



Parivahan Pragati

परिवहन प्रगति

Monthly Magazine of All India Transporters Welfare Association

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

Collaborative Logistics

Government Plans for Mandatory Onboard Weighing System in Cargo Vehicles

▶ Page 26

SCVs Set to Disrupt Logistics Market

▶ Page 30

Pune Gets New Registered Vehicle Scrapping Facility

▶ Page 44

Propel Industries Launches Electric Trailer Truck 470 eTR At Bauma Conexpo 2024

▶ Page 54

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contents

04 Editorial

- ▶ Collaborative Logistics Propels Competitive Advantages

06 Outlook

- ▶ Collaborative Logistics –An Approach to Success!
- ▶ Mantra for Successful Strategic Logistics Partnership

12 Cover Story

- ▶ Collaborative Logistics: An Approach of Opportunities

14 Article

- ▶ GST Council Members Proposes Tax Exemption on Third-party Motor Premiums Under MVA Fund
- ▶ Preparing the Next Generation for Business Leadership
- ▶ Vehicles in Road Increased, Revenue Generation Multiplied
- ▶ Road Policies for Better and Congestion-free Roads
- ▶ Good News! LNG Trucks are in the Market!
- ▶ Shaping a Successful Logistics Ecosystem

25 Analytics Report

26 Government Policies & Initiatives

- ▶ Government Plans for Mandatory Onboard Weighing System in Cargo Vehicles

28 Technology

- ▶ Top Technologies for Logistical Fleet Efficiency



30 Trends

- ▶ SCVs Set to Disrupt Logistics Market

32 Industry

- ▶ November 2024 Witnessed Sharp Drop in Truck Movements
- ▶ Brand-wise Commercial Vehicle Retail Sales In November 2024
- ▶ Mahindra, Ashok Leyland, Tata Mahindra Announces Price Hike for their CVs from January 2025
- ▶ EKA Mobility To Unveil New Electric Trucks At Bharat Mobility Auto Expo 2025

38 Must Know

- ▶ Proper Load Balancing Can Improve Tyre Life
- ▶ Truck Leasing In India: Know Everything Here!
- ▶ Brake Shoes of Trucks: A Comprehensive Guide to Maintain Them!
- ▶ Roadside Assistance Services For Trucks
- ▶ How Truckers Can Prevent Common Accidents?

44 Vehicle Scrappage

- ▶ Pune Gets New Registered Vehicle Scrapping Facility

45 Highways Safety & Assistance

- ▶ एनएचएआई का इरादा 'राजमार्ग साथी' के साथ अपनी राजमार्ग गश्ती सेवाओं को मजबूत करने का है

46 AITWA - LoTS's Impact

48 Parliament Session

49 Safe Winter Driving

50 AITWA - IRTDA Data

52 Statistics - Air Freight

53 Statistics - Ocean Freight

54 Bauma Conexpo India

- ▶ Propel Industries Launches Electric Trailer Truck 470 eTR At Bauma Conexpo 2024

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Collaborative Logistics Propels Competitive Advantages

Today's supply change landscape is both complex and dynamic, requiring the agility and foresight that traditional models lack. The ever-increasing competitive and global pressures to operate more efficiently have forced transportation companies to endure a collaborative approach to their businesses.

Unlike traditional logistics which often work in silos, collaborative logistics leverages shared expertise, resources, and information, leading to a more synchronized and efficient supply chain. This progressive approach has reshaped how businesses think about and manage their supply chain operations, making it an essential study in the context of modern commercial success.

However, adopting a collaborative approach is not without its hurdles. Resistance to change can stifle innovation and progress. Companies must also grapple with issues of confidentiality, carefully navigating the sharing of sensitive information. Enforcing compliance across various entities calls for a delicate balance of shared governance and autonomy.

Therefore, companies should first identify potential partners demonstrating compatibility and mutual benefit. They must solidify trust and establish robust, secure communication channels. After all, aligning objectives and harmonizing operational processes ensure that activities are not only coordinated but also aim toward unified goals.

The benefits of collaborative logistics are many but revolve mainly around cost saving, improved service levels and enhanced supply chain efficiency.

With cost savings realized in several areas, collaborative logistics is the

strategy that has garnered significant attention in this rapidly evolving modern-day supply chain landscape. Right from coordinated delivery schedules to shared shipping space to circumventing redundant vehicle use, collaborative logistics play a pivotal role in dropping transportation costs. Also, inventory carrying costs can likewise be diminished when information sharing leads to more refined demand forecasts, reducing excess stock.

Moreover, collaboration not only augments fiscal health but elevates service delivery too. The dynamism afforded by collaborative systems empowers businesses to adapt quickly to market changes, avoiding stockouts or overages. This boosts the customer experience, providing more consistent availability and reliable produce. The resultant refinement of service quality can differentiate companies in today's competitive marketplace, where consumer expectations are ever-increasing and brand loyalty is becoming increasingly elusive.

In addition, collaborative logistics often leads to reduced lead times, as shared planning and operations prevent bottlenecks. Accurate forecasting, enabled by shared data, minimizes waste and maximizes resource utilization. So, when an effective inventory management system emerges from these combined efforts, it contributes to a more predictable and reliable supply chain, of course optimizing supply chain efficiency.

In future, as the logistics landscape continues to evolve, collaborative logistics stands as a shining example of innovation, heralding a future where integration, efficiency, and sustainability coexist. Its growing



Ashok Gupta

significance alludes to an impending universal adoption across the logistics industry.

The supply chain business houses should heed the advantages of collaborative approaches and consider their applicability within their industry. They should remember that a shift from traditional logistics to a collaborative model can be transformative but demands a thoughtful, strategic approach. Choosing the right partners whose capabilities and corporate philosophies align with one's own is central to constructing a functional alliance. Robust communication methodologies and systems are required to facilitate uninterrupted and clear dialogue between participants, while data must be readily available and transparent for informed collective decision-making.

A successful collaborative logistical framework rests upon several key requisites. Nevertheless, the concept breaks down operational barriers, engenders trust, and fosters transparent communication, offering savings, efficiency, and service improvements, propelling competitive advantage. No second thought that enduring the strategy will be beneficial for supply chain companies.



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Collaborative Logistics – An Approach to Success!

When we decide it is time to increase productivity, we have two approaches available. One is to concentrate on how the business operates internally and research ways to make all logistics procedures more cost-effective and efficient.

Logically, it is possible only when we have already automated our warehouse and put in place an EMS, and the benefits of such technologies are now being experienced. Further, we may also be willing to investigate the external procedures with the same goal in mind. To do this, we must examine the relationships between each link in the supply chain and maximize opportunities for cooperation.

Two, we will build a lasting business collaboration in logistics. By opting for this approach we will share resources, information, and responsibilities between multiple businesses in the supply chain. Since the logistics industry is a large and demanding sector, we would need all the support and partnership we can get to enhance workflow, increase productivity, and reduce expenses.

This approach reiterates the old saying - unity in strength - to maximize supply chain performance while incorporating each partner's unique capabilities. This will help us take big strides towards growth, eventually.

This approach is not only restricted to small-sized logistics companies but all. Whether you are a small start-up or a large corporation, collaborative logistics networks offer a range of benefits.

One of the primary benefits is the improvement in operational efficiency. As the partner business houses share real-time data and

coordinate activities, they gain valuable insights into demand patterns, enabling them to make informed decisions and respond promptly to market fluctuations. For instance, manufacturers can adjust production schedules based on accurate demand forecasts provided by retailers, reducing wastage and minimizing inventory holding costs. Furthermore, optimized route planning and load consolidation enhance transportation operations, leading to reduced empty miles and improved vehicle utilization. These efficiency gains translate into significant cost savings and improved overall operational performance.

Next, collaborative logistics networks enable stakeholders to optimize their operations, streamline processes, and reduce unnecessary costs. By pooling resources and sharing infrastructure, such as warehouses and distribution centres, companies can lower their capital expenditure and operating costs. This collaborative approach proves particularly beneficial for small and medium-sized enterprises (SMEs) that often face resource constraints. By participating in collaborative networks, SMEs gain access to a broader customer base and economies of scale that were previously out of reach, enhancing their competitiveness and profitability. Moreover, consolidated shipments and optimized routes not only reduce transportation costs but also have a positive environmental impact by lowering carbon emissions. Besides, the collaborative approach addresses the challenges associated with last-mile delivery. To cover this complex and expensive stretch collaborative networks leverage technology and partnerships to overcome these challenges



Ramesh Agarwal
National President, AITWA

effectively. For example, e-commerce companies can collaborate with local retailers or neighbourhood stores for order fulfilment and delivery, utilizing their existing infrastructure and extensive customer reach. By leveraging these partnerships, companies can reduce delivery costs and improve customer satisfaction through faster and more reliable deliveries.

Furthermore, collaborative logistics networks enable stakeholders to diversify suppliers, share inventory buffers, and establish alternative transportation routes, reducing the impact of disruptions and ensuring business continuity. By promoting collaboration and resource sharing, these networks contribute to the development of a resilient and sustainable supply chain ecosystem in India.

To summarize, collaborative logistics provides many benefits for small and large businesses alike, including cost savings, improved efficiency, better access to markets, increased flexibility, and improved sustainability. By working together, businesses can optimize their supply chain processes, improve their logistics operations, and drive growth and success.



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Mantra for Successful Strategic Logistics Partnership



As the logistics landscape continues to evolve, collaborative logistics stands as a shining example of innovation, heralding a future where integration, efficiency, and sustainability coexist. Its growing significance alludes to an impending universal adoption across the logistics industry. However, one must be mindful that a successful collaborative logistical framework rests upon several key requisites.

Companies should remember that a shift from traditional logistics to a collaborative model can be a transformative move; however, it demands a thoughtful, strategic approach. To describe it explicitly, a company must identify its goals and partners.

In this regard, the first step has to be the outline objectives and expectations for collaborating with other logistics providers or customers. Starting right from, the main challenges or opportunities that the company wants to address to how can it measure the outcomes and benefits of collaboration. After which the company can identify and select potential partners that share its vision and values, and have complementary or compatible capabilities and resources. Various criteria, such as geographic coverage, service quality, reliability, flexibility, reputation, and trust can be used to decide this.

The second step is to establish effective and transparent communication and coordination mechanisms with partners. The company needs to agree on the roles



Abhishek Gupta
General Secretary, AITWA

and responsibilities of each party, the scope and frequency of information exchange, the standards and protocols for data sharing, and the tools and platforms for communication. Also, it required to set up joint planning and decision-making processes, such as collaborative forecasting, inventory management, routing, scheduling, and pricing.

The third step is to align the incentives and risks of collaboration with one's partners. A company needs to design and negotiate fair and flexible contracts that specify the terms and conditions of collaboration, such as the allocation of costs, revenues, benefits, and liabilities. Also, it has to establish clear and consistent performance indicators and evaluation methods, such as service level agreements, key performance indicators, and scorecards. In addition, the company needs to implement risk management and mitigation strategies, such as contingency plans, insurance, and dispute resolution mechanisms.

The fourth step is to leverage technology and innovation to enhance the company's collaborative logistics capabilities and performance. A company needs to adopt and integrate advanced technologies, such as cloud computing, artificial intelligence, blockchain, and the Internet of Things (IoT), that can facilitate data collection, analysis, sharing, and

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security across one's supply chain network. Further, the company needs to foster a culture of innovation and learning, where the company and its partners can exchange ideas, best practices, and feedback, and explore new opportunities and solutions.

The final step is to monitor and improve one's collaborative logistics operations and relationships. A company needs to collect and analyze data and feedback from its partners and customers and use them to measure and improve its performance, efficiency, quality, and satisfaction. Besides, a company needs to review and update its contracts, processes, and technologies, and address any issues or challenges that may arise. Furthermore, the company needs to maintain and strengthen its trust and commitment with partners and recognize and reward their contributions and achievements.

So, in short, collaborative logistics involves building strong relationships between suppliers, manufacturers, distributors, and retailers. It is also about partners sharing information in real-time to gain insights into demand patterns and market dynamics, and partners working together to plan activities and optimize inventory levels. In addition, associates use technology to coordinate activities share information and share the management of risks and rewards.

In past, we have witnessed successful collaborative logistics initiatives between industry stalwarts Coca-Cola and Heinz. These two companies set a sterling example of collaborative logistics with their mutual transportation collaboration, maximizing truckload efficiency and reducing environmental impact. Similarly, Walmart and P&G's



These two companies set a sterling example of collaborative logistics with their mutual transportation collaboration, maximizing truckload efficiency and reducing environmental impact. Similarly, Walmart and P&G's collaborative forecasting initiative leveraged both companies' strengths, enhancing inventory management and consumer demand fulfilment

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However, there are examples of Daimler and BMW also which failed miserably due to a divergence in corporate cultures and visions. This fall down illuminates the vital need for aligned corporate values and goals.

The Borders and Amazon alliance is another classic example of an unsuccessful strategic partnership. This collaboration unravelled, teaching the harsh lesson that, without strategic alignment and a joint vision for the future, even the most promising collaborations can falter.

Therefore, it is to be understood that successful ventures always score on trust, transparency, and sharing goals, which leads to mutual gain. Business

collaborations with these values in mind result in significant benefits across the board, redefining industry practices and elevating standards. On the other hand, collaborations fail due to a divergence in corporate cultures and visions. Here, the vital need is to light a bond of aligned corporate values and goals. One must remember that without strategic alignment and a joint vision for the future, even the most promising collaborations can falter.

In short, we can conclude that collaborative logistics is an evolutionary advancement in supply chain management that accommodates modern business challenges. It is a concept that breaks down operational barriers, engenders trust, and fosters transparent communication, offering savings, efficiency, and service improvements that prop up competitive advantage. No doubt, then, companies operating at the same level of the supply chain and performing comparable logistics functions may cooperate horizontally to increase their productivity. And, as they shift their focus to the horizon of collaborative enterprise, the leaders of these initiatives shape the very contours of future commerce.



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Collaborative Logistics: An Approach of Opportunities

India's supply chain landscape is as vast and diverse as its rich cultural heritage. With a population of over 1.4 billion people and a rapidly growing economy, managing the movement of goods and services efficiently across the country is no small feat. In the past few years, collaborative logistics networks have emerged as a transformative solution, unlocking efficiency and driving progress in India's complex supply chain ecosystem.

In the collaborative logistics approach, sharing economy logistics is a key component. It involves sharing transportation and warehousing resources with other companies, which helps reduce costs and increase efficiency.

Sharing a truckload with another company, which has a similar destination, reduces the number of trucks on the road and minimizes empty miles. This tactic not only lowers transportation costs but also helps reduce greenhouse gas emissions, as it limits the use of trucks to transport the same amount of goods.

Through collaborative warehousing, a company can team up with another company to share warehouse space. This sharing can also help a company operate more sustainably and reduce environmental impact by reducing the need to build new warehouse space.

So, this way, companies share their unused or surplus goods with others to enable a more sustainable and efficient use of these resources. In this method, digital platforms are often used to facilitate the exchange.

The concept of the sharing economy has gained significant traction in recent years and is seen as a potential solution to some of our biggest societal challenges – from environmental issues to social ills to financial constraints. This form of sharing has found its way into many industries – including the logistics sector.

Recognizing the transformative potential of collaborative logistics networks, the central government has taken proactive measures to encourage their adoption. The implementation of the Goods and Services Tax (GST) has streamlined taxation and reduced barriers to interstate movement of goods, facilitating collaboration and consolidation. Additionally, industry associations and technology providers have developed platforms and digital solutions that enable seamless collaboration and information sharing among stakeholders. These initiatives have played a pivotal role in driving the adoption of collaborative logistics networks and fostering innovation in India's supply chain industry.

However, at present state, collaborative logistics is an approach that is significantly less often employed than it should be, maybe because all collaboration necessitates mutual understanding and a comparable mindset from those involved.

Still, if a company wishes to investigate the prospects of collaborative logistics for their business, here are a few key points one should never bypass.



Pradeep Singal
Chairman, AITWA

Analyzing supply chain: The first step is to make sure that everyone who is currently taking part in a company's procedures in one way or another has been properly recognized. These could include producers, vendors, wholesalers, transporters, etc.

Make a selection: Because a company might not be able to create a collaborative dynamic like the one you are thinking of with all of your partners. It is crucial to have the same company goal, philosophy, and values for it to be effective. It will be essential to both structures' mutual understanding and rapport.

Lines of communication: Once you have evaluated your possible partners, submit proposals and start a collaborative analysis. One of the axes of a balanced collaboration will be conversation. Quick incident resolution depends on open communication between the involved parties.

Protocol setting: Establishing shared guidelines that both parties agree to abide by comes next when the potential for collaboration between two companies has been determined and action is taken.

Evaluate to improve: A prerequisite

for achieving a mutually productive partnership is adaptability in addressing differences and improving the bond. As a result, even though the groundwork has been laid, regular evaluations are necessary to ensure that the outcomes are becoming more and more satisfactory.

Once collaborative relationships succeed, both parties benefit. Here are a few core advantages:

Long-term relationships: Collaborative logistics ensures stability. Strong business relationships are getting more and more important in a time when everything is changing quickly and fast-paced.

Some businesses choose to use the 'lowest price' approach, which entails switching partners as soon as they locate one offering a better deal.

This has two sides to it. In the medium to long run, what can seem like short-term savings could be a source of error, increased stress from ongoing changes, and challenges with administration and organization. Each case must be investigated, although the answer could appear negative.

Speed in all processes: Forming administrative routines, streamlining procedures, and getting to know ways of working are all necessary for building lasting business relationships. Additionally, both sides will be eager to hear suggestions and make changes that will benefit both of them.

When the entire team understands how an operation works, you only need to fine-tune the specifics. Errors are



Forming administrative routines, streamlining procedures, and getting to know ways of working are all necessary for building lasting business relationships. Additionally, both sides will be eager to hear suggestions and make changes that will benefit both of them.

decreased, performance is increased, and processes are made simpler.

Mutual trust: It is certainly a significant factor. Behind the success of a company are people and people work better in situations that foster trust. Consequently, cooperative relationships are the most fruitful over the long haul.

Moreover, when we find an associate with whom we get along well, we are inclined to suggest them to others

when a chance presents itself. Furthermore, there is a lot of value and possibility for gaining new business in that direct referral.

The goal of shared logistics' numerous advantages is to reduce expenses and simplify work for those involved.

When as a company you reduce expenses, you might be able to pass those savings along to

your final consumers, giving you the competitive edge you were hoping for.

In short, the advantages of collaborative logistics are many. It is not limited to offering numerous opportunities for companies in the logistics sector in terms of increased efficiency and innovative strength. It also opens up new opportunities for logistics companies to utilize unused resources and optimize their processes. In this way, logistics companies can offer flexible solutions that meet customers' changing requirements and provide them with greater convenience and accessibility.

Sharing economy logistics also emphasizes sustainability, which is an important consideration for companies looking to reduce their environmental impact. Sustainable logistics solutions can include using alternative fuels, such as electric or hybrid vehicles, and optimizing transportation routes to reduce fuel consumption and emissions. In addition, sharing economy logistics can help reduce the environmental impact of logistics operations by reducing the number of trucks on the road and minimizing the need to build new warehouses.

X

“If there is no struggle, there is no progress.” —Frederick Douglass

GST Council Members Proposes Tax Exemption on Third-party Motor Premiums Under MVA Fund

The 55th GST Council meeting held on 21st Dec 2024 at Jaisalmer, has been chaired by Finance Minister Nirmala Sitharaman.

One of the main decisions opted for was to waive the GST on the contributions incurred via the general insurance companies from the third-party motor vehicle premiums to the Motor Vehicle Accident Fund (MVA Fund).

Under Section 164B of the Motor Vehicles Act, 1988 The MVA Fund, created has the motive to furnish compensation and cashless medical treatment to victims of road accidents, along with hit-and-run cases. The insurance companies contribute to this fund by using part of the premiums they obtained for third-party motor vehicle insurance.

Within the law for all vehicles, third-party insurance is needed and the premiums collected by the insurance companies comprise a share set aside for the MVA fund. It assists in ensuring that the fund has sufficient resources to support the accident victims.

The decision of the GST council to waive the GST on such contributions was incurred to lessen the financial load on the insurance companies. The MVA Fund is devoted to public welfare, so the government does not wish to charge GST on the money going into it. The same waiving off assures that the insurance companies can contribute more to the fund without additional tax.

The very decision assists the efforts of the government to ensure that the



The very decision assists the efforts of the government to ensure that the accident victims get help on time, particularly in matters where the responsible party couldn't discovered. Through GST waiving on such contributions, the government ensures that the MVA fund stays well-funded and can furnish significant assistance to those required

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responsible party couldn't discovered. Through GST waiving on such contributions, the government ensures that the MVA fund stays well-funded and can furnish significant assistance to those required.

Union Minister of State for Finance, Shri Pankaj Chaudhary, Ajay Seth (Revenue Secretary) along with Chief Ministers from Goa, Haryana, Jammu and Kashmir, Meghalaya, and Odisha, and Deputy Chief Ministers from Arunachal Pradesh, Bihar, Madhya Pradesh, and Telangana attended the meeting.

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Preparing the Next Generation for Business Leadership

Just remember the days when you joined your family business. How difficult was it for you to start at the edge of the competition and expectations? When you start, you might have some questions for your predecessors. But now, when you are at the other end, what do you want your successors to learn from you? What preparations do they need? Succession is not just about transferring the business it is about keeping the legacy alive, the business running, and the revenue-generating.

Next generation leadership

Every reign eventually comes to its end, and the new sun rises, but everyone who sits on the throne should know that it is not always just about rule. It is about accountability and responsibility. The new generation should learn how to lead the business before they govern it. They should know how to follow the principles and ethics, how teamwork helps, and how to own their mistakes and share the credit. Family business transition planning is not an easy task, and making your successor worthy is your most critical responsibility.

Start Early: Cultivate Leadership Skills from a Young Age

Succession planning for a family-owned business is about preparing the next generation for leadership, which should start today. When children join the business at a young age, they are well exposed to the company's work environment. It is more important to make sure that they are not burdened with many responsibilities and to let them explore the business and learn from it.

It is essential that letting your heirs be



involved in particular day-to-day activities, making them watch *It is essential that letting your heirs be involved in particular day-to-day activities, making them watch leadership decisions, and ensuring that they are entrusted with small tasks form part of leadership development. One should promote ownership / responsibility and make them understand the principles of problem-solving, planning, and negotiations*

leadership decisions, and ensuring that they are entrusted with small tasks form part of leadership development. One should promote ownership/responsibility and make them understand the principles of problem-solving, planning, and

negotiations. It also allows them to build leadership skills and step into new positions whenever required.

Define Roles and Expectations Clearly

For succession in a family business, it is essential to let the successors know the expectations and their roles in the industry. Many family businesses have a problematic relationship, where successors are not aware of their roles and responsibilities. This is where you can always avoid issues by clarifying expectations.

Now and then, there should be a meeting to set up goals, appreciate achievements, and clear the positions of the heirs. One should be straightforward in making these decisions of handing over the authorities. Which heir gets what it should be clear for every family and non-family member involved in the business.

Provide Education and Professional Development

Working experience is vital, but theoretical background and training are necessary to develop leadership

skills in the future. If your heir is interested in the family business (“if” here shows the freewill which allows your heir to choose their line), they should learn greater perspectives on how businesses work and improve their decision-making since they must complete their higher education in business management, finance, or leadership.

Establish Family Governance and Communication Structures

It is a fact that family businesses encounter issues related to the family and might interfere with the decision-making process. This is where family governance is called into play. Family management is the process by which the roles and responsibilities of the family members in the business, as well as management decisions and family disputes, are determined.

The family councils, meetings, or documented policies assist in avoiding bias and the noncorporate manner in which matters are conducted. It is also essential to have an open communication network to enable the next generation to appreciate the benefits of working as a team and to arrive at a consensus when transacting business in the family business.

Incorporate an Effective Succession Plan

The most significant process in

preparing the next generation for leadership is having a good and clear succession plan. This plan specifies how the transition will take place, how and when leadership will be passed, and how to find future leaders.

Succession planning should include identifying potential family leaders based on their skills, values, and alignment with the company's culture. Once identified, providing them with opportunities to step into roles of increasing responsibility will prepare them for the challenges ahead. Ensuring that leadership transitions smoothly and without disruption will help the business remain successful long after the current leaders step down.

Foster a Culture of Innovation and Adaptability

To thrive in the future, the next generation must lead with innovation and adaptability. The business world is ever-changing, and family businesses must be agile to stay competitive. Encouraging the next generation to think outside the box, embrace new technologies, and adapt to shifting market conditions will help ensure the business stays relevant.

Involve younger family members in strategic planning and allow them to take charge of initiatives that require creative thinking. Providing opportunities for them to innovate will

prepare them to lead a business that is flexible, forward-thinking, and able to evolve with the times.

Instill Core Values and Legacy

The success of family-owned businesses often stems from a strong sense of shared values and purpose. It's essential to instill these values in the next generation. By understanding the company's core values, mission, and long-term legacy, younger family members will be better equipped to continue the vision of the business with integrity.

Teach them about the importance of maintaining the family business legacy, not just in terms of wealth, but in terms of the company's culture, ethical standards, and social impact. When younger generations understand the business's more profound purpose, they are more likely to lead with the same passion and commitment as their predecessors.

Author: Yashika Vatsa, Business Manager, FBTM- Family Business Transition Management

Disclaimer: The write-up is purely author's brain child and any discrepancy related to it is responsibility of the author. All India Transporters' Welfare Association (AITWA) is a creditable non-profit organization and has no say on the article.

x



“If every morning you can spend a few moments to sort out your thoughts and remember GOD, your day will be filled with magic.”

Brahma Kumaris

Vehicles in Road Increased, Revenue Generation Multiplied



Road transport is a basic mode of transport for people to travel and to carry goods. Its capacity needs to be enhanced and road quality has to be improved to cope with the increasing pressure of road traffic. Over time, the number of personalized vehicles has increased significantly, causing a concentration of vehicles in cosmopolitan towns and an increase in air pollution.

In India, over 87 per cent of passengers and over 65 per cent of freight travel on roads. This is expected to increase further in the future. To cope with the increasing pressure of road traffic it is necessary to improve the quality and enhance the capacity of the roads.

The Government is, however, finding it increasingly difficult to maintain the existing road system, besides

providing for enhanced road capacity. This is mainly due to the inadequacy of resources to meet the growing requirements of the road transport system. Another issue for efficient motorised transport operations is the adequacy of the present system to handle increasing traffic and to maintain the existing road network. That is, the number of transport vehicles should be consistent with the increased load of goods and passengers.

Over the years, the number of registered vehicles has recorded a spectacular increase. The growth in the number of commercial vehicles (goods vehicles and passenger buses) has been moderate but it is very high for private vehicles. While the number of commercial vehicles sold in 2022-2023 increased from 7,16,566 to

9,62,468 units compared to 2021-2022, for private vehicles, it increased from 14,67,039 to 17,47,376 during the same year.

The increase in number of vehicles has awe-inspiringly attributed to revenue generation. Revenue from taxation of motor vehicles is one of the increasing sources of revenue for the States. Levied primarily as a regulatory measure, it has over the years attained importance as an elastic source of revenue for the Government.

Road user taxes play an important role in achieving a desired level of growth in the number of vehicles and investment in roads. The existing structure of taxes on motor vehicles, however, is uneven with no regard for its economic effects.

Both Central and State Governments impose taxes on vehicles. These are



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levied at the time of purchase, or for having ownership and when the vehicle is used. The major taxes levied include customs duty, CenVAT, and central sales tax levied by the Central Government; motor vehicles tax, passengers and goods tax, state VAT, and toll taxes levied by the State governments.

The existing structure of road user taxes is characterized by its multiplicity. It shows wide variations in tax rates. First, there are differing schemes for the classification of vehicles. Second, there is no uniformity in the bases of various levies. Third, the tax is at times specific while in some cases it is ad valorem. Finally, in some States, there is a one-time levy and in others, there is an ad valorem levy payable every year. It is difficult to make comparisons of rates levied on different types of vehicles in different States.

It is, therefore, recommended that uniformity be introduced in the tax system in all the States. Implementation of a one-time road tax in all the States would be useful. However, keeping in view the issues of pollution emissions through vehicles, the one-time tax should be limited to the first ten years of the life of the vehicle. Thereafter, based on the emission of the vehicle and its age, the charge should be graduated over time.

The vehicle should be condemned after 20 years vii of life. Both the motor vehicle and passengers & goods tax must be levied through one tax. The rate of the tax must be ad valorem. The tax should be based on the cost of purchase of vehicles with additional



The vehicle should be condemned after 20 years vii of life. Both the motor vehicle and passengers & goods tax must be levied through one tax. The rate of the tax must be ad valorem. The tax should be based on the cost of purchase of vehicles with additional factors of (i) occupancy and (ii) length of routes or goods carried

factors of (i) occupancy and (ii) length of routes or goods carried. The purchase price, which automatically flows in from the manufacturers, would take away the discretion of the administrative assistant or the officer dealing with the assessment of tax liability of vehicles. The tax liability should be indicated through a ready reckoner.

Some incentives could be built into the

tax system to motivate States to use road taxes as an instrument to achieve certain policy objectives.

First, these taxes could be introduced in such a way that they encourage the use of multi-axle vehicles. This is important in the context of the over-loading of two-axle vehicles and their consequent damage to the roads. Transportation of heavy loads without causing excessive damage to pavement can be best achieved by using multi-axle vehicles.

Second, the tax concession should be used to bring about noise reduction and high-value vehicles. That is, the tax rate could be inversely related to noise pollution and positively to the value of vehicles. Third, for abatement of pollution, it is recommended that a presumptive tax be levied for restricting the use of private vehicles and a well-designed purchase and circulation tax levied to encourage cleaner car technologies and fuels to reduce vehicle emissions. Fuel duties can be used to reduce traffic as well as pursue other environmental policy goals related to transport.

There has to be uniformity in the administrative organization as well as in operations. A review of documentation required for the administration of vehicle taxes suggests that there exists a plethora of Forms. These could be rationalized. A committee to look into all the 58 Forms should be appointed. A single window system for providing all services must be introduced. At the same time, the use of a management information system (MIS) with a proper information flow for traffic flows, resource cost of transport services, and operational data of transport is the need of the hour.

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KEY FACTS

Group Turnover



\$600 Mn.
(in 2017-18)

Employee Strength



6000+

Vehicles/day Managed on Road



12000

Cargo Ships (Coastal Waters)



6

Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



1400+

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Road Policies for Better and Congestion-free Roads

Travelling by road in India is dangerous. India leads the world in traffic-related deaths as fatal traffic accidents are very common. A traveller needs to exercise extreme caution when crossing streets, even in marked pedestrian areas, and always use seatbelts while travelling in a car. Also, helmets should always be worn on motorcycles and bicycles.

Travel at night is particularly hazardous. Buses, patronized by hundreds of millions of Indians, are convenient in that they serve almost every city of any size. However, they are usually driven fast, recklessly, and without consideration for the rules of the road. Accidents are quite common.

This is further adding up as the number of registered vehicles is increasing, as compared to other countries. Needless to mention here, it is causing congestion and stress on the available meagre infrastructure of highways and other motorable routes. The Government of India (GOI) as well as the State Governments is finding it difficult to maintain the road system and also to provide for road expansion solutions.

This gives us the impression that the transport system in India has serious deficiencies. Highlights that road transport services, in particular, are highly inefficient. We have realized that excessive time and too much money is spent on moving people and goods.

The economic losses from congestion and poor roads are estimated to be as high as Rs 120 to 300 billion a year. Inefficient and unreliable transport and logistics systems have made



The economic losses from congestion and poor roads are estimated to be as high as Rs 120 to 300 billion a year.

Inefficient and unreliable transport and logistics systems have made India's exports less competitive. The inefficiencies of the transport sector have become a hindrance to business

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In addition, it causes a range of negative social and environmental consequences such as social isolation, road accidents and motor vehicle

emissions for the low-income groups, both in rural and urban areas.

In recent years numerous policy initiatives have been taken by the GOI to improve the transport system in the country. First, the National Highway Authority has become functional to act as an infrastructure procurer rather than a provider. Second, private participation has been allowed in the construction of highways. Third, a Road Fund has been created by introducing one rupee a litre cess on diesel and petrol. The revenue from this cess is used for the development and maintenance of national, state, and rural roads.

These reforms represent an important paradigm shift- from treating transport as a social service to an economic sector. However, much more has to be done for the reform of the transport sector to facilitate faster economic growth.

X

Good News! LNG Trucks are in the Market!



The soaring fuel prices and environmental needs have forced the auto industry to think beyond petrol and diesel as fuels for private as well as commercial vehicles. In this scenario, Liquefied Natural Gas (LNG) stands out as a promising alternative fuel option for large trucks and other heavy-duty commercial vehicles and is a sunrise segment in clean transportation.

This is why the commercial vehicle industry and the government are looking at LNG fuel as an alternative fuel option in long-haul trucks and buses, where diesel is a dominant fuel. LNG is significantly cleaner than diesel and is usually cheaper. In countries like China, LNG is being successfully used in these vehicles.

Automakers including Tata Motors,

Ashok Leyland and Blue Energy have already rolled out their LNG trucks in the market. Currently, there are around 10 LNG dispensing stations in the country. The number looks very small but the availability of LNG fuel will multiply soon as oil marketing companies are coming up with more LNG stations along the Golden Quadrilateral and other major highways.

It is evident that already 50 LNG stations are being planned across the Golden Quadrilateral, out of which a few stations are in the last stages of completion.

However, the only challenge met by LNG vehicles is their costs. But we must note that though LNG trucks incur higher acquisition costs when compared to diesel trucks, vehicle operation results in lower costs for

fuels and the total cost of ownership is lower for LNG trucks. It is observed that if the vehicle runs for 8,000 km a month or 1 lakh km a year one gets the payback by two years.

Earlier this year, Niti Aayog - the government's policy think tank, suggested some fiscal and non-fiscal incentives for LNG vehicles,

Earlier this year, Niti Aayog - the government's policy think tank, suggested some fiscal and non-fiscal incentives for LNG vehicles, according to which the government is setting priority lanes and reduction in tax for LNG trucks to promote LNG in medium and heavy commercial vehicles

according to which the government is setting priority lanes and reduction in tax for LNG trucks to promote LNG in medium and heavy commercial vehicles. India's truck market is expected to more than quadruple to around roughly 17 million units by 2050 from 4 million trucks in 2022.

Recently, the government inaugurated the first small-scale liquefied natural gas (SSLNG) unit at GAIL (India) Ltd's Vijaipur complex in Madhya Pradesh. Such units supply LNG in trucks and small vessels to industrial and commercial consumers in regions not connected by pipelines. Supply of LNG to areas not connected by pipelines is a major hurdle in scaling up LNG consumption.

If the Government of India keeps supporting LNG trucks, the logistics sector too will benefit and will be able to hold a much-improved market share on the world map.

x

Shaping a Successful Logistics Ecosystem

India's logistics sector is gearing up for an exciting transformation and is envisioned with a clear picture of rapid growth. The industry is projected to expand at 8.8 per cent annually; capturing a market share of ₹35.3 trillion by FY 2029 and anticipated improvements in efficiency as logistics costs decrease.

This growth is encouraged by technological innovations and infrastructural advancements, with the e-commerce sector playing a pivotal role. India, currently ranked 38th in the Logistics Performance Index, is set to improve its ranking by many laps.

The contribution of the last-mile revolution is one of the reasons for this transformation. This has happened because the booming e-commerce market needs efficient last-mile delivery solutions. Soon technologies like EVs, drones, and autonomous robots will come into play and revolutionise deliveries. No doubt, this will boost speed and enhance customer experience.

AI and data analytics will help predict delivery times with remarkable accuracy, streamlining logistics operations and improving customer satisfaction. Additionally, hyperlocal delivery models and dark stores—localised warehouses—will emerge to meet the rising demand for faster delivery. These innovations will tackle urban congestion while reducing the environmental impact of traditional delivery methods.

Moreover, sustainability is becoming a top priority for India's logistics



sector, with companies set to adopt green practices like EV fleets, solar-powered warehouses, and eco-friendly packaging. Technology will play a significant role in tracking carbon footprints and optimising supply chains to reduce environmental impact. In this mission, government incentives are expected to accelerate the shift toward greener logistics. As climate goals become more urgent, the logistics sector will be pivotal in helping India lower its greenhouse gas emissions.

Additionally, cold-chain logistics is gaining importance as demand for perishable goods and vaccines continues to rise. In the coming year, India will see substantial investments in temperature-controlled storage and transportation. Technologies like automated temperature monitoring and real-time data analytics will ensure the quality of perishable products, reducing spoilage. Implementation of this approach will be crucial, especially for sectors like

agriculture, food, and pharmaceuticals, where maintaining the integrity of products from farm to fork or lab to patient is essential. The growth of cold-chain logistics will foster consumer trust and boost exports of perishable goods.

Further, infrastructure improvements, via projects like Bharatmala, Sagarmala, and Dedicated Freight Corridors, will reduce transit times and enhance connectivity between ports, highways, and rail networks. These developments will encourage multimodal logistics that will lower logistics costs, boosting the competitiveness of Indian products in the global market.

In short, as these trends take shape, the sector will become more efficient, sustainable, and globally competitive. Such strategic investments and innovative solutions will enable India to meet the dynamic demands of businesses and consumers. Undoubtedly, this will shape a successful logistics ecosystem.

X

Dwell Time Performance (November 2024): PAN India



Pipavav	
Import 82.1	Export 92.2

Hazira	
Import 25.9	Export 109.4

Mundra	
Import 38.2	Export 100.8

Nhava Sheva (JNPA)	
Import 20.8	Export 77.9

Kandla	
Import 63.1	Export 66.8

Tuticorin	
Import 23.7	Export 63.4

Kochi	
Import 41.0	Export 95.0

New Mangalore	
Import 77.1, 42.1*	Export 78.9, 59.4*

Kattupalli	
Import 93.8	Export 141.9

Ennore	
Import 79.2	Export 149.0

Chennai	
Import 42.1	Export 89.6

Kolkata	
Import 50.5	Export 127.8

Visakhapatnam	
Import 62.5	Export 84.4

Haldia	
Import 72.3	Export 145.0

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

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

Source: NICDC Logistics Data Services Limited

Government Plans for Mandatory Onboard Weighing System in Cargo Vehicles

The union government plans to install an onboard weighing device required for all medium and heavy commercial vehicles (MHCVs) to combat the rising problem of overloaded trucks, which seriously endanger highway public safety. This action will be a major step towards ensuring a safer and more controlled road transport system in the country.

Union Ministry of Road Transport made the announcement about this move in the Lok Sabha last week, reported TrucksDekho. One of the primary causes of road accidents and fatalities is cargo vehicle overloading. Approximately 12,000 individuals lost their lives in road crashes in the last year 2023.

That's why, it is a need of the hour to make the mandatory provision for integrating the weighing sensors in the dashboard to alert fleet operators and owners about the permissible limit.

Commercial vehicles will be equipped



with a sensor-equipped device that will automatically display the precise load on the dashboard. According to sources, several commercial vehicle manufacturers are engaged in the development of this new device. The goal is to determine the device's accuracy in measuring the load in cargo vehicles.

According to the Motor Vehicle Act 2019 amendment, overloaded cargo vehicles are not permitted to move until such excess load is removed by the driver. However, this law could not be enforced on the road due to the lack of awareness about the permissible

limit to carry the cargo materials. The installation of an onboard weighing system will help law enforcement bodies implement the overloading provision of the amended Motor Vehicle Act. This will ensure the easy and accessible check of whether any truck is over the maximum load that it is permitted to carry. In order to take action, they can rapidly compare the load shown on the dashboard with the weight permitted by the vehicle's registration certificate. Now, manipulation will not be possible.

Although using an automated system will discourage overloading, it is more important to enforce motor vehicle regulations that prohibit the practice of overloading. Authorities find it easier to impose fines and permit such vehicles to operate, and this rule is rarely enforced. Stricter enforcement combined with easy access to precise load information can reduce the threats on the road.

X



“If I cling to the past, the present becomes difficult and the future seems impossible.”

Brahma Kumaris



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- स्थायी पूर्ण विकलांगता बीमा राशि ₹5 लाख
- 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।



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Top Technologies for Logistical Fleet Efficiency



The future of logistics and supply chain management businesses heavily relies on innovation and technology. With shifting customer expectations and demands, requirements to improve the safety of operations, and climate change, the need for new innovative tech is high. According to TrucksDekho, the following are the top technologies which can enhance your fleet operations and help drive profitability:

One of the most important ways to enhance fleet efficiency for high uptime performance is utilising computerised maintenance management software tools which help in scheduling services, raising tickets, and managing data on maintenance. This helps in efficient asset management, improving asset life and avoiding unnecessary expense-related errors.

The integration of sensors is another tech that enhances fleet efficiency and makes fleet management easy. It comes in handy especially in identifying issues with the vehicle and

finding the root cause of mechanical problems. This can help improve the longevity of the vehicles and reduce expenses related to maintenance. Additionally, active real-time systems analysing driver behaviour can improve driving efficiency to reduce fuel expenditures.

Integrating telematics technology, tracking and keeping an eye on the vehicle's performance, conducting preventive maintenance and preventing fuel thefts have made logistics operations quite efficient. Supported by the internet, tracing the vehicle and setting up geofencing is now easier for logistics companies that have integrated telematics. So, as a logistics company, you can get the best benefits from integrating a telematics unit.

Another technology which can enhance fleet performance and profitability, by ensuring safety, is the advanced Driver-Assistance system. This offers a variety of features, including lane departure warning, adaptive cruise control, and automatic emergency braking and collision

mitigation functionality. These can enhance fleet uptime ensuring the safety of the driver and cargo.

Driver monitoring systems are becoming more prevalent in the Indian commercial vehicle space offering a variety of functionalities. These include driver fatigue monitoring and warnings, real-time cabin alerts, driver coaching, and driver behaviour insights. Thanks to these features, driver safety is significantly improved ensuring relevant uptime performance. So, as a business, integrating this system or inducting trucks with DMS is the way forward.

Installation of DC fast charging units in fleet yards is another significant way to improve uptime performance. Recharging the trucks that have completed the trips when other trucks in the fleet are out for trips, can ensure a balance in fleet performance and the highest fleet uptime. Therefore, the installation of a DC fast-charging setup in yards is ideal for improving profits and ensuring the availability of trucks around the clock.

Finally, tyre pressure monitoring systems are some of the simplest and best solutions to enhance vehicle performance and uptime. With this system, it is easy to identify issues with the tyres including faulty valves or a puncture. This can avoid significant downtime by enabling the fleet operator to attend to the issue early on. Thus, integrating this technology can benefit logistics seeking high uptime performance from the fleet.

Like any business, logistics need to adapt to new technologies to enhance their fleet efficiency and profitability. With proven technologies, complicated business processes can be made efficient. Additionally, utilising digital and software tools, logistics issues related to asset management can be sorted. All-in-all, profit outcomes can increase with the adoption of advanced tech.



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SCVs Set to Disrupt Logistics Market

Logistics in India are leaning towards adopting small commercial vehicles (SCV) for light-duty operations. Due to the growing demand for SCVs among logistics, manufacturers are shifting focus to efficient last-mile cargo transport solutions. So, automakers such as Montra Electric are planning to launch electric SCV. As a matter of fact, Montra's electric SCV was spied testing in load conditions. Let's see what's on offer.

To begin with, the spy shots shared look like it's from Chennai, Tamilnadu. From what's shared, it is believed to be a test mule from Montra Electric which is part of Murugappa Group - a subsidiary of Tube Investments of India. The Test mule spotted looks close enough to a production model as well. When launched, it should compete with rivals such as the Tata Ace EV and the latest Mahindra Zeo and Euler Motors Storm EV electric SCVs in India.

The e-SCV market in India is still at an infant stage with few electric four-wheeler models on offer. But, the electric three-wheeler market is seeing a surge in demand. Brands such as Mahindra have reported a 28 percent YoY increase in 3-wheeler sales with retail sales clocking at 7,137 units in November 2024. However, Montra's overall sales from January to November were 5,585 units, and its retail sales were only 703 units in November 2024.

What we are trying to say is that Montra is at the forefront of offering first-in-segment technologies and top-notch powertrains with its offerings.

So, the recently spied Montra electric four-wheeler should be no different from its other offerings. When launched, it is expected to drive Montra's business growth and offer

What we are trying to say is that Montra is at the forefront of offering first-in-segment technologies and top-notch powertrains with its offerings. So, the recently spied Montra electric four-wheeler should be no different from its other offerings. When launched, it is expected to drive Montra's business growth and offer strong competition with its rivals. Montra should be seeing it as their ace card to turn around their business to new heights

strong competition with its rivals. Montra should be seeing it as their ace card to turn around their business to new heights.

The new Montra electric SCV test mule and its spy shots do not reveal much of its design but one thing is for sure, it has a strong road presence

being tall and muscular. With a long load body, there is a significant amount of space to carry large goods in a single trip. The cabin also lends it a muscular look even with the camouflage. The loading lip seems to be high. The Tailights also look like they are LEDs, but that's just a speculation. Also, the spare tyre is placed just below the loading gate. There is also a sliding rear window for ventilation.

There is a high chance that the upcoming Montra electric four-wheeler could borrow some of the features to be seen in its 3-wheeler counterpart. Regenerative braking is one feature that is seen common on electric cargo four-wheelers. So, it should come with the eSCV spied. Hill hold assist is also expected as rivals-Switch IeV3 and Mahindra Zeo come along with it. Additionally, drive modes and a fully digital instrument cluster are expected to come with the upcoming Montra electric SCV spied. From the first look, the vehicle seems tough in design and ideal for carrying out light-duty operations. The canisters onboard also hint that the vehicle is ideal for transporting heavy goods. However, this is just a speculation and only testing out the vehicle in real-world conditions will help us reveal its true potential. Also, the driving range is a factor which decides whether it is a market disruptor. So, these are aspects to test when the vehicle hits the market on sale. All-in-all, the vehicle seems impressive looking tough and strong.

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"More is lost by indecision than wrong decision." —Marcus Tullius Cicero



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November 2024 Witnessed Sharp Drop in Truck Movements



Shiram Finance released its Mobility Bulletin in December 2024 to highlight the truck rental rates, the vehicle including electric vehicle sales, and petrol and diesel consumption in November. As the demand for transportation services weakened in November 2024, truck rentals, which had stabilised in October 2024 during the festive season, decreased on the majority of important routes.

In November 2024, fleet occupancy dropped to about 60% from the month before. The Delhi-NCR region's prohibition on the BS4 used trucks due to air pollution concerns, Maharashtra's polling operations, less agricultural produce movement, and weaker urban demand are some of the reasons for this fall.

BS4-compliant trucks make up a sizable percentage of the fleet. These trucks currently carry goods to the NCR border, where they are transferred to CNG trucks or BS6

trucks for delivery, due to the entry ban on BS4 trucks in the NCR region. The region's logistics costs have gone up as a result.

The Maharashtra polling-related slowdown in logistics operations also played a role in the decline in demand for truck rentals. This led to a 1.4% and 1% monthly decrease in rental rates on major routes such as Delhi-Chennai-Delhi and Delhi-Bengaluru-Delhi, respectively.

The latest Shriram Mobility Bulletin stated the sales decline of 7% YoY in the goods carrier segment, selling 65,397 units compared to 70,550 units in November 2023. In the segment of e-rickshaws with carts, the bulletin highlighted the significant sales growth of 70% YoY after selling 5,423 units in November 2024 compared to 3,188 units in November 2023.

YS Chakravarti, MD and CEO, Shriram Finance, stated, "The festive season excitement has faded in the logistics sector. Private consumption,

which makes up 60% of GDP, grew by 6%, down from the first quarter's 7.4%. This decline is due to weak urban consumption, higher food inflation, high borrowing costs, and weak real wage growth, despite a recovery in rural demand," reported TrucksDekho.

He further added, "Trucking activity in the NCR region nearly came to a halt with the ban on BS4 vehicles. Fleet occupancy levels also dropped to a new low of 60%. The bright spot is agricultural output which rose 3.5% year-on-year in July-September, up from 2% growth in the previous quarter."

Diesel consumption increased by 7%, while petrol consumption increased by 0.3% in November 2024. FASTag transactions, on the other hand, rose 4% month over month, suggesting enhanced traffic levels. However, shorter trips or smaller vehicles that pay less in tolls than larger vehicles are probably to blame for the 0.7% drop in overall toll collection.



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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
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Gandhinagar	: 1123/55, Multani Mohalla, Gandhi Nagar, Delhi - 110031	8010082244		
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Nangloi	: 580/2/2, Goga Marg, Firni Road, Mundka, Delhi - 110041	9312064194	7995000433	
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Kundli	: Shop No.11, Lakhmi Pyau, Kundli Border (Kamla Market) Sonapat (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
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Brand-wise Commercial Vehicle Retail Sales In November 2024

The Federation of Automobile Dealers Associations (FADA) has published the all-India vehicle retail data for November 2024, highlighting the sales performance of 2-wheelers, 3-wheelers, passenger vehicles, tractors, and commercial vehicles (CVs). Below-mentioned is the brand-wise commercial vehicle retail sales in November 2024 to detail the monthly performance of all the CV OEMs (Original Equipment Manufacturers).

Tata Commercial Vehicles: It registered an 8.92% YoY drop in retail sales from 30,382 units of commercial vehicles sold in November 2023 to 27,671 units sold in November 2024. Despite facing a sales decline in the Indian retail market, the company maintained the highest market share of 33.76% in November of this year. In the same month last year, the company held a 34.81% market share in the commercial vehicles segment.

Mahindra Commercial Vehicles: It holds the second-largest market share of 28.12% in the Indian retail commercial vehicle industry. In November of the previous year, the company accounted for 26.97% of the market share, showing a gain in it this year. The brand sold 23,046 units in November 2024, reflecting a 2.08% YoY sales decline after comparing it with the sales of 23,536 units in the same month in 2023.

Ashok Leyland: As of November of this fiscal year, Ashok Leyland is the third-largest commercial vehicle OEM in India, holding a 15.65% market share in the CV retail sector. From 13,721 units in November 2023 to 12,824 units in November 2024, the



company's retail sales dropped 6.53% year over year.

Maruti Suzuki & VECV: With retail sales of 5,517 units in November 2024, VE Commercial Vehicle saw a 4.43% YoY decrease in retail sales compared to 5773 units sold in November 2023. The company maintains its market share of 6.73%. Holding a 4.51% market share, Maruti Suzuki observed a slight YoY decline in retail sales of 1.83%, selling 3,696 commercial vehicles in November 2024 compared to 3,765 units in November 2023.

Daimler India: Retail sales of 1,573 units were recorded by BharatBenz Commercial Vehicles, also known as Daimler India Commercial Vehicles (DICV), in November 2024. This represents a 14.37% YoY decrease from 1837 units sold in the same month the previous year. The company has experienced a drop in its market share from 2.10% in November 2023 to 1.92% in November 2024.

Other OEMs: Force Motors' retail

sales increased 6.84% year over year in November 2024, selling 1,297 units as opposed to 1214 units sold in the same month in 2023. The company has gained a market share of 1.58% in November this year. The SML Isuzu sold 730 units in November 2024, despite having a meagre 0.89% market share in the retail commercial vehicle market.

SML Isuzu truck sales: Compared to the 571 units sold in November 2023, it indicates a noteworthy YoY rise of 27.84% in retail sales. Sales for the other manufacturers decreased by 13.28%, from 6,473 units sold in November 2023 to 5,613 units sold in November 2024.

In November 2024, India's retail sales of commercial vehicles dropped 6.08% YoY to 81,967 units from 87,272 units in the same month the year before. During this time, retail sales fell in all CV categories including LCV, MCV, and HCV. When comparing monthly sales, CV retail sales showed a 15.85% MoM decline.

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* नियम और शर्तें लागू। यस बैंक के विवेकाधिकार पर ऋण स्वीकृत किए जाते हैं। इसमें निहित कुछ भी यस बैंक के किसी भी उत्पाद/सेवा को खरीदने या कोई अधिकार या दायित्व बनाने के लिए निमंत्रण या आग्रह नहीं माना जाएगा। बैंक उत्पादों की बिक्री/विपणन आदि में एजेंटों की सेवाओं का उपयोग कर सकता है। यस बैंक करता है ब्योरे 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।

Mahindra, Ashok Leyland, Tata Mahindra Announces Price Hike for their CVs from January 2025



Commercial vehicle manufacturers are leaning towards creating a surge in the number of production units to meet the demand. However, due to the offset of input costs associated with materials, leading commercial-grade truck manufacturers are announcing price hikes which could affect customers planning to induct their trucks. The price hike is announced by Tata Motors and Ashok Leyland, the two largest commercial vehicle manufacturers in India.

Tata Motors will increase the price of its commercial vehicle portfolio by 2 percent. The price increase will be implemented across its trucks and buses portfolio, effective 1st January 2025. The company also mentioned in a release that the price increase will vary as per individual models and variants, applicable across the entire

range of commercial vehicles.

Meanwhile, Ashok Leyland, the Indian flagship of the Hinduja Group and one of India's largest commercial vehicle manufacturers announced a price increase of up to 3 percent on its entire range of commercial vehicles, effective January 2025. Ashok Leyland also hinted that the extent of the price hike will depend on models and variants but price increase will be implemented across its entire range of vehicles.

Through their latest release, Ashok Leyland confirmed that the price increase is a result of inflation and higher commodity prices, requiring the business to initiate the move. It was also stated that an increase in the price of its commercial vehicles will help mitigate a part of the input cost impact on the business.

Also, Mahindra & Mahindra, one of India's leading commercial vehicle

manufacturers, announced the hike in the price of its commercial vehicle (CV) and SUV range. This CV price hike will be implemented from January 2025, reported TrucksDekho. The rising cost brought on by inflation and increased commodity prices are the reason for this adjustment.

With the arrival of the new year in January 2025, Mahindra Commercial Vehicles will be offered in a new price range. The company has made many efforts to cover as much of these additional costs as it can. Despite that, a part of this increase will be passed on to customers. The extent of the price hike will be up to 3%, though it will vary depending on the SUV and CV models.

With the launch of the country's first multi-energy modular commercial vehicle platform Veero, Mahindra has revolutionised the CV sector in India. Available in 4 different variants V2, V2 (A), V4, V4(A), and V6, the Mahindra Veero is the perfect light commercial vehicle under 3.5-tonne GVW (Gross Vehicle Weight) to meet the diverse needs of logistical businesses.

Mahindra Bolero Maxx Pik-Up HD is a robust pickup with a strong chassis for travel across tough terrains. It comes with a new m2Di engine that delivers 80.05 hp and 220 Nm for optimum performance. This sturdy cargo model is fitted with 7R16 tyres to brave every rugged or harsh condition.

By introducing the electric small commercial vehicle Zeo, Mahindra Last Mile Mobility, a subsidiary of Mahindra, has entered into the electric commercial vehicles segment. With a payload capacity of 765 kg in a single journey, the Mahindra Zeo helps businesses save time and money.

EKA Mobility To Unveil New Electric Trucks At Bharat Mobility Auto Expo 2025

EKA Mobility, in a move that will mark a significant milestone for the company, to unveil a comprehensive range of electric commercial vehicles at the upcoming Bharat Mobility Auto Expo 2025. The Auto Expo 2025 is a platform for showcasing cutting-edge mobility solutions, scheduled for 17th January to 22nd January at Bharat Mandapam, New Delhi.

With an unmatched product lineup of over 11 platforms, EKA Mobility is poised to meet the dynamic needs of businesses and also to suit different applicational requirements. The lineup will include: electric trucks, electric small commercial vehicles and electric buses.

Electric Trucks: To feature medium and heavy-duty variants designed for intra-city and long-haul logistics applications.

Electric Small Commercial Vehicles: To include modular and scalable platforms catering to niche and specific applications for both passenger and cargo transportation.

Electric Buses: Covering city, intercity, and shuttle applications with industry-leading technology.

The Bharat Mobility Auto Expo 2025 will also mark the debut of EKA Connect, a state-of-the-art fleet management platform designed to optimise vehicle performance and enhance operational efficiency to help businesses drive profitability.

Dr. Sudhir Mehta, founder & chairman of EKA Mobility and Pinnacle Industries, said, "With the launch of our largest range of electric commercial vehicles, we are



***Dr. Sudhir Mehta,
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introducing a new era
of intelligent and
sustainable
transportation.***

introducing a new era of intelligent and sustainable transportation. It is a testament to India's growing leadership in electric mobility innovation and manufacturing. Our new range redefines what is possible in sustainable transportation, combining innovation, versatility, and

performance to meet the diverse needs of businesses and communities," reported TrucksDekho.

The unveiling of the new range of EKA Mobility electric trucks will take place at the exhibition booth named EKA Mobility Pavillion at Hall 6, Bharat Mandapam.

Date: 17th Jan – 22nd Jan 2025

Venue: Bharat Mobility Auto Expo 2025, Pragati Maidan, New Delhi

EKA Mobility recognised under the Government's Auto PLI scheme, is one of India's first and only pure EV companies that places environmental consciousness at the heart of its purpose and values. With two of the world's largest conglomerates, Mitsui & Co. (Japan) and VDL Groep (Netherlands), as equity partners, EKA Mobility has established a robust foundation to develop and deliver cutting-edge electric and hydrogen vehicle platforms.

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Proper Load Balancing Can Improve Tyre Life

In logistics, maintenance of the commercial fleet is important to reduce downtime periods and improve profitability to secure new business opportunities. Hence, proper management of tyres is paramount in minimising downtime ensuring tyre longevity. This can be achieved with a balanced load on trucks. It is a crucial factor in improving tyres' lifespan.

Although initially, it may not seem related, over the long run it reduces the costs incurred in replacing tyres by reducing the tyre change frequency throughout the vehicle's lifespan. Here's more information on how load balancing can improve tyre life:

As mentioned above, load balancing plays an important role in improving tyre life. Let's check out how it impacts the longevity of tyres:

Tyre longevity is affected by load distribution onboard the truck. A heavier load means an increase in downward force on the tyres increasing friction between the contact patch and the road surface. This increases tyre particle production when braking which is an indication of faster tyre wear. These factors result in frequent tyre changes which can burn a hole in your pocket. Hence, avoiding overloading is crucial in improving tyre life, and profitability.

Balancing the load onboard the truck is another important factor that impacts the longevity of the tyre and avoids uneven tyre wear. When the load onboard the truck is not evenly distributed, it places more strain on some of the axles and wheels, increasing the chance of uneven tyre

wear. This can increase the chance of tyre bursts and affect safety.

When the load onboard the truck is not evenly distributed, it becomes a safety hazard. The weight of the load will shift to one of the axles causing the vehicle to lean to one side. This can

When the load onboard the truck is not evenly distributed, it becomes a safety hazard. The weight of the load will shift to one of the axles causing the vehicle to lean to one side. This can make handling the truck more difficult, resulting in the need to brake and steer harder

make handling the truck more difficult, resulting in the need to brake and steer harder. This can lead to unsafe driving habits, putting excessive stress on the tyres.

The financial consequences that come with uneven weight distribution of load are significantly high. Apart from the cost of new tyres, an increase in fuel consumption can also be expected due to uneven load distribution. Experts state that a 3 percent higher fuel consumption can be incurred due to overloading or unevenly distributing weight. So, to avoid such hefty consequences, you need to follow a few of these best practices:

First and foremost, loading goods

properly starts with adhering to the payload recommendations of the original equipment manufacturer (OEM). Also, it is important to pay attention to the tyre load and axle ratings. Overloading can cause faster tyre wear requiring drivers to replace the tyres frequently.

Additionally, when loading goods, in addition to horizontal placement, verticality plays an important role. This means that when loading, placing heavier goods towards the front of the truck reduces the strain on the rear axles. Rear axles power the wheels and therefore, it is important to reduce stress on them. Not following this can result in malfunctioning rear axles.

In addition to reducing the stress on the rear axles, this can also minimise the risk of cargo movement resulting in swaying which can put pressure on one side. This can become a safety hazard and reduce the longevity of tyres. Also, arranging the goods in an interlocking manner is important to secure goods properly and minimise damage to goods.

Ensuring that your truck fleet load is distributed evenly can enhance the performance of your truck tyres, improve their longevity and reduce unnecessary expenses as a result of uneven tyre wear. Loading heavy items first and stacking lighter goods can help you reduce the stress on tyres and minimise tyre wear. Filling up the gaps between goods can help reduce cargo movement which can affect the balance of the vehicle. Thus, these are ways to minimise tyre wear by balancing load to improve profitability.

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“Courage is like a muscle. We strengthen it by use.” —Ruth Gordo

Truck Leasing In India: Know Everything Here!



Truck leasing is becoming a popular alternative among small business owners, and novice drivers planning to start their businesses. This is because it is a more cost-effective solution and a flexible alternative to purchasing a truck which can be a huge load on your finances. Be it a seasoned driver or a newcomer to the world of trucking, truck leasing can be a good option especially if you are planning for business expansion. So, in this comprehensive guide, let's delve into the details of truck leasing to help you make an informed decision.

To secure a truck lease there are several things you as a customer should keep in mind. Also, the process of leasing a truck involves various factors. TrucksDekho details them below to help you get a truck lease with ease:

Narrow Down Your Options: Before you begin the leasing process, assess your options. You as a customer need to understand your business requirements and the type of truck you need for it. For instance, to carry out last-mile operations, you would need to have a small and compact truck like pickups. For conducting long-distance transport operations, you need a bigger LCV or ILCV truck with a container or box

body. Based on this information, you need to decide your budget for leasing a truck.

Research About Truck Leasing Companies: Next, you need to research the leasing company that you plan on getting a truck lease from. Doing this will help you negotiate with the companies and understand the market. It is also important to understand the current interest rates, terms of the agreement and credibility of the leasing company. So, researching the market will help you get the best deals out there.

Improve Your Credit Score: Many leasing companies conduct credit checks of customers to assess the customers' financial circumstances and ability to pay the lease amount. So, make sure to keep a high credit score to get through the leasing process easily. The best way to get a high credit score is by repaying your credit bills and EMIs on time.

Negotiate For Best Outcome: Next, you need to negotiate your lease terms which include the lease agreement duration, monthly installments, and additional services such as maintenance packages. This way you can reduce the burden of paying hefty truck lease payments in the long run

and ensure it is a strategic investment.

Lease Agreement Review: When reviewing the lease agreement, make sure to check the terms and conditions regarding wear and tear, early termination of the agreement and usage. This way you will be aware of things you need to consider and optimally use the vehicle abiding by the terms. This also allows you to negotiate regarding these aspects to suit your requirements.

Security Deposit: After understanding the terms and conditions, truck leasing companies often ask customers to pay a security deposit. This is quite common in India. However, you could negotiate it for the best outcome. This is for reassurance that customers use the trucks as per the company's terms and conditions for asset safety.

Sign The Lease Agreement: Once you understand these requirements and are satisfied with the terms, sign the agreement. Make sure to have a copy of the signed agreement to maintain your records.

Delivery Of Truck and inspection: As soon as the documentation process is complete, make sure to choose a date that suits your business requirements and take delivery of the truck. But once the truck is delivered, make sure to inspect the vehicle for any damages or wear and tear. In the instance you find any, make sure to notify the leasing company.

Finally, when trying to get a truck on a lease, apart from the monthly payment, there are additional expenditures like lease payment, fuel expenditure, maintenance charges, insurance premium and lease agreement registration fee, you as a customer need to consider.

All-in-all, truck leasing is a practical solution for new business owners and individuals planning to set up a new business. This is because leasing a truck allows you to get a truck for your business without the sustainable upfront costs that come with purchasing a truck. It is an ideal solution for businesses that planning to secure more profits.

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Brake Shoes of Trucks: A Comprehensive Guide to Maintain Them!

Logistics efficiency is determined by how well its commercial-grade fleet of vehicles is maintained. This is because fleet uptime performance is something that determines the profitability of logistics. Therefore, service and maintenance of truck components such as the brakes is important. This is also to enhance the safety of fleet drivers and reduce the probability of an accident.

Accidents can lead to significant harm to the driver and also cause major downtimes. Hence, brake components need to be kept in optimal condition. Wondering what you as a driver or logistics can do to maintain the brake system for effective performance and safety? You are in the right place, read on:

Here are the key reasons to service brakes regularly:

For Ensuring Safety: First and foremost, the key reason for regularly servicing or replacing the brake components is to reduce braking system failure. As you know, the failure of the system is not good news as it can result in significant damage to life and property. Hence, regular brake shoe servicing is necessary to protect occupants and enhance safety.

Saving Big: While servicing the brake shoes improves the braking efficiency and safety, it also reduces the chance of incurring costly repairs in the long run. Fixing minor issues with the braking system early on can help you stay away from expensive repairs.

Efficiency: Ensuring that your truck fleet brake components are in good condition and are serviced regularly – enhances the fuel efficiency of your vehicle – and maintains smooth operation. Hence, you should regularly check and service the braking system of trucks.

Let's delve deeper to learn about the signs of brake shoe wear that needs to be addressed.

Abnormal Sounds: A squealing noise

when applying brakes is a sign of worn-out brake shoes. Apart from this, if you hear a grinding noise, it is a sign of metal-to-metal grinding caused by worn-out brake shoes in drums. When this happens, it is time to replace the brake shoe to ensure the best braking performance and enhance safety.

Reduction In Braking Power: Another obvious sign of worn-out brake shoes is if you find the truck takes a longer time to come to a standstill – not stopping efficiently. This is an indication that the brake shoe friction material has worn out and needs to be replaced.

Excessive Brake Dust: Heavy-duty trucks tend to build up some amount of brake dust from the friction materials. However, if there is an unusual amount of brake dust generation, it is a sign that the brake shoes are wearing out faster than usual.

Truck Pulls To One Side: Another sign of uneven brake shoe wear on either side of the axle is the pulling of the truck to one side under braking. This needs to be addressed quickly as it can affect the stability of the vehicle.

To inspect the brake shoes in the drums, look through the inspection port and check for any glazing or cracking. These are signs of a worn-out friction material of the brake shoe. Make sure to check whether the brake shoes are worn out to a point where the rivets are visible. If so, they need to be replaced.

Check Lining Thickness: The next step is to measure the thickness of the brake lining. If it is significantly thin, the braking efficiency can be compromised and can even lead to brake failure.

Inspect Drums For Uneven Wear: Uneven brake wear can be due to misaligned brake drums or slack adjuster not working properly, in the system. Inspecting and fixing the issue early on can help you avoid costly repairs in the long run.

TrucksDekho suggests the following things that you can do to ensure that your truck's brake shoes are in optimal

condition for operation:

Clean The Brake Components: Brake shoes tend to attract dust and grime. So, it is important to clean the brakes during each service to avoid overheating of the components. Using a brake cleaner can help remove the dust and grime to enhance the performance and life of brake components.

Make Adjustments To The Slack Adjuster: Slack adjuster reduces brake wear significantly. Therefore, it is necessary to adjust them at regular service intervals. It is recommended to adjust the slack adjuster approximately every 15,000 km to ensure efficient operation of the system.

Replace In Pairs: When replacing the brake shoes, do it in pairs meaning replacing the shoes on both sides of the axles (not in different intervals). When only one side brake shoe is replaced leaving the other side with an older brake shoe, can increase the risk of losing stability and reduce performance. It can lead to uneven wear of brake shoes.

Use Genuine Parts: Always use OEM-recommended brake components including brake shoes. Using high-quality materials can improve braking performance and efficiency. Using OEM-recommended parts can also improve the life of brake components.

Lubrication Is The Key: Finally, make sure to lubricate the moving aggregates of the braking system for smooth operation. This includes lubricating the S-cams and anchor pins to reduce friction and extend the life of the brake components.

As discussed above, ensuring brake component inspection and replacement of worn-out aggregates can enhance the performance of the vehicle. It can also improve the safety of the occupants in the truck and everything around it. Failing to inspect and maintain the brake components can cause brake failure, jeopardize safety and lead to costly repairs.



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Roadside Assistance Services For Trucks



In the logistics industry, trucks play an important role in transporting cargo from the warehouse to customers' doorsteps. However, this means that trucks undergo difficult conditions and heavy usage, conducting long hours of operations. As a result, the chances of breakdowns is high. That's when roadside assistance services come in handy.

Roadside assistance services act as a crucial lifeline for businesses in ensuring high uptime performance. This is a factor that decides the profitability of such businesses. They become crucial to effectively fix the trucks and help vehicles get back on the road to maximise uptime. They also prevent further damage that can burn a hole through the pocket. TrucksDekho lists some more benefits of roadside assistance.

Special Services: As discussed earlier, roadside assistance services include towing, battery replacement or jumpstart, trailer repair and recovery. They offer 24/7 support to ensure that commercial vehicles are back on the road. This is a factor that decides the uptime performance required by

logistics for driving business profitability.

Service Coverage: To ensure that commercial vehicles are back on the road effectively, most roadside assistance companies offer their services nationwide. This ensures that commercial vehicles are covered no matter which location they are at within the country. This is especially beneficial for truck drivers who transport goods to remote locations.

24/7 Services: To maximise fleet productivity and ensure high-uptime performance of logistics, roadside assistance companies offer services around the clock. This means that drivers can get back on the road to maximise profitability, minimising downtime periods.

Cost Savings: Roadside assistance can help save big in the long run. Not opting for roadside assistance services means drivers would have to chip money out of their pockets during breakdowns for recovery services. By subscribing to monthly or annual roadside assistance membership, logistics can retain drivers by reducing their burden endured during

downtime. A comprehensive service package comes in handy reducing further damage to the vehicle.

Custom Plans: Roadside assistance services can be customised to the needs of your logistics business. This means that as a logistics business, you can use custom service packages tailored to the needs of your commercial vehicle fleet. This way you can reduce the expenditure on such services to maximise uptime and profitability.

What Should You Do While Waiting For Roadside Assistance? First and foremost, it is recommended to park your vehicle on the side of the road at a safe distance from traffic in the event of a malfunction that can cause a breakdown. But, if the vehicle breaks down in the middle of the road, make sure to use the warning triangle and cones to alert other drivers of the safety hazard posed by your vehicle. Always keep a safety kit in handy. This could include warning lights, cones and safety jackets. These can help other drivers on the road know the potential safety concerns your vehicle poses due to a breakdown.

There are several reasons why logistics businesses should opt for roadside assistance services. The primary reason is safety. The safety of the driver, occupants onboard the truck and other vehicle users is the main reason to have roadside assistance services. In the event of an emergency and accident, trained technicians are available to ensure safety.

Also, every minute the trucks are off the road due to breakdowns – fades away the possibility of driving business profits. With roadside assistance services, logistics can ensure high fleet uptime, always having quick assistance services around the clock just a phone call away. All-in-all, it is ideal to subscribe to roadside assistance services for the logistics fleet.

How Truckers Can Prevent Common Accidents?

Road traffic crashes (RTCs) are the major cause of death in India due to unintentional injuries, contributing to 43.7 percent of fatalities. Everyday numerous lives are lost in accidents involving truck collisions and rollovers. While the reasons are many – speeding, driver fatigue and overloading are factors that have resulted in numerous truck accidents. As a matter of fact, over-speeding accounts for 75.2 percent of deaths.

Moreover, there are several ways to mitigate road accidents and truck rollovers. This is best done by understanding the major types of truck accidents. It will help you as a driver learn how they occur and remember them as your best defence against truck accidents. After all, remembering such instances is the best way to avoid putting yourself in such a situation. TrucksDekho have listed the types of truck accidents below and what you should do to avoid them.

Head-On Collisions: A collision which involves two vehicles heading towards each other head-on, when moving in opposing directions is called a head-on collision. The causes of head-on collisions are many. However, driver distractions and reckless driving behaviours are the major causes of the occurrence of such an accident. The best way to avoid being in such a situation is by offering enough space to let pass oncoming traffic.

Rollover Accident: Rollover accidents involve toppling the vehicle due to losing control when driving. The main



causes of a rollover accident are speeding, braking heavily, defective tyres, uneven terrain and hitting an object on the road. Driving at the speed limit, not overloading the truck conducting preventive maintenance, and being cautious of the surroundings are the ways to avoid such an instance.

T-Bone Collisions: It is a type of collision or accident which involves the crashing of vehicles at a junction or high-speed intersection. The collision which involves crashing of a vehicle to the side of another vehicle in the shape of the letter 'T' is called T-Bone accidents. They generally occur due to negligence of drivers crossing the junction when not allowed. The best way to avoid such an instance is to stop at junctions and see if there are any vehicles or obstructions. If the coast is clear of vehicles, only then should you move forward.

Sideswipe Accident: This type of accident occurs when a truck driver abruptly changes lanes without indicating other vehicles on the road. Sideswipe occurs when a driver does not observe lane discipline, especially

on highways. It can also occur due to type blowouts or mechanical failure. So, make sure to keep your truck in good condition.

Rear-end Collisions: Rear-end collision is the most common type of accident that occurs when a driver behind tailgates or does not leave a car-length space from the vehicle in front. Not paying attention to the road, or distracted driving is the major cause of such an accident. Not using mobile phones when driving is the best way to not get into such an accident.

Road traffic accidents involving collisions with a truck are rising due to distracted driving or bad driving habits. Poor maintenance of trucks is also contributing to the number of collisions. While minor collisions would do just damage to the vehicles, rollovers and crashes at high speed can become fatal. So, it is recommended that the vehicle be driven following the speed limits and understanding the type of accidents. After all, remembering the types of accidents is the best defence against not getting yourself into such collisions.

x

Pune Gets New Registered Vehicle Scrapping Facility



Tata International, a global arm of Tata Group for trading and distribution, and Tata Motors, one of India's largest commercial vehicle manufacturers, have jointly opened a new RVSF (Registered Vehicle Scrapping Facility) in Pune. This state-of-the-art facility, Re.Wi.Re (Recycle with Respect), can safely disassemble 21,000 end-of-life automobiles annually using eco-friendly procedures.

The passenger and commercial vehicles of all brands can be scrapped at this RVSF, which is run by Tata International Vehicle Applications (TIVA), a fully owned subsidiary of Tata International. TIVA has made a name for itself as a major player in the trailer and truck body manufacturing industry because of its 4 cutting-edge manufacturing facilities in Ajmer, Jamshedpur, and Pune.

With an emphasis on using eco-friendly methods, Re.Wi.Re. is a cutting-edge facility designed specifically for disassembling passenger and commercial vehicles of all brands that have reached the end of their lives. Five facilities for Re.Wi.Re. are already operating effectively in Chandigarh, Jaipur,

Bhubaneswar, Surat, and Delhi NCR.

Every Re.Wi.Re facility has been completely digitalised, and all of its activities are paperless and smooth. Tires, batteries, fuel, oils, liquids, and gases can all be safely disassembled at designated stations that are outfitted with cell-type and line-type disassembly equipment for both commercial and passenger vehicles.

Speaking at the inauguration of the new scrapping centre in Pune, Rajeev Batra, CEO, TIVA, said, "TIVA and Tata Motors have taken a pivotal step in transforming the approach to the lifecycle of vehicles in India. With the capacity to dismantle 21,000 vehicles annually, this facility has been designed to address the growing need for efficient and safe vehicle recycling," reported TrucksDekho.

He further added, "We understand the critical role of end-of-life vehicle management in shaping a sustainable and organised ecosystem for our society. This initiative supports India's transition toward a cleaner and more regulated vehicle-recycling framework. At TIVA, we constantly push ourselves to reach new heights and remain committed to delivering our best to the communities we serve."

While establishing a new scrapping facility, Girish Wagh, Executive Director, Tata Motors, said, "Tata Motors is at the forefront of shaping the future of mobility and focused on partnering customers to success by delivering values through its products, services, and digital solutions."

"Re.Wi.Re represents our commitment to creating a circular economy, leveraging advanced recycling processes that not only extract maximum value from end-of-life vehicles but also contribute to our nation's sustainability goals. Tata International has been our partner in several international markets, and we are delighted to strengthen this longstanding relationship by adding a new chapter with Re.Wi.Re."

Following the country's vehicle scrappage regulation, every vehicle goes through a rigorous documentation and disassembly procedure created especially to satisfy the responsible scrapping standards of passenger and commercial vehicles, ensuring the safe disposal of all components. The Re.Wi.Re. concept and facility represents a revolutionary step in promoting environmentally friendly practices in the automotive sector.

एनएचएआई का इरादा 'राजमार्ग साथी' के साथ अपनी राजमार्ग गश्ती सेवाओं को मजबूत करने का है

सड़क सुरक्षा बढ़ाने और राजमार्ग गश्ती सेवाओं को मजबूत करने के उद्देश्य से, एनएचएआई ने उन्नत और भविष्योन्मुखी घटना प्रबंधन सेवाओं को लागू करने की योजना बनाई है। इस विषय पर दिशा-निर्देशों में 'राजमार्ग साथी' नामक नए रूट पेट्रोलिंग वाहनों (आरपीवी) के लिए अद्यतन विनिर्देश शामिल हैं और आरपीवी के लिए डिजाइन, कार्य, प्रौद्योगिकी, घटकों और जनशक्ति विनिर्देशों की रूपरेखा दी गई है।

आपातकालीन स्थितियों की निगरानी और प्रतिक्रिया के लिए आरपीवी राष्ट्रीय राजमार्ग खंडों का निरीक्षण करते हैं। मौजूदा आरपीवी में, आपातकालीन स्थितियों के मामले में सहायता के लिए उपकरणों और उपकरणों को रखने के लिए पीछे की जगह खुली होती है। हालाँकि, खुली जगह के कारण, ऑपरेटर इन उपकरणों को अच्छी तरह से व्यवस्थित तरीके से रखने में सक्षम नहीं थे, जिससे कई बार त्वरित कार्रवाई करने में देरी होती है। ऐसी स्थिति से निपटने के लिए, आरपीवी के पीछे या ट्रंक को अब एक बंद कैबिनेट से बदल दिया गया है जिसमें विभिन्न उपकरणों और इन्वेंट्री के लिए समर्पित स्थान है। आपातकालीन स्थितियों के दौरान विभिन्न उपकरणों तक त्वरित और आसान पहुँच प्रदान करने के लिए अलमारियों का निर्माण किया गया है और यह पुराने आरपीवी की तुलना में एक महत्वपूर्ण सुधार है।

इस नए आरपीवी की अतिरिक्त उन्नत विशेषता में 'एआई वीडियो एनालिटिक्स' से लैस डैशबोर्ड कैमरा का प्रावधान होगा, जो दरारों और गड्ढों के साथ-साथ वाहनों, पैदल



यात्रियों, सड़क के संकेतों और अन्य बुनियादी ढाँचे की संपत्तियों सहित अन्य तत्वों को पकड़ने और पहचानने में सक्षम होगा। सड़क की दुर्दशा सहित डेटा/वीडियो फुटेज एनएचएआई द्वारा साप्ताहिक आधार पर एकत्र किया जाएगा और सड़कों के अधिक कुशल रखरखाव के लिए इस सड़क दुर्दशा डेटा को एनएचएआई वन एप्लिकेशन के साथ एकीकृत किया जाएगा।

'राजमार्ग साथी' आरपीवी के लिए दिशा-निर्देशों में वाहन, उपकरण और जनशक्ति के उपयोग से संबंधित विस्तृत विनिर्देश शामिल हैं। वाहन की सर्विस फिटनेस सुनिश्चित करने के लिए, आरपीवी को 3,00,000 किलोमीटर से अधिक चलने या तीन साल तक संचालन में रहने के बाद नए आरपीवी से बदल दिया जाएगा।

इसके अलावा, राष्ट्रीय राजमार्गों पर राजमार्ग गश्ती सेवाओं के रूप में इसकी दृश्यता को अधिकतम करने के लिए आरपीवी की ब्रांडिंग और बाहरी उपस्थिति पर विशेष जोर

दिया गया है। उन्नत संचार और सुरक्षा उपकरणों से लैस ये वाहन यातायात व्यवधानों को कम करने, सड़क सुरक्षा में सुधार करने और राष्ट्रीय राजमार्गों पर समग्र सड़क उपयोगकर्ता अनुभव को बढ़ाने में उपयोगी होंगे।

विशिष्ट और पेशेवर लुक प्रदान करने के लिए, पी.वी. कार्मिकों की वर्दी को भी पुनः डिजाइन किया गया है, जिसमें चमकीले नीले रंग के साथ-साथ आसान पहचान के लिए रिफ्लेक्टिव धारियों और प्राधिकरण लोगो वाली जैकेट भी शामिल की गई है।

रूट पेट्रोलिंग ऑपरेशन सुरक्षा बनाए रखने, घटना प्रबंधन प्रदान करने और राष्ट्रीय राजमार्गों पर यातायात के सुचारू प्रवाह को सुनिश्चित करने में महत्वपूर्ण भूमिका निभाते हैं। एनएचएआई सड़क सुरक्षा मानकों को बढ़ाने के साथ-साथ देश भर में सभी राष्ट्रीय राजमार्ग उपयोगकर्ताओं को एक सहज और सुखद यात्रा अनुभव प्रदान करने के लिए प्रतिबद्ध है।



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GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
UNSTARRED QUESTION NO-1070
ANSWERED ON- 04/12/2024
UNMANNED TOLL PLAZA

1070. SHRI ASHOKRAO SHANKARRAO CHAVAN:

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

- (a) whether Government/National Highway Authority of India (NHAI) has completed the trial for first unmanned toll plaza recently and if so, details thereof;
- (b) whether NHAI proposes to construct or convert the existing toll plaza into unmanned toll plaza in the country;
- (c) if so, the details of toll plaza selected at initial level for the conversion and the expenditure likely to be incurred on it;
- (d) time by when all the major toll plaza will be converted into unmanned toll plaza in the country; and
- (e) the amount of revenue likely to be saved by NHAI after operationalization of these toll plaza?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS
(SHRI NITIN JAIRAM GADKARI)

- (a) to (b) It has been decided to initially implement barrier free Electronic Toll Collection (ETC) System with available technology and use of existing fee plaza infrastructure at selected sections of National Highways.
- (c) to (e) Request for Proposal (RFP) to implement barrier-free tolling system on the project "Dwarka Expressway" has been invited/floated, with the possibility of implementing it on other fee plazas in a phased manner depending upon the outcomes and efficacy of the implementation on Dwarka Expressway. It is expected that the cost of running physical user fee plaza could be lowered by using barrier-free user fee collection system.

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
UNSTARRED QUESTION NO-1842
ANSWERED ON- 11/12/2024
LOCATION-BASED TOLL COLLECTION

1842. SHRI RANDEEP SINGH SURJEWALA:

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

- (a) the possible privacy concerns identified by Government before announcing the location-based toll collection;
- (b) the steps taken by Government to minimize privacy concerns before launching the location-based toll collection;
- (c) the duration for which the real-time location data will be stored;
- (d) the details of the competent authority responsible for storing the real-time location data under the location-based toll collection system; and
- (e) the details of the privacy concerns on which the expert committee is currently dealing and the findings thereof?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS
(SHRI NITIN JAIRAM GADKARI)

- (a) to (e) It has been decided to initially implement barrier free Electronic Toll Collection (ETC) System with available technology at selected sections of National Highways. No location-based collection system is presently operational. Privacy concerns associated with Global Navigation Satellite System based user fee collection will be addressed through appropriate technological measures in consultation with experts and associated stakeholders, if Satellite-based user fee collection system is put to operation at any time in future.



7 Tips For
SAFE WINTER DRIVING
for Truckers

1

TAKE IT SLOW

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



2



GIVE YOURSELF SOME SPACE

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

SPLIT FROM THE PACK

3

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



4

PLAN FOR THE WEATHER

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



6

FILL YOUR FUEL TANK

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



STOCK UP ON EXTRA EQUIPMENT

5



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

7

USE GOOD JUDGEMENT

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





Eway Bill Dashboard

Developed & compiled by

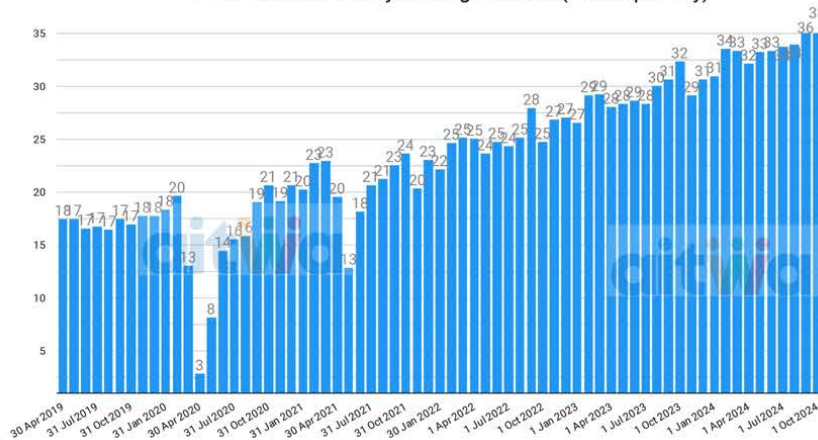


Last updated on 11th November 2024 | Data as on 31st October, 2024

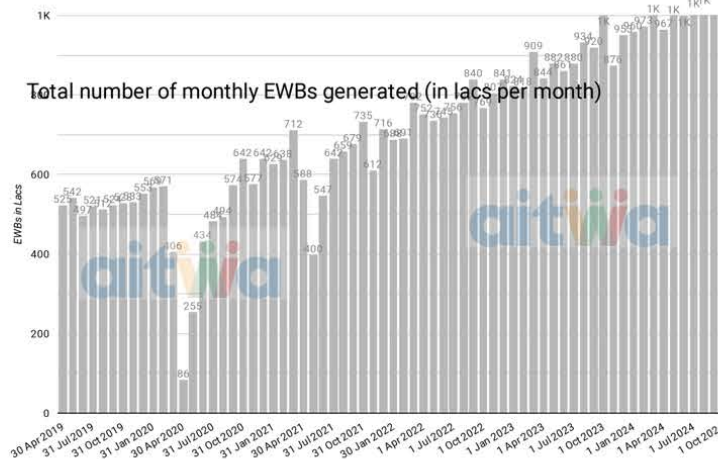
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



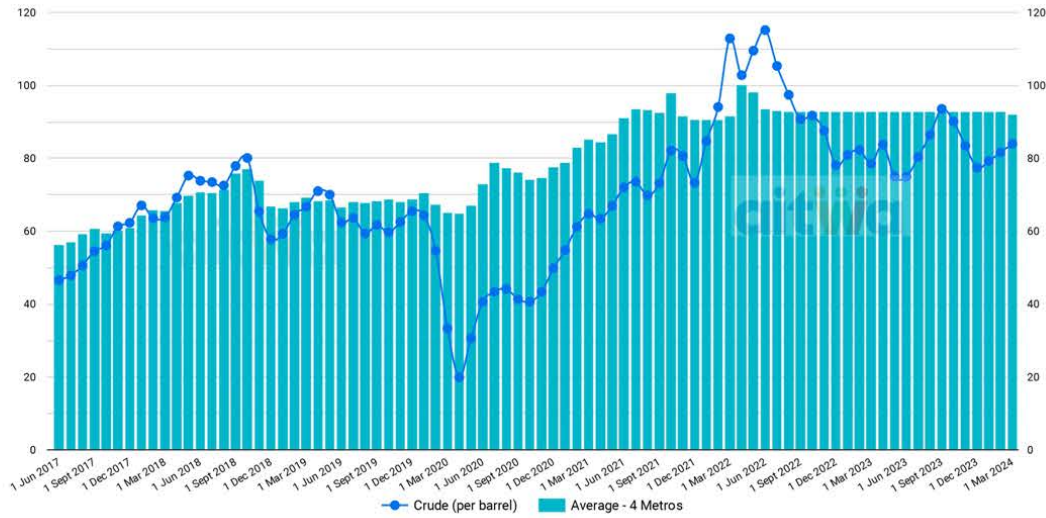
Total number of monthly EWBs generated (in lacs per month)



Diesel Dashboard

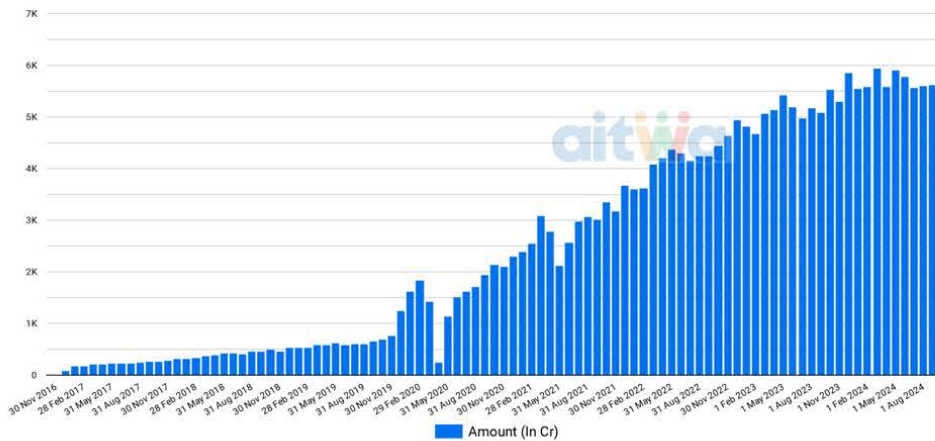
Last updated on 21st March 2024 | Data as on 21st March 2024

Diesel Price Average of 4 metros since 2017



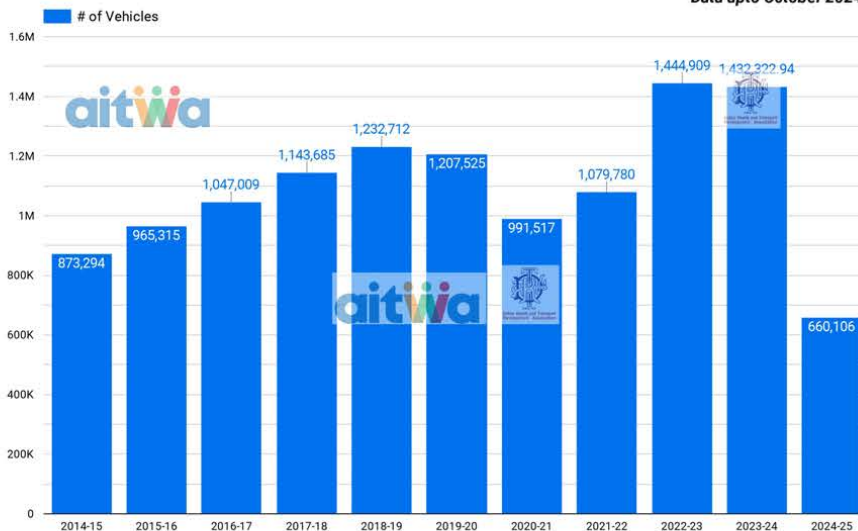
Toll Collection Dashboard

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	Darbhangha	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	Goa (MOPA)	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 (Halongi)	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	Kishanganj	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	Mohambai (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
Total		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	-
Total		543.5	125.7	-	2858.1	803.2	-

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

(*) TENTATIVE (IN '000 TONNES)

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers FIN. RAW	Coal Thermal & Steam	Coal Coking & Others	Containers Tonnage	Containers TEUs	Other Misc. Cargo	TOTAL	% VAR. AGAINST 2023-24
KOLKATA	TRF APRIL-DEC., 2024	297	445	-	427	18	630	6857	450	2602	11276	
	TRF APRIL-DEC., 2023	224	368	14	590	6	2141	7506	492	2294	13143	-14.21
Haldia Dock Complex	TRF APRIL-DEC., 2024	6935	4511	403	120	367	179	10632	2313	7463	32923	
	TRF APRIL-DEC., 2023	7094	3866	1127	96	333	-	16115	1494	80	37048	-11.13
TOTAL: SMP, KOLKATA	TRF APRIL-DEC., 2024	7232	4956	403	547	385	179	11262	9170	10065	44199	
	TRF APRIL-DEC., 2023	7318	4234	1141	686	339	0	18256	9000	9217	50191	-11.94
PARADIP	TRF APRIL-DEC., 2024	27009	1373	18153	286	4709	37267	11810	305	19	8605	109517
	TRF APRIL-DEC., 2023	27719	1391	18421	409	4035	35821	11250	137	8	6340	105523
VISAKHAPATNAM	TRF APRIL-DEC., 2024	16529	1018	8862	940	1232	7043	5495	7909	494	11448	60476
	TRF APRIL-DEC., 2023	13701	1310	11136	1395	1229	7845	5389	8377	512	9643	60025
KAMARAJAR(ENNORE)	TRF APRIL-DEC., 2024	3866	135	-	-	-	16702	1829	10031	520	2769	35332
	TRF APRIL-DEC., 2023	3650	119	-	-	-	16130	1537	9760	506	2248	33444
CHENNAI	TRF APRIL-DEC., 2024	10167	1050	735	-	147	-	25835	1339	2568	40502	
	TRF APRIL-DEC., 2023	10785	1103	597	-	252	-	22964	1190	2694	38395	5.49
V.O.CHIDAMBARANAR	TRF APRIL-DEC., 2024	366	1026	-	473	604	7561	5836	11625	582	3130	30621
	TRF APRIL-DEC., 2023	371	931	-	730	522	7247	6257	10865	544	3380	30303
COCHIN	TRF APRIL-DEC., 2024	17909	348	-	-	140	-	8509	630	786	27692	
	TRF APRIL-DEC., 2023	17902	476	-	-	147	-	7488	544	887	26900	2.94
NEW MANGALORE	TRF APRIL-DEC., 2024	20576	2396	595	441	58	4781	1052	1856	144	591	32346
	TRF APRIL-DEC., 2023	19170	2033	3217	367	46	4844	589	2154	151	706	33126
MORMUGAO	TRF APRIL-DEC., 2024	424	293	2430	181	-	1707	5088	-	2449	12572	
	TRF APRIL-DEC., 2023	428	364	3544	118	-	2566	5096	-	2621	14737	-14.69
MUMBAI	TRF APRIL-DEC., 2024	30183	1452	4399	331	66	6400	-	2	8573	51406	
	TRF APRIL-DEC., 2023	29981	1288	4147	359	75	6123	-	149	8021	50143	2.52
J.N.P.A.	TRF APRIL-DEC., 2024	2512	1945	-	-	-	-	62332	5377	1584	68373	
	TRF APRIL-DEC., 2023	2567	1897	-	-	-	-	58182	4755	1278	63924	6.96
DEENDAYAL	TRF APRIL-DEC., 2024	47794	9261	860	2981	306	13578	523	5335	325	28086	108724
	TRF APRIL-DEC., 2023	48042	8399	1004	2724	205	14396	179	6660	377	17185	98794
ALL PORTS	TRF APRIL-DEC., 2024	184567	25253	36437	6180	7647	95218	42895	142909	10009	80654	621760
	TRF APRIL-DEC., 2023	181634	23545	43207	6788	6850	94972	48553	135736	9173	64220	605505
% Variation from previous year		1.61	7.25	-15.67	-8.96	11.64	0.26	-11.65	5.28	9.11	25.59	2.68

Source: I.P.A.

Propel Industries Launches Electric Trailer Truck 470 eTR At Bauma Conexpo 2024

At Bauma Conexpo India 2024, Propel Industries, a manufacturer of electric trucks, introduced its brand-new 470 eTR electric tractor-trailer. In this event, Bhupathi Raju Srinivasa Varma, Minister of State for Heavy Industries and Public Enterprises, unveiled the electric truck, demonstrating the company's dedication to sustainability and innovation in the construction and logistics sectors, reported TrucksDekho.

Before the launch of the Propel 470 eTR model, the company has its electric vehicle portfolio including 470 HEV and 470 MEV tippers. Let's explore the specifications of the newly unveiled electric trailer.

The body of Propel 470 eTR is built on a high-strength steel chassis with c-channel section side members and reinforced cross members. It comes with a robust body in length of 6225 mm, width of 2600 mm, and height of 3125 mm. Its wheelbase is 3850 mm to ensure vehicular stability for long-haul transportation.

Being an electric vehicle, the model boasts clutchless and fatigueless drive. It has an EMT (Electro-Mechanical Transmission) gearbox comprising 7-speed gears for precise and efficient power delivery using the combination of mechanical gear and electronic control. Its front parabolic leaf suspension with double-action shock absorbers and hybrid rear spring suspension ensures improved handling and smoothens the ride.

Available in 55-tonne gross combination weight, the electric commercial vehicle can carry heavy loads with ease. It is fitted with 295/80R22.5 tubeless tyres with optional 295/90R20 tube tyres to attain its peak speed of 80 kmph. In terms of battery capacity, the electric tractor-trailer provides 3 kinds of battery – 385 kWh, 480 kWh, and 550 kWh, which offers a charging time of around 1 hour 10 minutes, 2 hours, and 2 hours 30 minutes respectively. It gives a driving range of up to 350 km on a single charge.

With ADAS (Advanced Driver Assistance System) features like cruise control, creep function, frontal collision warning, and driver alert system, this smart electric trailer is built to facilitate safe cargo transportation over long routes. It is engineered with a human-machine interface for vehicle diagnostic and infotainment.

Equipped with fleet telematics, the Propel 470 eTR 4x2 model ensures fleet management with improved operational efficiency, reduced fuel costs, and enhanced safety. Its interior has a tiltable sleeper cabin which is designed with a crash-tested frontal protection structure. The hydraulic integral power steering is offered with a 460 mm steering wheel diameter, allowing 14 metres turning circle diameter.

Regarding the braking system, this 470 eTR truck sports an electronic brake system with dual line air brakes

and spring-type parking brake chambers on the rear axle. It also has an anti-lock braking system to prevent skidding or the wheels from locking up during hard braking.

Besides this, it incorporates ESC (Electronic Stability Control) which helps prevent loss of control by monitoring the vehicle's direction and applying brakes to individual wheels as needed. It comes with HSA (Hill Start Aid) to prevent the vehicle from rolling backwards while climbing on a hill, making it easier and safer to manoeuvre on slopes.

Thanks to its 2-wheel drive configuration, the 470 eTR 4x2 tractor-trailer is perfect for hauling heavy loads on highways where extra traction is not required. It offers 24 percent gradeability for moving the loaded vehicle over flyovers and gradient surfaces easily. This commercial electric vehicle is suitable for delivering industrial loads, FMCG products, coal and other raw materials, cement, steel coils, aggregates, and others. It can also serve as tip trailers and bulkers.

The Propel 470 eTR is an intelligent electric commercial vehicle for heavy-duty transportation in the construction and logistics sectors. It provides a greener and more sustainable option by delivering strong performance with zero emissions. Because there are few mechanical parts, the maintenance costs of this model are relatively lower, ensuring reliability and efficiency for challenging jobs.

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