लिमिट

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

अधिक जानकारी के लिए सम्पर्क करें।

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

EKA Mobility Plans to Increase Production Capacity 3 Times for Electric SCVs

EKA Mobility, a Pune-based manufacturer of electric small commercial vehicles (e-SCVs), has announced the expansion of its manufacturing capacity for electric buses and SCVs. The company recently received a final tranche of capital infusion totalling Rs 1000 crore from Japan's Mitsui and the Netherlands' VDL Groep.

EKA Mobility is looking to more than triple its annual production capacity for electric buses and e-SCVs to meet the demand for electric buses from various state transport undertakings under various government schemes. The company offers an EKA K1.5 vehicle to facilitate sustainable last-mile mobility operations.

As per the official statement by Sudhir Mehta, Chairman, EKA Mobility, the company's expansionary plan calls for the construction of a third factory in Pithampur, Madhya Pradesh, where it will manufacture both e-buses and e-SCVs, reported TrucksDekho. As a result, by the end of next year, its entire yearly production capacity will increase from 4,800 units to 17,500 units.

Sudhir Mehta, Chairman, EKA Mobility, asserts that the recently approved Payment Security Mechanism will help in the growth of India's electric bus business, which offers a significant opportunity. The PM-eBus Sewa-Payment Security Mechanism (PSM) plan was approved by the Union Cabinet in September 2024. The program will assist the purchase and operation of more than 38,000 e-buses between FY204-25 and FY2028-29, at an expenditure of 3,435.33 crore.

With the rapid adoption of electric commercial vehicles, EKA Mobility considers the growing demand for its products including its electric buses and small commercial vehicles. That's why, the company plans to increase the manufacturing capacity 3 times to address the rising demands. PM-eBus Sewa-Payment Security Mechanism (PSM) scheme supports the procurement and operation of over 38,000 electric buses.

Piaggio India Extends its Partnership with Gulf Oil for Lubricants Used in Commercial Vehicles

Piaggio India, a subsidiary of the Italian Piaggio Group and a major manufacturer of small commercial vehicles in India, has announced the extension of its collaboration with Gulf Oil Lubricants India, a major player in the lubricants business, until 2030. Its main goal is to deliver authentic and co-branded lubricants for the Piaggio commercial vehicles segment in India and a few export countries.

As a result of the extended relationship, Gulf Oil will continue to be Piaggio India's sole lubricant partner for factory fill, workshop, and retail needs in India. This includes supplying modern BS 6 lubricants and innovative fluids created for electric commercial vehicles, fulfilling the requirements of Piaggio's expanding customer base.

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While expressing confidence in the partnership, Diego Graffi, CEO and Managing Director, Piaggio, emphasised, "Gulf's focus on the EV fluid segment complements Piaggio's increasing emphasis on electric mobility in the commercial lightweight and 3-wheeler segments. This partnership's role is to deliver high-quality products that support vehicle performance," reported TrucksDekho.

Commenting on the renewal partnership, Ravi Chawla, Managing Director, Gulf Oil Lubricants India, said, "This renewal relationship highlights its alignment with Gulf Oil's aim to provide specialised lubricants for diverse vehicle categories. The collaboration leverages the growth potential of India's commercial vehicle market, driven by infrastructure development, to expand Gulf Oil's reach in both conventional and electric vehicle segments."

Intending to achieve breakthroughs in product innovation and customer service, the cooperation leverages the expertise of Gulf Oil and Piaggio India to improve vehicle efficiency and lubricant technology. This collaboration will further augment the commercial vehicle sector in India.

Valvoline Introduces All Fleet Pro CK-4 Diesel Engine Oil for Commercial Vehicles

Valvoline Cummins, an engine oil manufacturer, unveiled its latest CK-4 diesel engine oil – All Fleet Pro – for heavy commercial vehicles (HCVs) and light commercial vehicles (LCVs). This engine oil claims to improve engine protection by up to 20 percent, ensuring longevity and exceptional performance even in challenging driving conditions.

Choosing the correct engine oil is essential as engines become smaller and more fuel-efficient. By reducing fleet downtime and increasing reliability, Valvoline's All Fleet Pro engine oil helps diesel trucks operate at their best while driving.

All Fleet Pro diesel engine oil is designed to endure harsh environments and is made with high synthetic blend base stocks and cutting-edge additives. Its strong molecular structure guards against breakdown and its improved oxidation resistance prolongs oil life. It efficiently reduces wear, sludge, and deposits by providing the best shear stability and preserving the proper viscosity.

According to Valvoline, All Fleet Pro diesel engine oil integrates reduced Sulfated Ash, Phosphorus, and Sulphur (SAPS) technology, which enables it to work with contemporary engines that include emission-reducing devices including Selective Catalytic Reduction (SCR), Diesel Particulate Filters (DPF), and Exhaust Gas Recirculation (EGR).

The CK-4 formulation ensures compliance with pollution standards while offering improved engine protection by meeting or surpassing the most recent API, ACEA, and OEM specifications.

Sandeep Kalia, Managing Director and CEO, Valvoline, said, "India's infrastructure growth heavily relies on the relentless movement of commercial vehicles, especially trucks transporting goods, materials, and resources across vast distances. We are excited to bring All Fleet Pro to the Indian market – a product thoughtfully engineered to provide robust engine protection, even under the most demanding conditions," reported Trucks Dekho.

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Bs3, BS4, and BS6 variants are among the many engine types that All Fleet Pro diesel engine oil supports. It fits a variety of fleet sizes, from single-owner trucks to large-scale companies, and comes in packages ranging from 1 litre to 210 litres.

Eicher Motors Reports 8 Percent Growth in Net Profit During Q2FY25

VECV, a joint venture between Volvo and Eicher Commercial Vehicles, released its financial results for the second quarter of the current financial year 2025, which concluded on September 30, 2024. The joint venture's profit share increased from Rs 101.62 crore to Rs 113.75 crore over the previous year.

During the Q2FY25 (second quarter of the financial year 2025), Eicher Motors reported an 8 percent growth in its standalone net profit with an amount of Rs 1,010 crore. The company lags in quarterly comparisons, although it is showing consistent growth on a yearly basis.

As the sales volume of trucks and buses rose from 19,551 to 20,774 units, VE Commercial Vehicles' operating revenue climbed by 8 percent to Rs 5,538 crore. The company's EBITDA (Earnings Before Interest, Tax, Depreciation, and Amortisation) was Rs 395 crore for the second quarter of the current financial year. With recorded sales of 20,774 units in the second quarter this year compared to 19,551 units last year, the PAT (Profit After Taxe) of the joint venture increased from Rs 187 crore to Rs 209 crore in Q2FY25.

As the sales volume of trucks and buses rose from 19,551 to 20,774 units, VE Commercial Vehicles' operating revenue climbed by 8 percent to Rs 5,538 crore.

Commenting on the company's financial performance in the second quarter, MD Siddhartha Lal, Managing Director, Eicher Motors, said, "On the commercial vehicle front, VE Commercial Vehicles delivered its best Q2 ever, with strengthened market shares in truck segments. This is commendable against the backdrop of lower industry volumes as compared to Q2 of last year," reported TrucksDekho.

Thanks to its expansion plans and foray into the electric commercial vehicle industry, Eicher Motors is well-positioned for long-term growth and a more robust market presence. The recent Eicher Pro 2114XP CNG truck order from Nuniwal Roadways, Gurugram, and the Pro 6055 LNG truck order from Baidyanath can help the company accelerate its financial growth in the coming third quarter.

Daimler India Commercial Vehicle Records 5 Times Profit in FY24

According to the company's recent annual filings with the Registrar of Companies (RoC), the net profit of Daimler India Commercial Vehicles (DICV), the manufacturer of BharatBenz trucks, increased to Rs 1,787 crore (roughly USD 212 million) for FY24 due to an impressive surge in sales volume performance that was boosted by a significant increase in bus sales and a sizable tax credit windfall.

Its cumulative losses decreased to Rs 5,807 crore in FY24 from Rs 7,594 crore in the previous fiscal year, marking the second consecutive year of business profitability. Notably, a lower tax burden has been made possible by the cumulative losses from previous years, which has further increased net profit for the company.

Due to rising operating margins and decreased depreciation, PBT (Profit Before Tax) surged to Rs 347 crore in FY24, more than double the Rs 124 crore PBT in FY23. At Rs 739 crore, operational profit increased 34 percent, resulting in an operating margin of 6.27 percent, which is 109 basis points more than the previous year.

With an operational profit margin of 12 percent in FY24, Ashok Leyland, a leading truck manufacturer, grew by around 400 basis points on a sales volume of about 1,94,683 units, resulting in revenue of Rs 38,367 crore, or one-third of Daimler Commercial Vehicles.

A 22 percent drop in overseas income to Rs 324 crore was offset by a 32

percent increase in the DICV's domestic operations to Rs 8,273 crore. The truck segment's revenue increased by 11.25 percent YoY to Rs 8,077 crore. The Indian vehicle market's tenacity was able to counteract the strains of global operations.

Anticipating that the light commercial vehicle to heavy-duty vehicle industry will surpass a projected flat market due to geopolitical challenges and the national election earlier in the year, DICV introduced 14 new products across three market classes in 2024. The company improved the value proposition for customers by introducing a cutting-edge heavy-duty truck range with various first-of-a-kind features in April 2024.

Additionally, DICV revealed a newly redesigned construction and mining truck series intended to increase efficiency, as well as its exclusive 12-speed Automated Manual Transmission (AMT) for BharatBenz trucks. The BharatBenz emphasised that the robust demand for its tipper and tractor-trailer models – which increased by 53 percent and 79 percent, respectively, in comparison to 2022 – was the primary driver of its record-breaking sales and financial development since its founding.

Commenting on the company's financial growth, Satyakam Arya, Managing Director and CEO, Daimler India Commercial Vehicle, stated, "2023 had been the company's most successful year, as evidenced by the FY24 results. We sold 23,400 trucks, achieving a 35 percent growth, with bus sales growing by over 100 percent. We outpaced the market by a factor of 3.5 in 2023," reported TrucksDekho.

He further added, "We commenced 2024 with a strong sense of confidence, supported by an enhanced product portfolio aimed at propelling business growth to unprecedented levels. We are committed to pushing boundaries in terms of total cost of ownership, uptime, and reliability – all to the benefit of our customers with our new MY24 heavy-duty truck lineup. These trucks showcase our sophisticated product development capabilities, setting the stage for new solutions that will meet future mobility needs."

Regarding sustainable mobility solutions, Daimler India Commercial Vehicles stated that about 90 percent of its plant uses recycled water and about 85 percent of its production processes are fuelled by renewable energy, helping to reduce carbon emissions by more than 27,000 tonnes. The whole BharatBenz truck and bus portfolio was converted by DICV to OBD-II compliance in January 2023, with an emphasis on lowering the total cost of ownership and increasing productivity through extended service intervals.

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"The value of an idea lies in the using of it." —Thomas Edison, co-founder of General Electric

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Tata Commercial Vehicles Reports Rs 17.3 Crore Revenue in Q2FY25

One of India's leading commercial vehicle manufacturers, Tata Motors, released its financial statements for the second quarter of the financial year 2025, which ends on September 30, 2024, and for the first half of FY25. While the net profit of the company was Rs 3.5K crore, PBT (bei) for Q2 FY25 was Rs 5.8K crore, down Rs 391 crore.

In a difficult external environment, Tata Motors produced revenues of Rs 101.5K crore (down 3.5 percent), EBITDA (Earnings Before Interest, Taxes, Depreciation, and Amortization) of Rs 11.6K crore (11.4 percent, down 230 bps), and EBIT of Rs 5.6K crore (5.6 percent, down 190 bps). The company recorded a solid PBT (bei) of Rs 14.6K crore for H1 FY25, which was Rs 2.9K crore better than the year before.

Domestic wholesale commercial vehicle (CV) sales volumes were 79.8K units in Q2 FY25, a 19.6 percent year-over-year (YoY) decrease caused by a slowdown in the execution of infrastructure projects, a decline in mining activities, and a general decline in fleet utilisation as a result of severe rains. Exports were down 11.1 percent YoY at 4.4K export units.

Although EBITDA margins improved to 10.8 percent (up 40 bps YoY) due to lower commodity costs, revenues decreased 13.9 percent YoY to Rs 17.3K crore. The commercial vehicle business produced a PBT (bei) of Rs 2.8K crore and an EBITDA margin of 11.2 percent (an increase of 120 bps

YoY) on a half-year basis.

The company holds a domestic CV market share of 38.1 percent in H1 FY25. Despite a decline in overall sales volumes, HCV (heavy commercial vehicle), ILMCV (intermediate, light, and medium commercial vehicle), and passenger carriers outperformed the sector in H1FY25. With the introduction of a new value proposition in the context of post-FAME II incentives, Tata Ace EV volumes increased by 17 percent.

Girish Wagh, Executive Director, Tata Motors, stated, "Q2 FY25 moderated the positive momentum seen by the commercial vehicles industry at the start of the fiscal, due to slowdown in infrastructure project execution, reduction in mining activity and an overall drop in fleet utilization due to heavy rains," reported TrucksDekho.

"Tata Motors Commercial Vehicles domestic sales at 79.8K units were 19.6 percent lower than Q2 FY24 sales. Our demand-pull strategy and vigilance on costs had the business deliver EBITDA margins of 11.2 percent in H1 FY25. Going forward, with the rains easing, increased infrastructure spending, and the arrival of the festive season boosting consumption, we anticipate demand to pick up."

Tata commercial vehicles expect demand to progressively grow in the next quarter, driven by ILMCV and Buses, followed by M&HCV and SCV and pickups segment, as the rains subside, infrastructure spending rises, and the Christmas season boosts consumption. It is anticipated that commodities will continue to be range-bound. Although the company continues to monitor the short-term domestic demand, it anticipates a stronger H2 overall.

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Allison Transmission to Double Capacity at Chennai Plant, Invest Over Rs 800 Crore

Allison Transmission, the leading designer and manufacturer of propulsion solutions for commercial and defence vehicles and the largest global manufacturer of medium- and heavy-duty fully automatic transmission, has announced the expansion of its state-of-the-art manufacturing facility in Chennai, India, to support increasing global demand for Allison fully automatic transmissions, reported Autocar Professional.

The multi-year, over $100-million (Rs 833 crore) investment will double the existing manufacturing footprint of the Chennai facility. The 200,000 square-foot expansion expected to be completed in 2025, operational in 2026 and ramping to full manufacturing capacity in 2027.

The expansion will increase production capacity for Allison's on-highway fully automatic transmission portfolio, enhancing global operational flexibility and capability.

Founded in 1915, the company is headquartered in Indianapolis, Indiana, USA. With a presence in more than 150 countries, Allison has regional headquarters in the Netherlands, China and Brazil, manufacturing facilities in the USA, Hungary and India, as well as global engineering resources, including electrification engineering centres in Indianapolis, Indiana, Auburn Hills, Michigan and London in the United Kingdom.

Besides, Allison Transmission has made significant strides in the global Defense market, achieving key program wins that will significantly expand Allison's installed base and revenue in the wheeled defense vehicle segment. Allison is experiencing continued growth in this vehicle segment as a result of strategic partnerships with vehicle manufacturers to support defense programs outside North America.

Besides, Allison Transmission has made significant strides in the global Defense market, achieving key program wins that will significantly expand Allison's installed base and revenue in the wheeled defense vehicle segment

The Allison Specialty Series (SP) transmission has been selected for several wheeled defense vehicles. The Canadian Department of National Defence recently announced it will receive Mercedes-Benz Zetros four-axle 8x8 vehicles with the Allison 4500 SP automatic transmission in partnership with GDLS-Canada as part of the Logistics Vehicle Modernization (LVM) project. Production is slated to begin in 2025.

Over the past year, ARTEC, a consortium of KNDS company Kraus-Maffei-Wegmann and Rheinmetall, chose Allison's 4800 SP transmission for the British Ministry of Defence's Boxer armored vehicle program. Initial transmissions have been delivered in the U.K. for use in the 8x8 Boxer Mechanised Infantry Vehicle, part of a larger order for new Boxer vehicles intended for the British Army.

Additionally, the German Federal Armed Forces are set to receive Boxer vehicles, with deliveries starting in 2025. Over 700 Boxer vehicles have been delivered in recent years to countries including Australia, Germany, Lithuania and the Netherlands. The U.K. Ministry of Defence has also placed an order currently in production with Supacat for Allison 2500 SP transmissions for the Jackal High Mobility Truck Variants (HMT 400s), also known as Jackal 3.In Poland, a contract with AMZ-Kutno has been signed to supply Bóbr-3 Light Armored Reconnaissance Carriers equipped with the Allison 3000 SP transmission as part of the Kleszcz program, with deliveries spanning 2025 to 2035. Furthermore, Iveco Defence Vehicles (IDV) has renewed its contract to provide the Romanian MoD with defense logistic platforms, including a variant based on the Astra 8x8 chassis equipped with the Allison 4700 SP transmission.

“Allison has the distinct advantage of leveraging our commercial vehicle experience and relationships as we grow our wheeled defense business," said Heidi Schutte, Vice President of EMEA, APAC and South America Sales, Allison Transmission. "With decades of proven reliability and durability, we offer a wide range of propulsion solutions that meet the diverse application requirements for tactical wheeled vehicles for the defense industry.”

Expansion of Intelligent Traffic Management System

The Motor Vehicles (Amendment) Act, 2019 provides for electronic monitoring and enforcement of road safety on National Highways, State Highways, roads or in any urban city within a state which has a population up to such limits as may be prescribed by the Central Government. Accordingly, Government has published rules in August 2021 for Electronic Monitoring and Enforcement of Road Safety at high-risk and high-density corridors on National Highways, State Highways and at critical junctions in Million plus cities and cities under National Clean Air Programme (NCAP) in the Country.

For the purpose of this rule, "electronic enforcement device" means a speed camera, closed-circuit television camera, speed gun, body wearable camera, dashboard camera, Automatic Number Plate Recognition (ANPR), weigh in machine (WIM) and any such other technology specified by the State Government.

Advanced Traffic Management System (ATMS) is installed in high traffic density National Highways and National Expressways such as Delhi-Meerut Expressway, Trans-Haryana, Eastern Peripheral Expressway etc. by National Highways Authority of India (NHAI). Advanced Traffic Management System (ATMS) has provisions for various electronic enforcement devices which help in speedy identification of incidents on the highway stretches and effectively monitor the highways, thereby improving the response time of the on-site assistance.

In October, 2023, NHAI has also revised the standard ATMS document which gives the functional and technical specifications of ATMS solution and its sub-systems like Video Surveillance System, AI based Video Incident Detection and Enforcement System (VIDES), etc. The document also provides for enabling API based e-challan by Enforcement Agencies through VIDES, integration with Rajmarg Yatra, NHAI One App, providing live camera feeds to NHAI Offices and Enforcement agencies, etc.

In new NH projects on high density and high speed corridors of NHAI, installation of ATMS is generally a part of the project. Further, ATMS is also implemented as standalone projects in already constructed important corridors.

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कोहरे के कारण दृश्यता में कमी से निपटने के लिए एनएचएआई सक्रिय कदम उठाएगा

सर्दियों के मौसम में राष्ट्रीय राजमार्गों पर कोहरे के कारण कम दृश्यता से निपटने के लिए, एनएचएआई के क्षेत्रीय कार्यालयों को राष्ट्रीय राजमार्ग उपयोग करने वालों की सुरक्षा के लिए दृश्यता बढ़ाने के सक्रिय उपाय करने के निर्देश दिए गए हैं।

कोहरे की स्थिति से निपटने के लिए सड़क सुरक्षा बढ़ाने और शमन उपायों को 'इंजीनियरिंग' और 'सुरक्षा जागरूकता' के दो शीर्षकों के अंतर्गत वर्गीकृत किया गया है। 'इंजीनियरिंग उपायों' में गायब/क्षतिग्रस्त सड़क चिह्नों को फिर से स्थापित करना, फीके या अपर्याप्त फुटपाथ चिह्नों को ठीक करना, परावर्तक मार्कर, मध्य चिह्न आदि प्रदान करके सुरक्षा उपकरणों की दृश्यता बढ़ाना, बस्तियों और दुर्घटना-ग्रस्त स्थानों पर अनुप्रस्थ बार चिह्न प्रदान करना, बीच के खुले मार्गों पर सौर ब्लिंकर प्रदान करना और विचलन और विलय वाले स्थानों पर क्षतिग्रस्त खतरा चिह्नों को बदलना शामिल है।

'सुरक्षा जागरूकता' उपायों में राजमार्ग पर कम दृश्यता की स्थिति के बारे में सचेत करने के लिए कदम शामिल किए गए हैं। इन उपायों में 'धुंधले मौसम की चेतावनी' और गति सीमा संदेश प्रदर्शित करने के लिए परिवर्तनशील संदेश चिह्न (वीएमएस) या इलेक्ट्रॉनिक साइनेज का उपयोग, धुंध वाले क्षेत्रों में 30 किमी/घंटा की गति सीमा के बारे में यात्रियों को चेतावनी देने के लिए सार्वजनिक संबोधन प्रणाली का उपयोग, सार्वजनिक सेवा घोषणाओं के लिए इलेक्ट्रॉनिक बिलबोर्ड, रेडियो और सोशल मीडिया का उपयोग और धुंध की स्थिति के दौरान टोल प्लाजा और वेसाइड सुविधाओं पर सुरक्षा जागरूकता पैम्फलेट का वितरण, राजमार्गों पर वाहनों की पूरी चौड़ाई पर रिफ्लेक्टिव टेप लगाना शामिल है।

इसके अलावा, एनएचएआई के क्षेत्रीय कार्यालयों को एनएचएआई अधिकारियों, स्वतंत्र इंजीनियरों, रियायतग्राही/ठेकेदारों की टीम द्वारा नियमित रात्रिकालीन राजमार्ग निरीक्षण करने का निर्देश दिया गया है, ताकि राजमार्ग पर दृश्यता का आकलन हो और आवश्यकतानुसार अतिरिक्त प्रावधान स्थापित करने के लिए स्थानों की पहचान की जा सके। साथ ही, घने कोहरे वाले क्षेत्रों के पास राजमार्ग गश्ती वाहन तैनात किए जाएंगे। राजमार्ग संचालन और रखरखाव टीम दुर्घटना की स्थिति में यातायात का मार्गदर्शन करने और स्थानीय कानून प्रवर्तन, एम्बुलेंस सेवाओं और नगर निगम अधिकारियों के साथ सहज सहयोग स्थापित करने के लिए लाल/हरे रंग की चमकती हुई बैटन लेकर चलेगी। एनएचएआई की टीम कोहरे से संबंधित आपात स्थितियों के दौरान कुशल समन्वय सुनिश्चित करने के लिए यातायात पुलिस के साथ संयुक्त अभ्यास और ड्रिल भी करेगी।

इससे पहले, एनएचएआई ने दुर्घटना स्थलों के सुधार के लिए अपने क्षेत्रीय अधिकारियों को वित्तीय शक्तियां सौंपी थीं, तथा इनका उपयोग कोहरे के मौसम में दृश्यता बढ़ाने और सड़क उपयोगकर्ताओं की समग्र सुरक्षा के लिए इंजीनियरिंग संबंधी अल्पकालिक उपाय उपलब्ध कराने में किया जा सकता है।

एनएचएआई सर्दियों के मौसम में राष्ट्रीय राजमार्गों पर यात्रा के जोखिम को कम करने और राष्ट्रीय राजमार्ग उपयोगकर्ताओं के लिए सुरक्षित और निर्बाध यात्रा अनुभव सुनिश्चित करने के लिए सभी आवश्यक कदम उठाने के लिए प्रतिबद्ध है।

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इलेक्ट्रिक वाहनों को प्रोत्साहन

गैर-जीवाश्म ईंधन पर चलने वाले मोटर वाहनों के विकास को सुविधाजनक बनाने के लिए, सरकार ने विभिन्न ईंधनों जैसे गैसोलीन के साथ इथेनॉल का मिश्रण, फ्लेक्स-फ्यूल, बायोडीजल, बायो-सीएनजी, तरलीकृत प्राकृतिक गैस (एलएनजी), गैसोलीन के साथ मेथनॉल का मिश्रण, हाइड्रोजन आदि के संबंध में बड़े पैमाने पर उत्सर्जन मानकों को अधिसूचित किया है।

देश में इलेक्ट्रिक वाहनों (ईवी) को अपनाने को प्रोत्साहन देने के लिए सरकार द्वारा उठाए गए कदम निम्नानुसार हैं:-

i.18 अक्टूबर, 2018 को एसओ 5333 (ई) द्वारा जारी अधिसूचना ने बैटरी संचालित परिवहन वाहनों और इथेनॉल और मेथनॉल ईंधन पर चलने वाले परिवहन वाहनों को परमिट की आवश्यकताओं से छूट प्रदान की है।

ii. जीएसआर 525 (ई) दिनांक 2 अगस्त, 2021 द्वारा जारी अधिसूचना ने बैटरी संचालित वाहनों को पंजीकरण प्रमाण पत्र जारी करने या नवीनीकरण करने और नए पंजीकरण चिह्न के असाइनमेंट के उद्देश्य से शुल्क के भुगतान से छूट दी है।

iii. 7 अगस्त, 2018 को जीएसआर 749 (ई) द्वारा जारी अधिसूचना ने बैटरी संचालित वाहनों के लिए परिवहन वाहनों के लिए हरे रंग की पृष्ठभूमि पर पीले रंग में और अन्य सभी मामलों के लिए, हरे रंग की पृष्ठभूमि पर सफेद रंग में पंजीकरण चिह्न को अधिसूचित किया है।

iv. जीएसआर 302 (ई) दिनांक 18 अप्रैल, 2023 द्वारा जारी अधिसूचना बिना किसी परमिट शुल्क के बैटरी संचालित वाहनों के लिए अखिल भारतीय पर्यटक परमिट जारी करने के लिए।

v. वाहनों में हाइब्रिड इलेक्ट्रिक सिस्टम या इलेक्ट्रिक किट के रेट्रो-फिटमेंट के लिए 1 मार्च 2019 को जीएसआर 167 (ई) के माध्यम से अधिसूचना जारी की गई और उनके अनुपालन मानक एआईएस 123 के अनुसार होंगे।

vi. इलेक्ट्रिक वाहनों को प्रोत्साहित करने और साझा गतिशीलता और सार्वजनिक परिवहन परिचालन में इलेक्ट्रिक वाहनों को शामिल करने के संबंध में सभी राज्यों और केंद्र शासित प्रदेशों को 17 जुलाई, 2019 को परामर्श जारी किया गया है।

vii. सड़क परिवहन और राजमार्ग मंत्रालय ने बैटरी के बिना इलेक्ट्रिक वाहनों की बिक्री और पंजीकरण के संबंध में सभी राज्यों और केंद्र शासित प्रदेशों को 12 अगस्त, 2020 को एक एडवाइजरी जारी की है।

सरकार के भारी उद्योग मंत्रालय (एमएचआई) ने देश में इलेक्ट्रिक वाहनों को प्रोत्साहन देने और जीवाश्म ईंधन पर निर्भरता कम करने के लिए निम्नलिखित योजनाएं तैयार की हैं: -

viii. भारत में हाइब्रिड और इलेक्ट्रिक वाहनों को तेजी से अपनाना और निर्माण करना (फेम इंडिया) योजना: भारत में इलेक्ट्रिक/हाइब्रिड वाहनों (एक्सईवी) को अपनाने को प्रोत्साहन देने के लिए फेम इंडिया योजना 2015 में शुरू की गई थी। योजना का चरण-1 895 करोड़ रुपये के बजट परिव्यय के साथ 31 मार्च, 2019 तक उपलब्ध था। इसके अलावा, फेम इंडिया योजना के चरण- II को 1 अप्रैल, 2019 से 5 वर्षों की अवधि के लिए 11,500 करोड़ रुपये के कुल बजटीय समर्थन के साथ लागू किया गया था।

ix. ऑटोमोबाइल और ऑटो कंपोनेंट उद्योग के लिए उत्पादन से जुड़ी प्रोत्साहन (पीएलआई) योजना: सरकार ने 15 सितंबर 2021 को 25,938 करोड़ रुपये के बजटीय परिव्यय के साथ ऑटोमोटिव क्षेत्र के लिए पीएलआई योजना को मंजूरी दी। योजना के अंतर्गत इलेक्ट्रिक वाहनों के लिए 18 प्रतिशत तक प्रोत्साहन प्रदान किया जाता है।

x.उत्पादन से जुड़ी प्रोत्साहन (पीएलआई) योजना, 'उन्नत रसायन सेल (एसीसी) बैटरी भंडारण पर राष्ट्रीय कार्यक्रम': सरकार ने 12 मई, 2021 को 18,100 करोड़ रुपये के बजटीय परिव्यय के साथ देश में एसीसी के विनिर्माण के लिए पीएलआई योजना को मंजूरी दी।

xi. भारत में इलेक्ट्रिक यात्री कारों के विनिर्माण को प्रोत्साहन देने की योजना (एसएमईसी): वैश्विक ईवी निर्माताओं से निवेश आकर्षित करने और भारत को ई-वाहनों के विनिर्माण गंतव्य के रूप में प्रोत्साहन देने के लिए एसएमईसी को 15.03.2024 को शुरू किया गया है। यह योजना वैश्विक ईवी निर्माताओं से निवेश आकर्षित करने और भारत को ई-वाहनों के विनिर्माण गंतव्य के रूप में प्रोत्साहन देने में सहायता करती है। यह योजना भारत को ईवी के विनिर्माण के लिए वैश्विक केंद्र बनाने, रोजगार सृजित करने और ''मेक इन इंडिया'' के लक्ष्य को प्राप्त करने में भी सहायता करती है।

xii. पीएम इलेक्ट्रिक ड्राइव क्रांति इन इनोवेटिव व्हीकल एन्हांसमेंट (पीएम ई-ड्राइव) योजना: भारत सरकार ने देश में इलेक्ट्रिक मोबिलिटी को प्रोत्साहन देने के लिए 29.09.2024 को 'पीएम इलेक्ट्रिक ड्राइव क्रांति इन इनोवेटिव व्हीकल एन्हांसमेंट (पीएम ई-ड्राइव) योजना' नामक योजना अधिसूचित की है। इस योजना का परिव्यय 01.04.2024 से 31.03.2026 तक दो वर्षों की अवधि के लिए 10,900 करोड़ रुपये है। 01.04.2024 से 30.09.2024 तक 06 महीने की अवधि के लिए कार्यान्वित इलेक्ट्रिक मोबिलिटी प्रमोशन स्कीम (ईएमपीएस) 2024 इस योजना में शामिल है। पीएम-ई बस सेवा भुगतान सुरक्षा प्रणाली (पीएसएम) योजना: गृह मंत्रालय ने 28.10.2024 को भारत सरकार/राज्य सरकार/संघ राज्य क्षेत्र प्रायोजित योजनाओं के तहत 3,435.33 करोड़ रुपये के कुल वित्तीय परिव्यय के साथ इलेक्ट्रिक बसों (ई-बस) की खरीद और संचालन के लिए भुगतान सुरक्षा प्रणाली निधि स्थापित करने हेतु पीएम-ई बस सेवा (पीएसएम) योजना को अधिसूचित किया है।

आरसी (पंजीकरण प्रमाणपत्र) के वाहन केंद्रीकृत डेटाबेस में उपलब्ध जानकारी के अनुसार, भारत में पंजीकृत ईवी दो पहिया, चार पहिया, माल परिवहन वाहन और यात्री वाहनों की संख्या का विवरण निम्नानुसार है: -

25-11-2024 तक भारत में श्रेणीवार पंजीकृत इलेक्ट्रिक वाहन

दोपहिया - 28,21,756

तिपहिया - 21,76,875

चौपहिया - 2,56,520

माल वाहन - 11,765

सार्वजनिक सेवा वाहन - 10,236

कुल - 52,77,152

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.

3 SPLIT FROM THE PACK

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.

5 STOCK UP ON EXTRA EQUIPMENT

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

6 FILL YOUR FUEL TANK

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

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-262
ANSWERED ON-27/11/2024

EXPANSION OF INTELLIGENT TRAFFIC MANAGEMENT SYSTEM

262. MS. DOLA SEN:

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

(a) whether Government has taken any action plan to expand the intelligent traffic management system outside the NCR region in other States also;
(b) if so, the steps taken till now; and
(c) if not, the reasons therefor?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (c) The Motor Vehicles (Amendment) Act, 2019 provides for electronic monitoring and enforcement of road safety on National Highways, State Highways, roads or in any urban city within a state which has a population up to such limits as may be prescribed by the Central Government. Accordingly, Government has published rules in August 2021 for Electronic Monitoring and Enforcement of Road Safety at high-risk and high-density corridors on National Highways, State Highways and at critical junctions in Million plus cities and cities under National Clean Air Programme (NCAP) in the Country. For the purpose of this rule, "electronic enforcement device" means a speed camera, closed-circuit television camera, speed gun, body wearable camera, dashboard camera, Automatic Number Plate Recognition (ANPR), weigh in machine (WIM) and any such other technology specified by the State Government.

Advanced Traffic Management System (ATMS) is installed in high traffic density National Highways and National Expressways such as Delhi-Meerut Expressway, Trans-Haryana, Eastern Peripheral Expressway etc. by National Highways Authority of India (NHAI). Advanced Traffic Management System (ATMS) has provisions for various electronic enforcement devices which help in speedy identification of incidents on the highway stretches and effectively monitor the highways, thereby improving the response time of the on-site assistance.

In October, 2023, NHAI has also revised the standard ATMS document which gives the functional and technical specifications of ATMS solution and its sub-systems like Video Surveillance System, AI based Video Incident Detection and Enforcement System (VIDES), etc. The document also provides for enabling API based e-challan by Enforcement Agencies through VIDES, integration with Rajmarg Yatra, NHAI One App, providing live camera feeds to NHAI Offices and Enforcement agencies, etc.

In new NH projects on high density and high speed corridors of NHAI, installation of ATMS is generally a part of the project. Further, ATMS is also implemented as standalone projects in already constructed important corridors.

*****

दिल्ली
सान्ध्य टाइम्स, बुधवार, 20 नवंबर 2024

ग्रीन टैक्स पर ट्रांसपोर्टर्स की मीटिंग, आंदोलन की चेतावनी

सान्ध्य टाइम्स ब्यूरो। दिल्ली में बढ़े वायु प्रदूषण लेवल और व्यवसायिक वाहनों पर लग रहे ग्रीन टैक्स के विषय पर ऑल इंडिया मोटर एवं गुड्स ट्रांसपोर्ट असोसिएशन (AIMGTA) की कार्यकारिणी की अहम बैठक हुई। इस विषय को ट्रांसपोर्टर्स के हवाले से 'सान्ध्य टाइम्स' ने प्रमुखता से उठाया था। असोसिएशन के प्रेजिडेंट राजेंद्र कपूर ने कहा कि मीटिंग में ट्रांसपोर्ट्स ने अपनी बातें रखीं। 2015 से अब तक कमर्शल वीइकल्स से दिल्ली में प्रवेश के समय ग्रीन टैक्स के नाम पर मोटी धनराशि वसूली जाती है, जो अनुचित है। सुप्रीम कोर्ट के आदेश और जनहित के तहत ट्रांसपोर्टर्स टैक्स चुका रहे हैं। राजेंद्र ने कहा कि अभी अधिकतर BS-6 मानक वाहन चलन में हैं, जो सरकार के मुताबिक लगभग शून्य प्रदूषण उत्सर्जित करते हैं, उनसे ग्रीन टैक्स क्यों लिया जा रहा है?

ट्रांसपोर्टर दीपक सचदेवा ने कहा कि यदि सरकार ने हमारे विषय को गंभीरता से नहीं लिया, तो आंदोलन करेंगे। अहिंसात्मक तरीके से दिल्ली सचिवालय और सिविक सेंटर पर प्रदर्शन करेंगे। एक श्वेत पत्र जारी किया जाए, जिस पर ग्रीन टैक्स का पूरा ब्यौरा रखा जाए। मीटिंग में देवेंद्र सिंह, अरबिंदर सिंह, सुरेश आहूजा, अरुण बंसल, ईश्वर गिरी, पुनीत मेहता, अनिल गुरेजा और नवीन गुरेजा मौजूद रहे।

अभी इतना वसूला जा रहा ग्रीन टैक्स

सुप्रीम कोर्ट के निर्देश पर लाइट कमर्शल गाड़ियों यानी दो एक्सल वाले ट्रक जैसे कमर्शल गाड़ियों पर 1300 रुपये और 3 एक्सल और 4 एक्सल वाले ट्रकों पर 4800 रुपये प्रति एंट्री ईसीसी लग रही है। छोटे खाली टैंपों से भी वसूले जाते हैं। दिल्ली का टैंपो यदि गुड़गांव या नोएडा जाता है, तो उसे भी दिल्ली प्रवेश करते वक्त 700 से 1800 रुपये तक वसूले जाते हैं। पैसेंजर गाड़ियां, एंबुलेंस और जरूरी सामग्री जैसे फूड आइटम और ऑयल आदि कैरी करने वालों से ये चार्ज न वसूला जाए। बता दें कि दिल्ली में एंट्री के लिए 127 पॉइंट हैं, जिसमें 9 बड़े हैं।(प्रस)

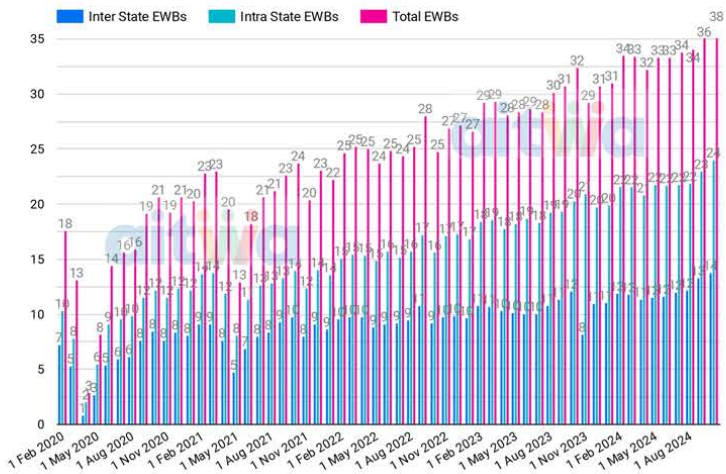
Developed & compiled by

Indian Roads and Transport Development Association

Eway Bill Dashboard

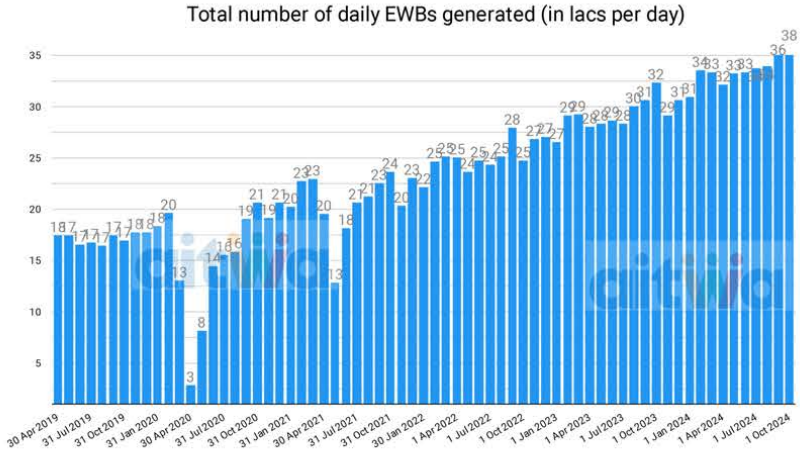
Last updated on 11th November 2024 | Data as on 31st October, 2024

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

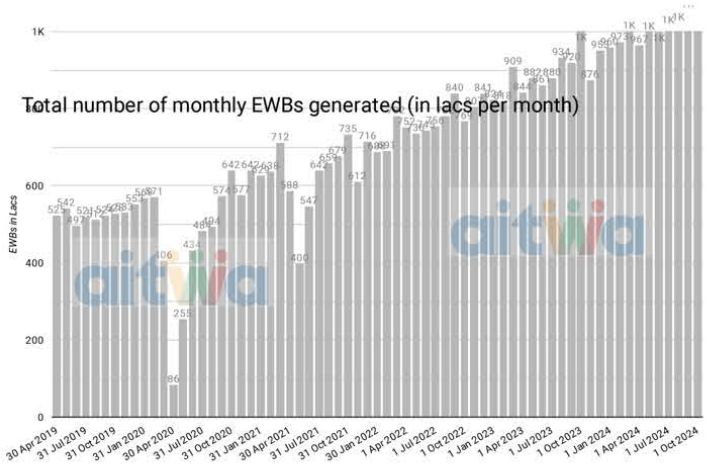


February Data is average of 2019-20 upto February 2020

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



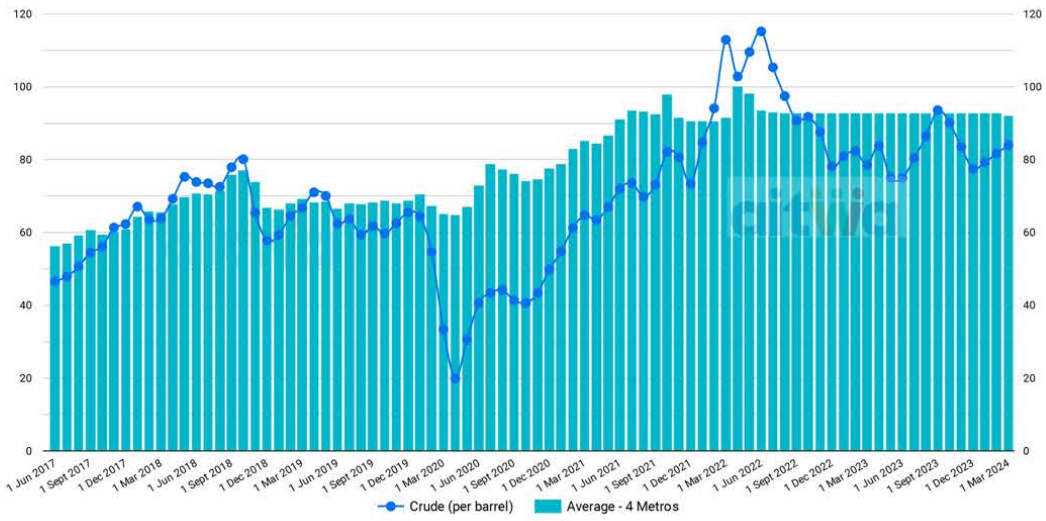
Total number of monthly EWBs generated (in lacs per month)



Diesel Dashboard

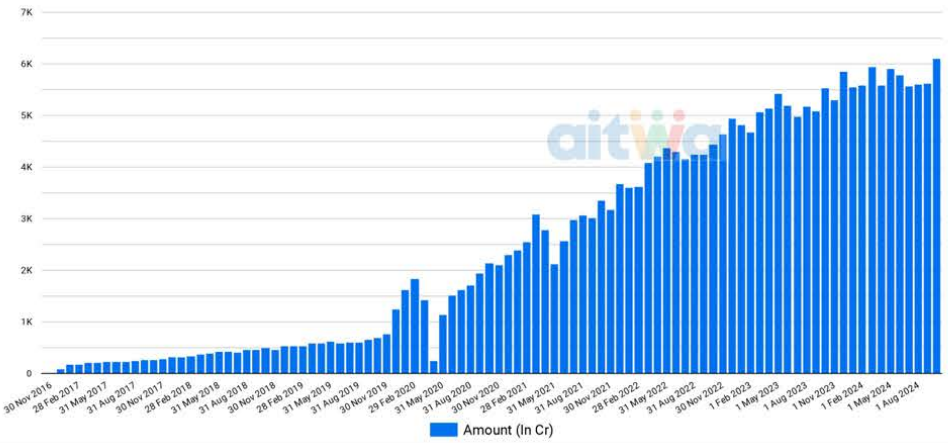
Last updated on 21st March 2024 | Data as on 21st March 2024

Diesel Price Average of 4 metros since 2017



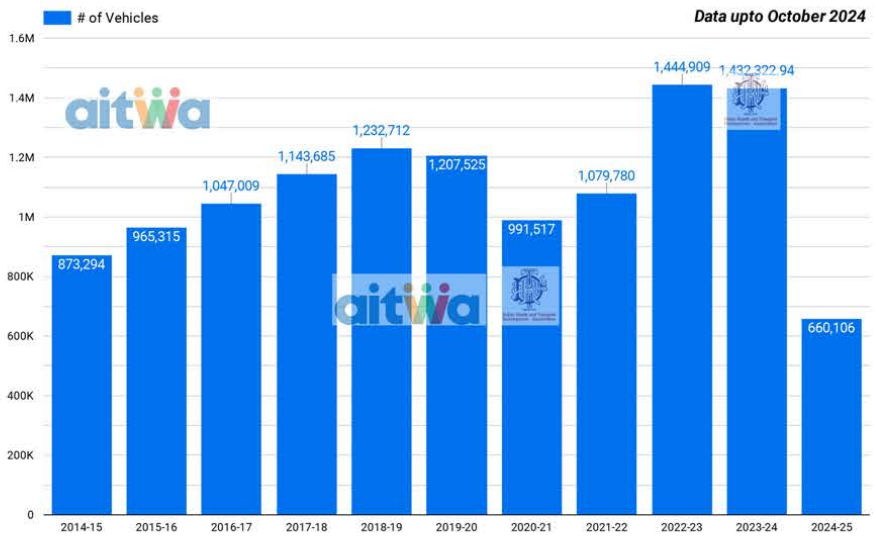
Toll Collection Dashboard

Last updated on 11th November 2024| Data as on 31st October 2024



National Permit Vehicles in India

Data upto October 2024



TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To Oct.		
		Oct. 2024	Oct. 2023	% Change	2024-25	2023-24	% Change
(A) 18 International Airports							
1	Amritsar	234.9	347.0	-32.3	2022.9	0.1	-
2	Ayodhya	0.0	0.0	-	0.0	0.0	-
3	Bhubaneswar	808.9	878.8	-7.9	5293.6	5995.1	-11.7
4	Chennai	32766.1	27754.0	18.1	219563.3	194807.1	12.7
5	Coimbatore	1232.9	926.0	33.1	7217.4	4841.0	49.1
6	Goa	486.2	432.0	12.5	2991.9	3218.1	-7.0
7	Imphal	513.0	56.0	-	3426.8	1059.3	223.5
8	Kolkata	15222.7	13445.6	13.2	101859.0	83602.2	21.8
9	Kozhikode	1836.1	1489.0	23.3	12803.3	10455.0	22.5
10	Kushinagar	0.0	0.0	-	0.0	0.0	-
11	Port Blair	706.8	545.0	29.7	4505.3	3181.8	41.6
12	Rajkot (Hirasar)	57.8	0.0	-	386.8	0.0	-
13	Srinagar	755.5	689.0	9.6	6427.8	5919.4	8.6
14	Surat	625.1	463.0	35.0	4200.9	3383.8	24.2
15	Tiruchirappalli	684.0	560.0	22.1	3727.3	3796.0	-1.8
16	Tirupati	11.8	5.0	-	55.0	18.0	205.4
17	Varanasi	669.8	442.0	51.5	3911.5	2850.5	37.2
18	Vijayawada	130.7	109.0	19.9	683.9	413.1	65.6
Total		56742.1	48140.5	17.9	379371.6	325563.3	16.5
(B) 6 PPP International Airports							
19	Ahmedabad	9753.8	10261.0	-4.9	61072.1	61519.3	-0.7
20	Guwahati	2391.6	1578.0	51.6	14798.1	11941.5	23.9
21	Jaipur	2228.1	1797.1	24.0	12905.9	11345.5	13.8
22	Lucknow	1907.0	2009.6	-5.1	13296.8	12078.1	10.1
23	Mangalore	187.8	207.0	-9.3	1647.7	1181.0	39.5
24	Thiruvananthapuram	2047.0	1602.7	27.7	13766.6	11215.8	22.7
Total		18515.4	17455.4	6.1	117487.2	109281.3	7.5
(C) 7 JV International Airports							
25	Bangalore (BIAL)	44336.0	37763.0	17.4	301596.0	250471.0	20.4
26	Delhi (DIAL)	101756.9	88953.0	14.4	651472.4	567445.4	14.8
27	Hyderabad (GHIAL)	15105.4	13615.5	10.9	98973.6	86301.3	14.7
28	Kannur (KIAL)	382.3	265.3	44.1	2770.5	2118.1	30.8
29	Kochi	5101.6	5147.9	-0.9	37440.8	34957.4	7.1
30	Mumbai (MIAL)	78728.8	68787.3	14.5	525804.1	464724.5	13.1
31	Nagpur	856.0	808.0	5.9	5198.1	4578.6	13.5
Total		246266.9	215340.0	14.4	1623255.4	1410596.2	15.1
(D) 2 ST Govt./Pvt. INTL Airports							
32	Goa (MOPA)	283.9	168.6	68.4	1631.6	491.0	-
33	Shirdi	5.7	8.9	-35.9	38.9	198.1	-80.4
Total		289.7	177.5	63.1	1670.5	689.1	-
(E) 11 Custom Airports							
34	Agartala	499.2	178.6	-	3327.7	1227.6	-
35	Aurangabad	124.2	95.0	30.7	553.4	434.3	27.4
36	Bagdogra	819.4	722.0	13.5	5664.1	5006.9	13.1
37	Chandigarh	1412.4	776.5	81.9	9198.8	4149.6	-
38	Gaya	0.0	0.0	-	0.0	0.0	-
39	Indore	990.1	909.0	8.9	6048.5	5975.1	1.2
40	Madurai	361.7	352.0	2.8	2066.6	1666.2	24.0
41	Patna	856.6	962.0	-11.0	5434.5	5521.8	-1.6
42	Pune	4161.3	3731.0	11.5	23891.2	22226.0	7.5
43	Vadodara	153.2	213.0	-28.1	875.6	1436.0	-39.0
44	Visakhapatnam	293.0	313.0	-6.4	2409.1	2425.2	-0.7
Total		9671.1	8252.1	17.2	59469.5	50068.7	18.8
(F) 69 Domestic Airports							
45	Adampur (Jalandhar)	0.0	0.0	-	0.0	0.0	-
46	Agatti	0.1	5.7	-98.2	0.1	35.7	-99.7
47	Agra	7.2	6.0	20.3	27.2	24.0	13.2
48	Barapani(Shillong)	0.0	0.0	-	0.0	0.0	-
49	Bareilly	0.0	0.0	-	0.0	0.0	-
50	Belagavi	2.2	1.0	-	14.8	1.0	-
51	Bhatinda	0.0	0.0	-	0.0	0.0	-
52	Bhavnagar	0.0	0.0	-	0.0	0.0	-
53	Bhopal	230.8	234.0	-1.4	1427.3	1625.8	-12.2
54	Bhuj	0.3	0.0	-	1.8	0.0	-
55	Bhuntar(Kullu Manali)	0.0	0.0	-	0.0	0.0	-
56	Bikaner	0.0	0.0	-	0.0	0.0	-
57	Coochbeher	0.0	0.0	-	0.0	0.0	-
58	Cuddapah	0.0	0.0	-	0.0	0.0	-
59	Darbhanga	40.8	99.0	-58.8	294.9	342.5	-13.9
60	Dehradun	192.3	178.0	8.0	1426.0	1447.2	-1.5
61	Deoghar	0.0	0.0	-	0.0	0.0	-
62	Dimapur	105.5	146.6	-28.1	727.2	870.2	-16.4
63	Diu	0.0	0.0	-	0.0	0.0	-
64	Gaggal(Kangra)	0.0	0.0	-	0.0	0.0	-

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To Oct.		
		Oct. 2024	Oct. 2023	% Change	2024-25	2023-24	% Change
(F) 69 Domestic Airports							
65	Gondia	0.0	0.0	-	0.0	0.0	-
66	Gorakhpur	0.0	0.0	-	0.0	0.0	-
67	Gwalior	0.0	0.0	-	0.0	8.0	-
68	Hindon	0.0	0.0	-	0.0	0.0	-
69	Hubbali	33.4	19.0	75.6	179.8	63.0	-
70	Hyderabad(Begumpet)	0.0	0.0	-	0.0	0.0	-
71	Itanagar(Holongi)	0.0	0.0	-	0.0	0.0	-
72	Jabalpur	0.0	0.0	-	0.0	0.0	-
73	Jaisalmer	0.0	0.0	-	0.0	0.0	-
74	Jalgaon	0.0	0.0	-	0.0	0.0	-
75	Jammu	102.6	74.0	38.7	616.1	440.9	39.7
76	Jamnagar	9.3	52.0	-82.1	87.6	52.0	68.4
77	Jharsuguda	0.0	9.0	-	0.0	49.4	-
78	Jodhpur	13.9	18.0	-22.8	68.9	42.0	64.1
79	Jorhat	10.7	20.0	-46.8	91.8	105.5	-13.0
80	Juhu	0.0	27.0	-	146.3	186.7	-21.6
81	Kalaburagi(Gulbarga)	0.0	0.0	-	0.0	0.0	-
82	Kandla	0.0	0.0	-	0.0	0.0	-
83	Kanpur(Chakeri)	10.4	10.0	3.8	61.0	63.0	-3.2
84	Keshod(Junagarh)	0.0	0.0	-	0.0	0.0	-
85	Khajuraho	0.0	0.0	-	0.0	0.0	-
86	Kishangarh	0.0	0.0	-	0.0	0.0	-
87	Kolhapur	0.0	0.0	-	0.0	0.0	-
88	Kota	0.0	0.0	-	0.0	0.0	-
89	Lakhimpur(Lilabari)	0.0	0.0	-	0.2	1.0	-78.0
90	Leh	121.6	133.0	-8.6	1108.0	1046.3	5.9
91	Ludhiana	0.0	0.0	-	0.0	0.0	-
92	Mohanbari(Dibrugarh)	97.7	153.0	-36.2	577.6	779.7	-25.9
93	Moradabad	0.0	0.0	-	0.0	0.0	-
94	Mysuru	0.0	0.0	-	0.0	0.0	-
95	Pakyong	0.0	0.0	-	0.0	0.0	-
96	Pantnagar	0.0	0.0	-	0.0	0.0	-
97	Porbandar	0.0	0.0	-	0.0	0.0	-
98	Prayagraj	4.6	3.0	-8.6	29.3	21.0	39.3
99	Puducherry	0.0	0.0	-	0.0	0.0	-
100	Raipur	520.8	507.6	2.6	3052.6	2967.7	2.9
101	Rajahmundry	2.1	1.0	-	14.2	12.1	16.8
102	Rajkot	0.0	0.0	-	0.0	365.0	-
103	Ranchi	603.6	624.0	-3.3	4333.9	3502.1	23.8
104	Rupsi	0.0	0.0	-	0.0	0.0	-
105	Safdarjung	0.0	0.0	-	0.0	0.0	-
106	Salem	0.0	0.0	-	0.0	0.0	-
107	Shimla	0.0	0.0	-	0.0	0.0	-
108	Sholapur	0.0	0.0	-	0.0	0.0	-
109	Silchar	84.0	70.0	20.0	359.0	367.2	-2.2
110	Tezpur	0.0	0.0	-	16.5	0.0	-
111	Tezu	0.0	0.0	-	0.0	0.0	-
112	Tuticorin	1.1	1.1	-0.3	4.9	4.2	16.2
113	Udaipur	27.6	13.0	-	154.9	97.7	58.5
(F) 69 Domestic Airports		2222.5	2407.1	-7.7	14821.8	14521.0	2.1
(G) 25 St.Govt. / Pvt Airports							
114	Aizawl(Lengpui)	120.7	83.0	45.4	653.1	420.9	55.2
115	Aligarh	0.0	0.0	-	0.0	0.0	-
116	Azamgarh	0.0	0.0	-	0.0	0.0	-
117	Bengaluru(Hal)	0.0	0.0	-	0.0	0.0	-
118	Bidar	0.0	0.0	-	0.0	0.0	-
119	Bilaspur	0.0	0.0	-	0.0	0.0	-
120	Chitrakoot	0.0	0.0	-	0.0	0.0	-
121	Durgapur	12.6	42.7	-70.6	220.6	382.2	-42.3
122	Hisar	0.0	0.0	-	0.0	0.0	-
123	Jagdalpur	0.0	0.0	-	0.0	0.0	-
124	Jamshedpur	0.0	0.0	-	0.0	0.0	-
125	Jeypore	0.0	0.0	-	0.0	0.0	-
126	Kurnool	0.0	0.0	-	0.0	0.0	-
127	Mundra	0.0	0.0	-	0.0	0.0	-
128	Nanded	0.0	0.0	-	0.0	0.0	-
129	Nasik(Hal Ozar)	410.2	0.0	-	1984.3	0.0	-
130	Pasighat	0.0	0.0	-	0.0	0.0	-
131	Pithoragarh	0.0	0.0	-	0.0	0.0	-
132	Rourkela	0.0	0.0	-	0.0	0.0	-
133	Shivamogga	0.0	0.0	-	0.0	0.0	-
134	Shravasti	0.0	0.0	-	0.0	0.0	-
135	Sindhudurg	0.0	0.0	-	0.0	0.0	-
136	Utkela	0.0	0.0	-	0.0	0.0	-
137	Vijayanagar	0.0	0.0	-	0.0	0.0	-
138	Ziro	0.0	0.0	-	0.0	0.0	-
(G) 25 St.Govt. / Pvt Airports		543.5	125.7	-	2858.1	803.2	-
Grand Total (A+B+C+D+E+F+G)		334251.1	291898.3	14.5	2198933.1	1911522.6	15.0

Source: A.A.I.

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

(*) TENTATIVE **(IN '000 TONNES)**

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/ LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers		Coal		Containers		Other Misc. Cargo	TOTAL	% VAR. AGAINST 2023-24
					FIN.	RAW	Thermal & Steam	Coking & Others	Tonnage	TEUs			
KOLKATA													
Kolkata Dock System	TRF APRIL-NOV., 2024	234	384	-	427	18	-	462	6036	400	2184	9745	
	TRF APRIL-NOV., 2023	185	339	-	571	6	-	1729	6653	438	2115	11598	-15.98
Haldia Dock Complex	TRF APRIL-NOV., 2024	6114	4013	379	120	335	96	9538	1929	109	6490	29014	
	TRF APRIL-NOV., 2023	6312	3472	663	69	296	-	13719	1299	69	6017	31847	-8.90
TOTAL: SMP, KOLKATA	TRF APRIL-NOV., 2024	6348	4397	379	547	353	96	10000	7965	509	8674	38759	
	TRF APRIL-NOV., 2023	6497	3811	663	640	302	-	15448	7952	507	8132	43445	-10.79
PARADIP	TRF APRIL-NOV., 2024	23090	1230	16398	170	4145	33097	10759	274	17	7516	96679	
	TRF APRIL-NOV., 2023	24423	1198	16004	321	3522	31966	9786	114	7	5585	92919	4.05
VISAKHAPATNAM	TRF APRIL-NOV., 2024	14630	906	7781	801	1061	6294	5056	7075	444	10363	53967	
	TRF APRIL-NOV., 2023	12312	1170	9839	1215	1105	6940	4767	7556	463	8701	53605	0.68
KAMARAJAR(ENNORE)	TRF APRIL-NOV., 2024	3431	121	-	-	-	14873	1537	8824	457	2350	31136	
	TRF APRIL-NOV., 2023	3248	106	-	-	-	14568	1328	8730	452	2073	30053	3.60
CHENNAI	TRF APRIL-NOV., 2024	8791	938	735	-	93	-	-	22347	1158	2272	35176	
	TRF APRIL-NOV., 2023	9776	1002	597	-	240	-	-	20675	1071	2350	34640	1.55
V.O.CHIDAMBARANAR	TRF APRIL-NOV., 2024	318	908	-	434	555	6870	5514	10413	521	2787	27799	
	TRF APRIL-NOV., 2023	336	846	-	601	456	6383	5580	9876	494	3124	27202	2.19
COCHIN	TRF APRIL-NOV., 2024	15794	324	-	-	101	-	-	7528	559	687	24434	
	TRF APRIL-NOV., 2023	15791	420	-	-	147	-	-	6600	480	824	23782	2.74
NEW MANGALORE	TRF APRIL-NOV., 2024	18272	2270	374	379	45	4009	1157	1617	124	455	28578	
	TRF APRIL-NOV., 2023	16701	1763	2563	367	46	4099	458	1938	136	638	28573	0.02
MORMUGAO	TRF APRIL-NOV., 2024	367	254	2083	166	-	1542	4358	-	-	2126	10896	
	TRF APRIL-NOV., 2023	405	336	2855	118	-	2258	4664	-	-	2067	12703	-14.22
MUMBAI	TRF APRIL-NOV., 2024	27124	1308	3858	239	66	5945	-	2	-	7756	46298	
	TRF APRIL-NOV., 2023	26287	1151	3814	339	75	5549	-	141	13	6995	44351	4.39
J.N.P.A.	TRF APRIL-NOV., 2024	2217	1711	-	-	-	-	-	54748	4739	1374	60050	
	TRF APRIL-NOV., 2023	2278	1747	-	-	-	-	-	51330	4180	1080	56435	6.41
DEENDAYAL	TRF APRIL-NOV., 2024	42305	8282	786	2467	306	12432	365	4595	279	24159	95697	
	TRF APRIL-NOV., 2023	42676	7458	922	2648	205	12925	179	5907	335	14983	87903	8.87
ALL PORTS	TRF APRIL-NOV., 2024	162687	22649	32394	5203	6725	85158	38746	125388	8807	70519	549469	
	TRF APRIL-NOV., 2023	160730	21008	37257	6249	6098	84688	42210	120819	8138	56552	535611	2.59
% Variation from previous year		1.22	7.81	-13.05	-16.74	10.28	0.55	-8.21	3.78	8.22	24.70	2.59	

Source: I.P.A.

India E-Truck Exchange Event Calls for Effective Utilisation of Subsidy Under PM E-Drive

The International Council on Clean Transportation (ICCT) and the Union Ministry of Heavy Industries organised an India E-Truck Exchange event in New Delhi on November 14 to discuss the PM E-DRIVE Scheme's Rs 500 crore allotment for electric truck incentives. This effort seeks to accelerate the country's adoption of electric commercial vehicles or e-trucks, to meet India's climate targets and reduce emissions in the transportation sector.

This event brought together industry experts, shippers, logistics providers, and OEMs (Original Equipment Manufacturers). The main topic of debate was how to use the funds allotted to incentivise the use of electric trucks in India.

During the consultative discussions hosted by the Ministry of Heavy Industries, the representatives of NITI Aayog, SIAM, Ministry of Road Transport and OEMs attended the meeting and put their recommendations. The discussions centred on India's critical need to cut emissions in the transportation sector, where medium and heavy-duty commercial vehicles form only 3 percent of the fleet but produce a whopping 44 percent of carbon emissions.

This drive reinforces the need to switch to cleaner and greener fuel alternatives and is in line with the Supreme Court's order for a diesel truck replacement strategy by January 2024. In 2021 alone, the industry used 41 percent of all the oil in road transportation, operated by almost 4.5 million medium and heavy-duty trucks.

With the goal of transforming India's transport industry by implementing electric mobility solutions, the PM E-DRIVE Scheme allocates Rs 500 crore for electric commercial vehicles and ambulances. The goal of this scheme is to increase energy security and lessen dependency on fossil fuels.

In order to immediately address urban pollution and greenhouse gas emissions, this scheme also allocates Rs 2000 crore for charging infrastructure and Rs 4391 crore for electric public transportation, which includes more than 14,000 e-buses.

According to ICCT research, electric commercial vehicles that are powered by the grid emit 17-29 percent lower greenhouse gas emissions (GHGs) than diesel trucks, and they can emit up to 83 percent fewer GHGs when using renewable energy. Additionally, these trucks use 65 percent less fuel, resulting in cost savings and making them more fuel-efficient solutions.

The adoption of electric trucks is especially important in cities like New Delhi, where diesel trucks are responsible for 32 percent of PM2.5 emissions and 60 percent of health issues related to transportation.

Every stakeholder agreed that established routes and predictable usage patterns should be the focus of the first phase of truck electrification. In addition to vehicle-level subsidies, they recommended taking component-level incentives into account. To reduce the overall cost of operations for large trucks that are currently using conventional fuels, Muthukumar N, Head of Regulatory Affairs and Product Homologation at Ashok Leyland, emphasised the significance of focussing on high-impact segments like e-commerce that correspond with customer demands.

V.G. Kulkarni, Head of Homologation at Mahindra Truck & Bus Division, discussed Mahindra's e-Trucks and emphasised the value of component-level incentives in addition to vehicle-level incentives. Incentives would hasten the development and use of e-trucks in India, according to S.O. Tyagi, Senior Partner, Corporate Relations, Murugappa Group, TI Clean Mobility.

While opening the event and mentioning the dual impact of electric trucks in reducing fuel costs and improving air quality, Hanif Qureshi, Additional Secretary, Ministry of Heavy Industries, said, “18 percent of pollution is attributed to the heavy transport sector, making e-trucks is crucial for a cleaner transport network. The end objective of this consultation is to frame a set of guidelines to fast-track adoption of E trucks,” reported TrucksDekho.

Highlighting the significant role of electric trucks in India's sustainable and reliable transportation, Kamran Rizvi, Secretary, Ministry of Heavy Industries, stated, “For electric trucks, the journey has just begun. Let's make the full use of the Rs 500 crore we have been given under the PM E DRIVE for electric trucks.”

Battery electric trucks and other zero-emission trucks (ZETs) are crucial to India's achievement of its net-zero emissions target by 2070 and its targets under the Paris Agreement. According to ICCT research, maintaining India's climate goals requires reaching 100 percent ZET sales by 2050, ideally by 2045 for Paris alignment.

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RNI. No. DEL BIL/2004/13482 | Postal Regn. No. DL (C)-14/1378/2020-2022 | Posted at S.R.T. Nagar P.O. ND-55 on 28/29th of Every Month
Date of Publication : 10/11/2024 | Total Pages : 56