January 2025/Vol.-12/Issue-01 - ₹10/-

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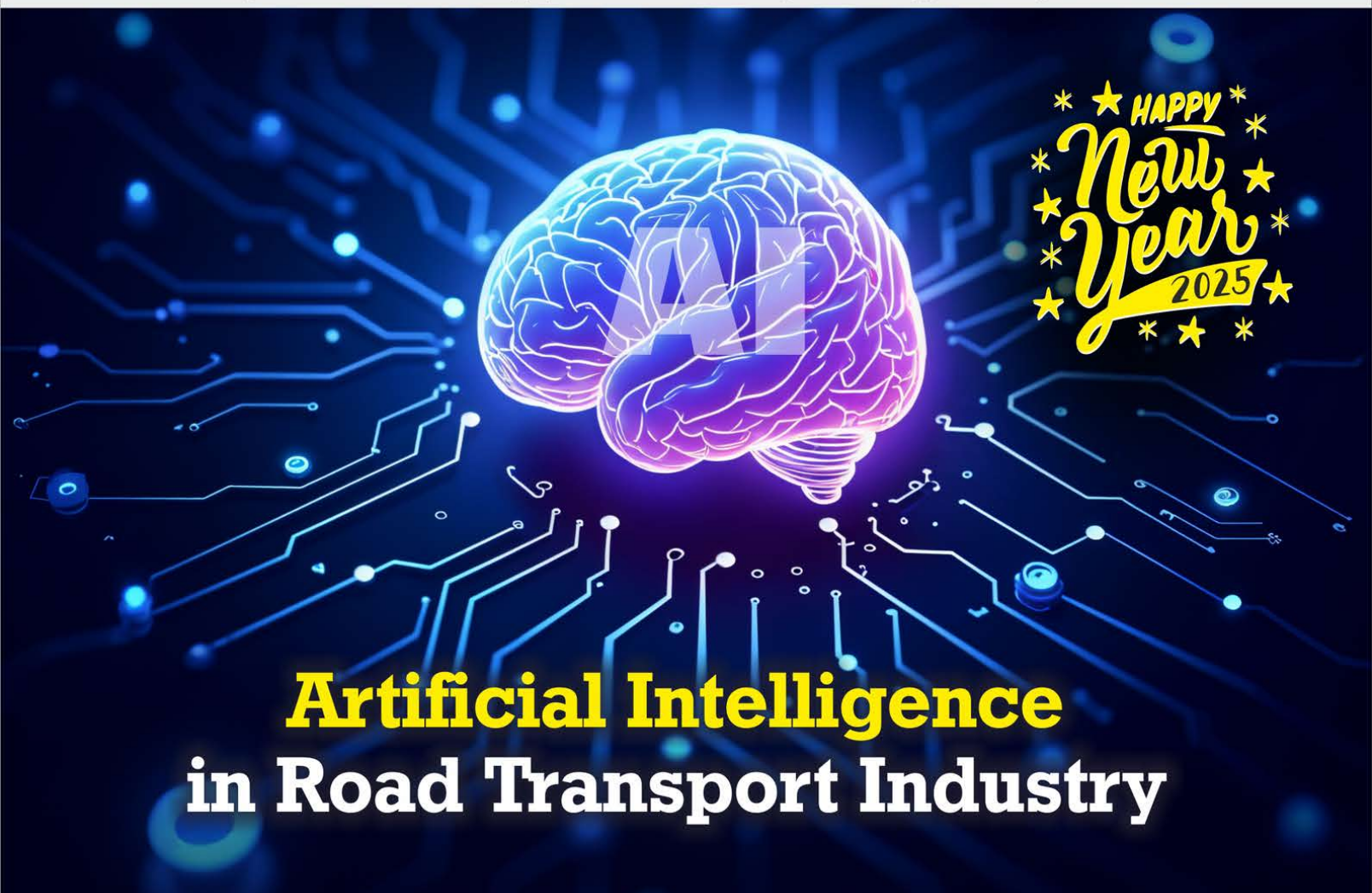

Artificial Intelligence in Road Transport Industry

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

AI – For a Safe and Sustainable Transport Sector

Ashok Gupta

Technologies have always emerged as problem solvers for businesses. From export to import, retail to wholesale, banking to insurance, healthcare to sports, business houses constantly look up to technologies for resolving problems or for growth. On most occasions, these solutions have changed the way businesses are approached. This is done by reducing operating costs, improving efficiency, and increasing efficiency.

In today's fast life when most of the large cities across the globe face issues related to transport, traffic and logistics due to the fast-growing human population and increase in the number of vehicles on the road, a sustainable transport system is required to lead a smooth life.

The latest technologies can be of phenomenal help in resolving this issue.

The World Economic Forum has considered Artificial Intelligence (AI) as one of the emerging technologies in accessing real-time information from vehicles for traffic management and utilizing mobility on demand in trip planning through a single user interface. It is expected that innovative applications will successfully help the industry overcome unexpected delays and routing problems due to traffic congestion, which causes heavy monetary loss.

Needless to mention here, the transport industry plays a major role as a contributor to the movement of people and goods across various geographical regions. Its contribution is significant in the supply chain management system, as it delivers goods from one place to another at the right time.

Governments and organizations have used technologies like Artificial Intelligence (AI), Machine Learning, Internet of Things to reap the complete benefit from a business investment.

In this long-established transport industry, the impact of AI is unparalleled. Driven primarily by data, AI leverages machine learning (ML), computer vision, and deep learning (DL) to extract valuable insights. These applications when come to the fore together offer several key benefits in transforming the industry's operations.

One of the key benefits of AI in transportation is its role in enhancing safety and reducing accidents. AI-powered driver assistance systems (ADAS) help prevent collisions by providing real-time alerts on potential hazards and traffic conditions.

Additionally, as many accidents occur due to human negligence, AI-based monitoring can help drivers avoid unsafe behaviours. By using computer vision, AI-driven systems can detect hazardous behaviours such as cell phone use, smoking, and fatigue, alerting drivers to potential dangers. Predictive analytics further aids in accident prevention and risk assessment by analyzing patterns and warning drivers before an incident occurs.

With these advancements, AI is revolutionizing road safety and has the potential to save numerous lives.

Further, it can enhance traffic management and mitigate traffic congestion. AI can boost traffic management in multiple ways, including intelligent traffic lights management, travel time predictions, and traffic flow predictions, to better control congestion.

Besides, AI applications increase efficiency and cost savings for businesses. Through predictive maintenance, route optimization, and intelligent traffic management, AI can improve fuel consumption, fleet, and workforce management. AI-driven route planning can consider traffic patterns, and road conditions, and evaluate the best possible route saving costs up to 30 per cent.

AI also significantly improves detection and response times by analyzing large volumes of security data in real time, identifying threats that might be missed by traditional methods. It automates incident response processes; provides real-time monitoring and adaptive routing for smoother traffic flow and helps organizations to react instantly to security incidents and minimize potential damage.

Likewise, AI enables continuous monitoring of equipment performance through sensors that collect data on factors such as temperature, vibration, and pressure. By analyzing this data in real-time, AI can detect patterns that indicate potential issues, such as wear and tear or overheating.

The benefit of AI is not restricted to the above points alone. The AI-powered maintenance strategies reduce the frequency of unnecessary repairs and

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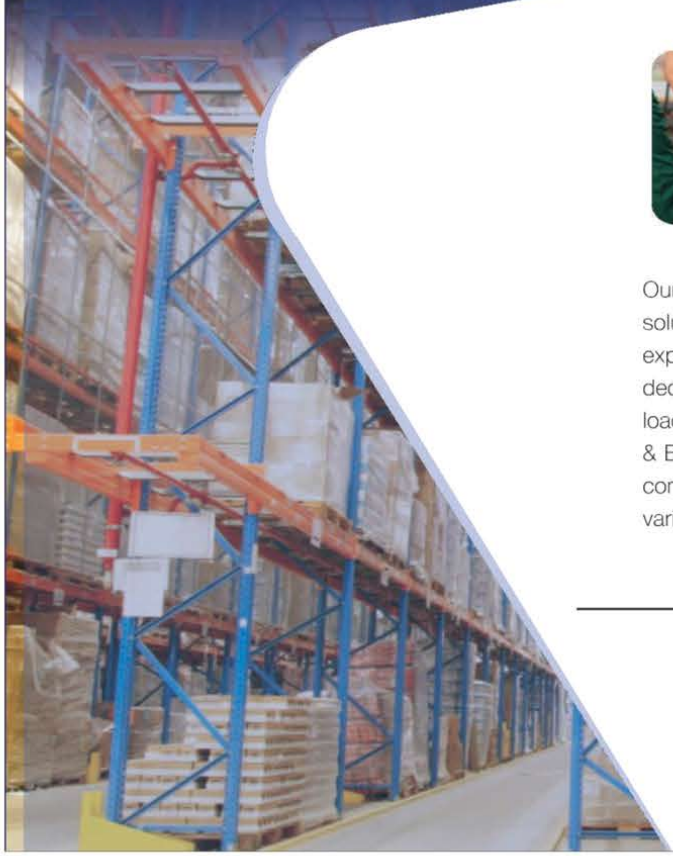




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optimize equipment usage, leading to longer asset lifecycles. By maximizing the lifespan of critical machinery, businesses can reduce capital expenditures on new equipment and improve their return on investment.

Furthermore, AI also minimizes deadhead miles, as the technology excels in identifying optimal matches between loads and trucks, which substantially reduces the occurrence of deadhead miles. By analyzing data points such as location, cargo type, and timing, AI systems can propose the best routes and load combinations that minimize deadhead miles. This not only cuts fuel costs but also increases the total number of deliveries a truck can make, enhancing overall fleet productivity and reducing the carbon footprint associated with unnecessary travel.

Also, by managing battery charging, optimizing routes based on traffic conditions, enabling autonomous driving features, predicting maintenance needs, and facilitating smart charging strategies to leverage renewable energy sources, AI contributes to a more sustainable transportation system. More importantly, the use of cameras, sensors, geolocation, and AI offers advanced driver-assist functionality that requires very little or no human intervention. And, it goes beyond personal use and extends to the commercial and public transportation sectors.

AI-driven features can help prevent accidents by quickly reacting to potential hazards. AI algorithms analyze data from sensors like cameras and LiDAR to enable self-driving capabilities, making decisions like lane changes, braking, and navigating complex road situations. It optimizes battery charging and usage to maximize range, considering factors like driving patterns, terrain, and available charging infrastructure. Also, it can predict potential vehicle issues based on sensor data, allowing for proactive maintenance and preventing breakdowns.

In addition, AI can improve user experience and convenience for customers. AI-driven solutions like autonomous vehicles and real-time monitoring are helping boost user experience. For instance, assistive driving is helping drivers reinforce safety habits on the road. On-time deliveries through route planning and real-time monitoring are helping transporters to be more reliable.

In addition, AI can improve user experience and convenience for customers. AI-driven solutions like autonomous vehicles and real-time monitoring are helping boost user experience. For instance, assistive driving is helping drivers reinforce safety habits on the road

Besides, in the current set-up when the environmental impact and sustainability are very crucial AI is expected to come in handy in this regard. AI can reduce time spent by vehicles, hence helping reduce toxic emissions. For example, its smart parking systems are helping cut the time drivers use to search for parking spaces. These systems would have a profound impact on the environment in cities where people spend a lot of time seeking parking spots.

Further, in recent years, Artificial Intelligence has generated a large volume of data with the proliferation of multiple technology devices across sectors. This data has become valuable in the decision-making process of businesses, governments and societies. The transport industry being the lifeline of an urban set-up cannot be left behind in data generation and usage. This sector plays a significant role in urban development because it impacts people, processes and profit. To enable data generation, automobile manufacturers have been proactive in building devices that can be fitted into vehicles that are used for transporting people and goods.

While there has been a long list of AI's benefits, there are a few limitations as well.

One of the significant concerns is job displacement. The integration of AI technology in transportation operations has the potential to automate various tasks traditionally performed by humans, leading to a potential loss of employment opportunities.

Cybersecurity risk is another concern that is causing a challenge on the path of AI applications. The reliance on AI systems increases the risk of cyber threats, including data breaches, hacking vulnerabilities, and privacy concerns.

Further, the use of AI in transportation raises ethical implications, particularly regarding privacy concerns, bias issues, data collection, transparency, and accountability. One major concern is the collection of personal data by AI systems, as it raises questions about privacy and the potential misuse of sensitive information.

Still, the impact of AI will be there everywhere, for everyone to experience. It is the present and future for the transport industry to touch new avenues. Surely, with AI the industry will experience better vehicles, roads, and safe and sustainable journeys.

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Soon AI Will Run the Transportation Industry!

Ashok Goyal
National President, AITWA

In this age of the rapid expansion of urbanization, the migrated population has made traffic congestion an alarming issue. This also has intensified the urgency to optimize transportation systems. The result is many steps are taken to overcome this challenge.

Artificial Intelligence (AI) is one step towards this direction which is simplifying the journey of every common man. Right from booking our rides to how our goods are delivered, one can see the change. Today, AI is the new engine that is driving change in the transportation system.

For logistics houses, AI is a revolution that has infused every mile and every step to undergo a transportation disruption. It is because of AI that we can think of self-driving trucks, navigating highways; drones delivering packages, and sophisticated systems, managing complex logistics networks.

Furthermore, it optimizes delivery routes and reduces idle time. AI in transportation and logistics makes sure that vehicles are always on the most efficient path. Intelligent systems can predict traffic patterns and adjust schedules accordingly, which helps companies minimize delays and increase the throughput of transportation networks.

Safety is another big win possible due to artificial intelligence. With the help of AI, any unpredicted occurrences in traffic and potential security threats can be predicted, thereby, significantly reducing human error, a major cause of accidents.

Additionally, when the talk is about environmental sustainability, AI comes as a rescuer. Apart from cutting down fuel consumption through optimized routes and better traffic handling, artificial intelligence does not play the last role in enabling autonomous vehicles.

Today, the impact of AI in transportation systems is so phenomenal that it's impossible not to notice its influence. The technology makes the industry more user-centred and automated. Here's how AI is remodelling the transport sector.

Smart Fleet Management: AI-powered fleet management systems help logistics companies optimize routes, reduce fuel consumption, and minimize delivery times. Predictive maintenance powered by AI ensures that vehicles are serviced before they break down, reducing downtime and repair costs.

Self-driving Cars: One of the most thrilling applications of AI is self-driving cars. However, the true potential of AI transport lies beyond personal use; it extends to the commercial and public transportation sectors. When that happens realistically, it will revolutionize not just the transport sector but the global trade itself.

Companies like Tesla, Waymo, and major truck manufacturers are investing heavily in self-driving technology. AI-driven trucks and delivery robots could soon eliminate the need for human drivers, significantly reducing costs and increasing efficiency.

Managing traffic: Traffic congestion is one of the biggest problems of urban life today. Machine Learning (MI) can prevent traffic jams and recommend the best route for drivers. MI processes data from road-embedded sensors, cameras, and other IoT devices to identify the risk of certain traffic problems before they happen. Upon data analysis, AI applications send it to the management systems to adjust signal timing and to individual users to reroute cars or notify about the accidents. The use of AI in transportation, this way, can resolve the issue of tiring traffic hassles while reducing waiting times and improving safety.

Governments and private companies are using AI to analyze traffic patterns, control congestion, and improve road safety. AI-driven traffic signals and smart highways can dynamically adjust to changing conditions, reducing delays and accidents.

Road Condition Monitoring: Generally the local councils and National Highways keep track of roads and the strategic road networks. With computer vision and ML algorithms in transportation AI systems identifying issues about road surfaces and nearby structures will

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require no on-site inspections. Drones or stationary cameras will detect potholes by capturing images and assessing the volume of road damage. With AI solutions, authorities can speed up road repair all around the city, not just major traffic-dense roads, and, what's more important, increase safety.

Managing Traffic Incidents: effectively is critical to maintaining safe transportation systems. Computer vision systems play a vital role in effectively managing traffic incidents to maintain a safe transportation system. Regularly monitoring cameras, and searching for unusual traffic conditions, queues, and incidents in the video is clinical in this regard. The scope of AI is not limited to detection; it also can predict potential traffic issues. With the help of data like weather conditions, offences, location of police patrols, accidents, and other details, AI can predict the accident's likelihood, severity, and causes.

Pedestrian Detection: AI is capable of automatically recognizing pedestrians in images and videos, cars equipped with smart sensors have the potential to greatly enhance safety in these situations.

Driver Monitoring: One of the main reasons for fleet accidents is the distraction of drivers. AI can combat human weaknesses that can lead to fatal consequences on the road. Advanced driver monitoring systems can recognize a driver's mindset, identifying if he is paying attention to the road or distracted. It is possible due to the ML algorithms analyzing camera data from car cabins for things like dangerous behaviour, drowsiness, and distraction. Most such systems have a warning feature that alerts drivers by vibrating the wheel or increasing the radio volume to catch the driver's attention at the earliest possible point to prevent an accident.

Smart Parking Management: Finding a parking spot in a packed lot or busy city centre can be challenging. But AI can come to one's rescue here. By integrating computer vision, parking lots equipped with sensors can monitor available spaces, while cameras and automatic number-plate recognition identify parked vehicles and track their parking duration. Then, it updates a live map of vacant and soon-to-be-free parking spaces that drivers can check on their phones.

Maintaining Seamless Supply Chain: Delivery route optimization, reduced fuel consumption, and sequencing of deliveries are just some of the aspects that can be improved with AI. Also, it makes it possible to predict product demands, stock needs, and customer requirements with better precision. So, it's not surprising that according to Gartner, by 2024, 50 per cent of all supply chain companies will invest in AI-driven applications with advanced analytics capabilities.

Automated Warehousing and Last-Mile Delivery: AI-driven robots and drones are already being used in warehouses and last-mile delivery operations, significantly reducing human intervention and improving efficiency.

Automated License Plate Recognition (ALPR): AI uses cameras to read vehicle registration plates to identify the car and its driver. ALPR systems work in any lighting condition, boasting over 95% accuracy. This AI technology is versatile, used in parking lots for access control, in traffic handling to monitor flow and incidents, and by law enforcement for security purposes.

Ride-sharing and Mobility as a Service (MaaS): AI in transportation makes the MaaS model incredibly efficient and user-oriented. By bringing together several transportation operators into a single mobility ecosystem, AI helps people get the most convenient and time-saving travel options based on their needs. It analyzes passenger demand and traffic trends to forecast demand and dispatch vehicles to areas with anticipated high demand to pick up users just in time. This reduces empty miles and maximizes truck utilization. Also, the approach minimizes wait time, leading to greater efficiency and profitability.

While AI presents immense opportunities, its adoption also comes with challenges. Concerns about job losses, cybersecurity threats, and ethical issues related to machine decision-making have already emerged on the floor. Though job opportunities in AI development, vehicle maintenance, and data analytics will occur, to ensure a smooth transition the governments and business houses will have to work together to develop a skilled workforce under a regulatory framework.

Considering all aspects, the future of AI in transportation looks bright and full of opportunities. The volume of data currently available is so much underutilized that there's massive potential for Machine Learning. It won't be long until we enter the future of AI in transportation, where the industry will be dominated by AI technology. With continued advancements, AI will reshape logistics, reduce operational costs, and improve efficiency. Companies that embrace AI early will have a competitive edge in the rapidly evolving transportation landscape. It's time for transporters to gear up for the AI-driven future and explore how this technology can enhance their operations.

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Safety First: AI-Powered Driver Assistance Systems

Abhishek Gupta
General Secretary, AITWA

Due to fatigue driving drivers lose control over reaction time, judgment, and concentration, which makes them vulnerable towards accidents. Data also reveals the same, as driving fatigue is counted as a significant contributor to road accidents worldwide.

Moreover, the current trends of Electric Vehicles, which of course have many advantages including no engine sound, no vibration and an advanced cabin for comfortable driving help drivers feel more relaxed and at times sleepy. This eventually can lead to accidents and increase the accident rate. With AI applications, this limitation can be overcome.

Earlier, driver monitoring systems often relied on basic alerts such as audible alarms or steering wheel sensors, but these methods are insufficient for detecting deeper, more complex signs of fatigue. With the emergence of Artificial Intelligence (AI) and the way it is continuing to revolutionize the automotive industry, new AI-powered Driver Assistance Systems (DAS) are expected to resolve this life-threatening challenge.

The AI-based systems rely on real-time data analysis from various sources, such as facial recognition, physiological monitoring, and driving behaviour analysis, to assess driver alertness and intervene when necessary. Facial recognition technology is a prominent component of these systems, using computer vision to monitor drivers' eye movements, blinking patterns, and head positions. The integration of infrared sensors allows these systems to function effectively even in low-light conditions, making them more reliable for real-world application. These systems can differentiate between temporary distractions and genuine fatigue by analyzing patterns over time.

Physiological monitoring further strengthens AI-powered systems by capturing data on heart rate variability (HRV), skin conductance, and body temperature. These physiological indicators provide additional context about a driver's physical state, which can complement visual data.

Behavioural monitoring, particularly through the analysis of steering and pedal inputs, also plays a significant role in detecting fatigue. Subtle changes in driving behaviour, such as erratic steering or delayed braking, can indicate that a driver's attention is waning. AI models trained on extensive datasets of driving patterns can distinguish between normal behaviour and the erratic movements that signal fatigue.

Despite the significant advancements in road safety, there are still challenges in deploying AI-powered Driver Assistance Systems (DAS). One of the primary challenges is sensor reliability and the influence of external conditions. AI-powered systems rely on an array of sensors, such as cameras, LiDAR, and infrared sensors, to monitor driver behaviour and physiological signals. However, environmental factors such as poor lighting, inclement weather, and road conditions can interfere with sensor accuracy, leading to potential false positives or false negatives in detecting fatigue or inattention.

Also, another concern is privacy, particularly regarding the collection of sensitive biometric data, including facial expressions, eye movements, heart rate, and other physiological indicators are a major hurdle. The collection and storage of such personal data raise concerns about data privacy, ownership, and the potential misuse of this information. Without robust privacy protections and clear regulations, many drivers may be hesitant to adopt these systems.

Nevertheless, AI-powered Driver Assistance Systems or fatigue detection systems represent a significant advancement in improving driver safety and preventing accidents. By continuously evolving and integrating deeper machine learning capabilities, these systems hold the potential to significantly reduce fatigue-related accidents, especially as the automotive industry moves toward fully autonomous vehicles, AI-powered fatigue detection will become an even more critical component in ensuring the safety of both drivers and passengers.

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Artificial Intelligence in the Road Transport Industry

The transport industry being the lifeline of an economy seems to be grappling with various operational issues across the globe. Issues related to the transport industry have led to the slowing down of the progress of a city and in turn a country. Therefore, governments and organizations now using technologies like Artificial Intelligence (AI), Machine Learning (ML) and Internet of Things (IoT) to reap the complete benefit from a business investment.

Several studies have been conducted to overcome issues of the transport industry and it is found that vehicles that are connected through technology improve driving efficiency by forecasting traffic conditions, including traffic volume, traffic conditions and incidents, on the road.

AI applications have been phenomenal in changing our perception of the way we navigate, manage, and optimize transportation systems. It has enhanced safety, efficiency, and sustainability. Some of the top applications of AI are listed below:

Autonomous Vehicles: AI is at the forefront of developing autonomous vehicles, including self-driving cars, trucks, and drones. These vehicles use AI algorithms, sensors, and cameras to perceive their environment, make decisions, and navigate without human intervention. Companies like Tesla, Waymo, and Uber are pioneering advancements in this area.

Traffic Management: AI-powered traffic management systems analyze real-time traffic data to optimize traffic flow, reduce congestion, and improve safety. These systems use machine learning algorithms to predict traffic patterns and manage traffic signals accordingly.

Predictive Maintenance: AI is used to predict maintenance needs for vehicles and infrastructure to reduce downtime and prevent accidents. Predictive maintenance uses data from sensors and IoT devices to monitor the condition of vehicles and infrastructure.

Fleet Management: AI enhances fleet management by optimizing routes, reducing fuel consumption, and improving overall efficiency. AI algorithms analyze data from GPS, weather reports, and traffic conditions to provide optimal routing solutions for fleet operators.

Public Transportation: AI is improving the efficiency and user experience of public transportation systems. AI applications include demand prediction, dynamic scheduling, and real-time updates for passengers.

Intelligent Transport Systems (ITS): Intelligent Transport Systems (ITS) leverage AI to integrate various components of transportation infrastructure, enhancing communication and coordination between vehicles, traffic signals, and control centres.

Drone Deliveries: AI is enabling the development of drone delivery systems for goods and services. AI algorithms help drones navigate complex environments, avoid obstacles, and optimize delivery routes.

Pradeep Singal
Chairman, AITWA

Ride-sharing and Mobility Services: AI is transforming ride-sharing and mobility services by matching supply with demand, optimizing routes, and providing personalized user experiences. Companies like Uber and Lyft use AI to improve their services and customer satisfaction.

Enhanced Safety Systems: AI-powered safety systems in vehicles include advanced driver-assistance systems (ADAS), which help prevent accidents and enhance driver safety. These systems use AI to monitor the environment and provide real-time alerts and interventions.

Supply Chain Optimization: AI is optimizing supply chains by improving logistics, reducing delivery times, and minimizing costs. AI algorithms analyze data from various sources to enhance decision-making in supply chain management.

The contribution of AI to the field of the transport industry has been immense and extensive. In many ways, it has improved the transportation system.

The benefits of AI can be cherished through effective traffic management, as smart traffic systems

can be developed to analyze the traffic flow rate and implement new traffic control systems to change the timings of traffic lights to congestion and increase traffic flow. Real-time data can also cause deviation from the optimal route to avoid congested areas.

Also, AI can help in the scheduling and routing of public transport depending on the passenger traffic to enhance efficiency and minimize on time spent waiting for a transport.

Cost Savings are another benefit that AI can bring. AI systems can make it possible to find the best routes and speeds that can minimize fuel consumption thus saving costs for individuals and companies in logistics. Further, it can reduce operational costs as self-driving automobiles and AI-integrated supply chains can cut more employees' wages and raise productivity.

AI can enhance customer experience through personalized services. By providing travel recommendations to individual travellers, travel information in real-time, and responding to customers' queries, AI can make the holidays more worthwhile. In addition, self-service payment systems that use artificial intelligence can ensure that payments for travel services are made efficiently and securely thus satisfying the needs of the passengers.

AI takes care of the environment as well. With the help of the proper selection of routes and the increase in the fuel consumption coefficient, AI can decrease carbon emissions.

Artificial Intelligence can be beneficial in big data analysis. It can find out traffic and trends and provide appropriate inputs to the city planners about infrastructure development. Also, by studying the data concerning passengers, AI can identify patterns of travel and behavioural tendencies and make improved services in transportation easier to develop.

Further, AI can improve logistics and supply chain management by route optimization and inventory management. AI can predict the best delivery routes which not only shorten delivery time but also eradicate unnecessary expenses. **Besides,** it can help in demand forecasting and inventory management hence minimizing on costs of storage and timely delivery of stocks.

Further, AI can improve logistics and supply chain management by route optimization and inventory management. AI can predict the best delivery routes which not only shorten delivery time but also eradicate unnecessary expenses

Moreover, AI algorithms can suggest other passengers to other ride-sharing services and make the right match in the shortest time possible, thus minimizing the number of cars on the road. **Additionally,** the AI application can help to enhance the means of transport for the Transport disadvantaged through the provision of solutions intended for disabled people.

Though there are numerous advantages of AI applications in the transport sector, there are a few challenges as well.

The high initial investment required for implementing AI technology, including the purchase and installation of necessary hardware and software, can be quite expensive. Additionally, recruiting staff to manage and maintain the AI system adds to the overall cost.

Another significant concern is job displacement. The integration of AI technology in transportation operations has the potential to automate various tasks traditionally performed by humans, leading to a potential loss of employment opportunities.

Cybersecurity risk is one more aspect that is causing a challenge on the path of AI applications. The reliance on AI systems increases the risk of cyber threats, including data breaches, hacking vulnerabilities, and privacy concerns.

Further, the use of AI in transportation raises ethical implications, particularly regarding privacy concerns, bias issues, data collection, transparency, and accountability. One major concern is the collection of personal data by AI systems, as it raises questions about privacy and the potential misuse of sensitive information.

Nevertheless, AI is well on its way to changing the industry for the better by making transportation safer, smoother, and more pleasing to customers. AI has the potential to create tremendous changes in most of those essential areas for future mobility, including driverless cars and smart traffic systems, custom-tailored and dynamic trips, and logistics.

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"We May Encounter Many Defeats But We Must Not Be Defeated." – Maya Angelou

Government Plans to Mandate ADAS Features in New Heavy-duty Trucks

Nitin Gadkari, Union Minister of Road Transport and Highways, told about the planning to mandate the ADAS (Advanced Driver Assistance Systems) features like electronic stability control, driver drowsiness detection and automated emergency braking in new heavy commercial vehicles including trucks and buses, reported TrucksDekho.

According to the Union Ministry of Road Transport and Highways, the three active safety features that were proposed in the meeting will be revolutionary since they will help prevent serious road accidents. Although the government has not yet determined when these safety features will be implemented in heavy new trucks and buses, it has decided to do so.

Road accidents claim about 1,78,000 lives in India annually, with about 60% of those deaths occurring among those between the ages of 18 and 34 years, as per the Union Minister of Road Transport and Highways who made this revelation during the Parliament Winter Session 2024. The majority of traffic fatalities are caused by heavy-duty trucks and buses, which are heavily involved in road accidents.

That's why, it has become a need hour to equip commercial vehicles with advanced safety features like automated emergency braking, electronic stability controller, and others. While automated emergency braking reduces the risk of rear-end collisions by detecting obstacles in the vehicle's path when the driver does not react in time, electronic stability control reduces the risk of rollovers and skidding when a vehicle is about to lose traction.

One of the main causes of several traffic accidents is fatigue among long-haul truck and bus drivers. A driver drowsiness detection system uses sensors and technology to track the motions of the driver's head, eyes, and steering. If it detects symptoms of sleepiness, it will beep to alert the driver.

Nowadays, many commercial vehicle manufacturers in India develop their products while considering safety concerns. In this line, Tata Motors claims to introduce the country's first truck to be loaded with ADAS features through its new Tata Prima truck range launched in 2022. This model is incorporated with advanced active and passive safety features like Electronic Stability Control (ESC), Collision Mitigation System (CMS), Driver Monitoring System (DMS), and Lane Departure Warning System (LDWS).

During the 2023 Auto Expo, Ashok Leyland showcased its 14-tonne intermediate truck Boss EV which is also integrated with a 2-camera ADAS for warning drivers for distracted driving, tailgating, and other emergencies via voice alerts. Many other OEMs like Mahindra and BharatBenz are also planning to offer ADAS features in their products soon.

Although the integration of ADAS features in Indian trucks and buses alarms the additional costs, the driver's safety and general public safety on the road can not be compromised.

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"May this year be full of love, peace and beautiful moments with family and friends."

Ashok Goyal (National President, 2025 -26, AITWA)

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Roads for Heavy Trucks, Small Tips for Efficient Trucks

India's vast and diverse terrain, coupled with heavy traffic and varying road conditions, presents unique challenges for the trucking industry. Therefore, highway design and truck selection plays a crucial role in ensuring safe and efficient transportation. While designing highways emphasis must be given to enhance road safety, traffic flow, and overall efficiency, a well-calculated truck selection can resolve many unwanted worries of a truck owner. So, the factors, including geometric design, signage, traffic flow management, and technology integration, optimize roadway performance and provide a better transportation experience.

For highway safety and efficiency, geometric design features leave a significant impact. Elements such as alignment, lane width, curve radius, sight distance, and vertical profiles must be carefully considered during the design phase. Proper alignment and curvature design, adequate sight distance, and appropriate lane widths contribute to safe driving conditions, reduce accidents, and enhance traffic flow, ensuring smoother and more efficient transportation.

In addition, clear and effective signage and markings are essential for guiding drivers, providing information, and promoting safe driving behaviours. Well-designed and properly placed signs, including regulatory, warning, and informational signs, enhance driver awareness, reduce confusion, and mitigate risks. Besides, visible and properly maintained pavement markings, including lane dividers, edge lines, and crosswalks, improve lane discipline, reduce accidents, and optimize traffic flow.

Also, efficient traffic flow management is critical for reducing congestion, improving travel times, and enhancing highway capacity. Design considerations such as entrance and exit ramp design, acceleration and deceleration lanes, merging areas, and interchange configurations should be optimized to facilitate smooth traffic flow. Proper merging and weaving zones, well-designed interchanges, and intelligent traffic control systems promote safe lane changes, minimize congestion points, and ensure efficient movement of vehicles.

Further, highway design should not only prioritize vehicular traffic but also consider the safety and convenience of pedestrians and cyclists. Design elements such as sidewalks, crosswalks, pedestrian overpasses or underpasses, and designated cycling lanes should be incorporated to provide safe and accessible routes for non-motorized users. Separating pedestrian and cyclist facilities from vehicular traffic helps reduce conflicts and ensures their safety, promoting multimodal transportation and enhancing overall efficiency.

Additionally, the integration of advanced technologies in highway design enhances safety, efficiency, and overall transportation performance. Intelligent Transportation Systems (ITS) technologies, including variable message signs, traffic surveillance cameras, intelligent traffic signals, and vehicle-to-infrastructure communication systems, enable real-time traffic monitoring, incident

detection, and adaptive traffic control. Smart technologies improve traffic management, optimize signal timings, and provide drivers with real-time information, resulting in reduced congestion and enhanced travel efficiency.

Moreover, highway design should also account for future growth, evolving transportation trends, and emerging technologies. Design flexibility and scalability are crucial to accommodate changing traffic volumes, shifts in travel patterns, and the introduction of new transportation modes. Anticipating future needs and incorporating provisions for future expansion, such as wider rights-of-way and adaptable interchange designs, ensure the longevity and adaptability of the highway infrastructure.

However, considering only the mentioned points is not enough. The present Indian road conditions also demand a great truck, which must be robust, reliable, and adaptable to the country's specific road requirements. So, what makes a truck suitable for India's diverse road network? – Following are a few points:

• India's diverse industries require trucks capable of transporting various loads, from heavy machinery to perishable goods. A truck with a high payload capacity is essential to meet these demands.

• Given the rising fuel costs, fuel efficiency is a critical factor for truck owners. Trucks with advanced engines and aerodynamic designs can significantly reduce fuel consumption.

• Indian roads can be harsh, with potholes, rough patches, and extreme weather conditions. A durable and reliable truck is essential to withstand these challenges and minimize downtime.

Indian roads can be harsh, with potholes, rough patches, and extreme weather conditions. A durable and reliable truck is essential to withstand these challenges and minimize downtime

• Many Indian roads have poor infrastructure, with speed bumps and uneven surfaces. A truck with sufficient ground clearance can navigate these obstacles without causing damage.

• Owners will have to give special attention to the truck's maintenance level. Affordable maintenance is crucial for truck owners. Trucks with simple designs and easily replaceable parts can help reduce maintenance expenses. Often, malfunctioning to non-existent tail lamps and indicators, clouds of black smoke belching from the exhaust, and bald (ing) tyres are some of the examples that come to mind.

• Long-haul trucking can be demanding, so a comfortable cabin is essential for driver well-being and productivity.

• Safety is paramount in the trucking industry. Trucks equipped with advanced safety features, such as ABS, EBD, and airbags, can help prevent accidents and protect drivers.

• Along with these, manufacturers will have to come up with designs that can enhance truck power; this will help the efficiency level to go one notch up.

Implementation of the above-discussed points can lead to a well-designed, future-proof infrastructure that promotes seamless travel, reduces congestion, and enhances the efficiency of our transportation networks. This way, the lives of truck drivers will also get better and easier.

x

"This time of year offers us a brand new start and I want to take this opportunity to start fresh with you and wish you love andpeace in the new year."

Pradeep Singal (Chairman, AITWA)

The Supreme Court directs the Centre to frame a Scheme for cashless treatment for motor vehicle accident victims!

On January 8, 2025, while dealing with the issue of cashless treatment for the victims of motor vehicle accidents; the Division Bench of Abhay S. Oka* and Augustine George Masih, JJ., directed the Central Government to make a scheme in terms of Section 162(2) of the Motor Vehicles Act, 1988 (MV Act) as expeditiously as possible and, in any event, by 14-3-2025.

The premier Court categorically stated that no further time shall be granted. Further, the court strictly noted that the provision made in Section 162, of the MV Act for framing a scheme for providing cashless treatment in the golden hour seeks to uphold and protect the right to life guaranteed by Article 21 of the Constitution.

Moreover, it is a statutory obligation of the Central Government to frame the scheme. More than reasonable time was available to the Central Government to frame the scheme under Section 162(2). Once the scheme is framed and its implementation starts, it will save the lives of several injured persons who succumb to injury simply because they do not receive requisite medical treatment during the golden hour.

Deliberating over the issue, the Court took note of Section 2(12-A) of the MV Act and pointed out that one hour following a traumatic injury suffered in a motor accident is the most crucial and hence has been defined as the Golden Hour. In many cases, if required medical treatment is not provided within the golden hour, the injured may lose his life. Section 162 of the MV Act is crucial in the present scenario where motor accident cases are ever-increasing.

Besides, the Court pointed out that when a person gets injured in a motor accident, their near and dear ones may not be around; therefore, there is no one to help. However, the injured person must receive the required medical treatment in the golden hour, since it is essential for survival.

"Every human life is precious. Despite this, we find that the treatment needed in the golden hour is denied due to various reasons. The hospital authorities sometimes wait till the arrival of the police. They are always worried about the payment of charges for the treatment, which in a given case can be on the higher side. That is a reason why Section 162(1), which starts with a non-obstante clause, provides that the insurance companies carrying on general insurance business in India shall provide for the treatment of road accident victims, including during golden hour by the scheme made under the MV Act".

In addition, the Court stated that it is the obligation of the Central Government under Section 162(2) to make a scheme for cashless treatment of accident victims during the golden hour. It was pointed out that Central Motor Vehicles (Motor Vehicle Accident Fund) Rules, 2022 were framed to give effect to Section 164-B of the MV Act and a fund had been created that will be available to provide cashless treatment in golden hour following Section 162 of the MV Act.

However, the enactment of Section 164-B and the Central Motor Vehicles (Motor Vehicle Accident Fund) Rules, 2022, will serve no purpose unless the Central Government comes out with a scheme.

The Court took strict note of the emergent scenario wherein Section 162, which incorporates the obligation on the part of the Central Government to make a scheme for cashless treatment of victims of accidents during the golden hour and Section 164-B, which provides for the creation of motor vehicle accident fund, were brought on the statute book from 1-4-2022. However, the scheme has not seen the light of the day.

Furthermore, taking note that 921 claims were pending as of 31-7-2024, as there were deficiencies in the documents submitted, the Court directed GIC to process the claims based on the 7 documents listed by it before the Amicus Curiae.

The Court also directed the Central Government that a copy of the Scheme framed under Section 162(2) of the MV Act must be placed on record on or before 21-3-2025, together with an affidavit of the concerned officer of the Ministry of Road Transport and Highways explaining how the scheme will be implemented.

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2024: Top Major Updates that Drove the CV Industry

India's truck freight market is the country's backbone, ensuring economic opportunities, employment and financial gains. Understanding this aspect which facilitates profitability, the commercial vehicle (CV) space has developed significantly to become one of the largest sectors. With evolving needs, the CV space has shaped to become the largest in terms of sales, offering new business opportunities and a source of income for drivers, in India. So, let's explore how India's CV space gained significant traction in terms of sales, offering new opportunities, and also sum up how 2024 has transformed the sector with new offerings.

To begin with, the Indian CV space saw sales of around 97,411 units as per the latest Federation of Automobile Dealers Associations (FADA) report combined in October 2024, reported TrucksDekho. This sales report includes the total units of light commercial vehicles (LCV), medium commercial vehicles (MCV) and heavy commercial vehicles (HCV), and other categories, sold in the respective month of 2024.

The report states that 97,411 units were sold- a 6.37 percent year-over-year growth from 91,576 units registered in October 2024. However, HCV sales saw a 1.15 percent decline in 2024 compared to 2023. This can be a result of the slow economic activity within the large industrial sectors and CV price hikes. Although not significant, having increased the CV prices, endured by businesses planning on asset induction, the demand for HCV saw a fall.

Nevertheless, overall CV sales increased in 2024, with LCVs and MCVs seeing a fair share of the market. This is thanks to the increase in demand for compact vehicles in small business sectors and last-mile delivery businesses in India. Pinning it, LCV sales increased by 9.11 percent year-over-year (YoY) in October 2024, from 51,340 units in October 2023 to 56,015 units in October 2024. Meanwhile, MCV sales recorded 6557 units in October 2024 as opposed to 6164 units in October 2023 – a 6.38 percent YoY increase in retail sales.

Among the top 3 contenders for highest sales units to be recorded, Tata Motors stands in number one place registering 30,562 units sold in October 2024. But it still had to face a 6.84 percent YoY drop in retail sales. Tata Motors sold 32,806 commercial vehicles in October 2023 as opposed to 30,562 in October 2024. In the second place, Mahindra & Mahindra stands tall registering, 27,769 units in October 2024, up by 20.82 percent YoY from 22,984 units sold in October 2024. Ashok Leyland secured third place in this list, registering 15,772 units in October 2024, after selling 14,883 units in October 2023.

The reasons for this current market structure are several. Tata Motors, although saw a decline, has a wide range of small and light commercial vehicles on offer. These are primarily preferred by last-mile logistics and supply chain management companies in India. With significant developments in the e-commerce sector, the demand for such vehicles has remained high. This should be the factor driving the adoption of Tata Motors' CV products. Meanwhile,

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Mahindra & Mahindra and Ashok Leyland are driven by a similar market trend. But, Ashok Leyland has a larger portfolio of HCVs, which typically sees a decline in demand.

Summing up 2024 sales and these market trends suggest which brands to choose. However, business-specific requirements also play an important role in helping you choose the right CV. Deeming this important factor in your decision, let's now check out the challenges and other developments in the CV space that affected drivers in 2024:

Although the Bhartiya Nyaya Sanhita, 2023 (BNS 2023) Hit and Run Law was implemented last year, protests continued to take place in January 2024, in a slightly smaller ratio, affecting the lives of many. To those wondering what a hit-and-run means? It is referred to as an incident involving a motor vehicle hitting a person, another vehicle or property wherein the driver of the vehicle hitting another person with a motor vehicle and damaging property does not stop to assist the injured or report the incident to the authorities.

According to the new BNS Hit and Run Law implemented – drivers who flee from the spot without helping the injured and alerting the authorities can face 10 years of jail time and fines (Section 106(2), while those who report the accident may face up to 5 years imprisonment (Section 106(1). Now according to the truck drivers, the 10 years imprisonment seems adverse considering that some instances could be unintentional. Also, due to unfair blame and the risk of mob violence, drivers were against the law being enforced. Additionally, doctors get only up to 2 years of jail time for the same offence, making truck drivers feel it is discriminatory treatment. These were the reasons which caused alarm among truck drivers.

The enforcement of the BNS law 2023 seems only natural considering the number of road mishaps that take place. The new law is a potential requirement to help drivers practise safe and defensive driving. However, there is a need for significant fine-tuning of the law and a scope for reconsideration to address the ambiguity in legislation, and among drivers.

The enforcement of the BNS law 2023 seems only natural considering the number of road mishaps that take place. The new law is a potential requirement to help drivers practise safe and defensive driving. However, there is a need for significant fine-tuning of the law and a scope for reconsideration to address the ambiguity in legislation, and among drivers

However, all is not bad – A new law was introduced for LMV licence holders allowing them to drive trucks with up to 7,500 kg unladen weight. This news was a significant turning point for drivers embarking on a new business venture or planning to start a small fleet business. Let's explore this 2024 news to understand its importance:

Finally, one of the biggest news which came in as a relief for drivers was the introduction of the new LMV license regulations – LMV Licence holders are permitted to drive a transport vehicle with an unladen weight not exceeding 7,500 kg. The Supreme Court Of India judgement was headed by a five-judge Constitutional Bench headed by Chief Justice D.Y Chandrachud. This was a jolt to the insurance companies that were rejecting claims related to accidents involving transport vehicles – which were under a certain weight – following the previous law.

The core of the issue lies within the 2017 verdict which stated that transport vehicles, with gross vehicle weight not exceeding 7,500 kg, were not excluded from the definition of an LMV. The insurance firms were against it, also challenging the orders from the motor accident claim tribunals (MACTs) and the court in favour of the drivers. With its 2017 decision in the Mukund Dewangan case upheld, the court also mentioned that LMV and transport vehicles are not separate categories. The Insurance companies issued their side of the argument that it can cause a potential safety hazard since it would be equal to letting a three-wheeler driver operate a road roller. However, the verdict came in favour of drivers.

The year 2024 was an eventful one, particularly for the CV space with significant improvement to the sector. The CV space saw significant figures in terms of sales showcasing the potential of the sector. Multiple laws came in to help improve the lives of truck drivers as part of the CV ecosystem, while some seemed to be ambiguous among them. Overall, the details discussed above are the key 2024 moments in the CV space.

New Truck Features that Set New Benchmarks in the CV Industry

Technological advancements in the commercial vehicle (CV) industry and game-changing feature integrations in CVs have set new benchmarks for safety, performance and reliability. Comparing the new advancements in this sector in 2024, with a decade ago, the CV space has come a long way to introduce multiple car-like technologies improving the standards. Moreover, several features added by automakers in 2024 to meet the global CV standards have resulted in each CV maker pushing the limits beyond the expectations of customers. While the list goes on, a few first and best in-segment features caught our attention this year. So, let's recall all these exciting features in trucks. Read on:

Mahindra Veero is a high-performance light commercial vehicle (LCV) featuring equipment designed to set high safety and performance standards. Redefining the LCV < 3.5-tonne category in every aspect, be it in terms of safety, comfort or performance, the Mahindra Veero is designed to set new standards. This is because the Veero is the only LCV truck in India to come with a driver airbag. Additionally, the Veero comes with first-in-segment features including a 26.03 cm touchscreen, power windows, and steering-mounted controls.

That's not it, to enhance safety, the Mahindra Veero also gets a first-in-class safety feature: a Reverse Parking Camera. The Mahindra LCV is also constructed on a tough chassis platform with strong body construction – all compliant with the latest and more stringent AIS096 crash safety standards. AIS096 is a safety adherence standard for the protection of the driver in the event of a steering column intrusion at speeds of up to 50 kmph. Also, Mahindra claims that the crash box on the chassis, located in the front section, can take 80 percent of the impact energy from the frame to ensure occupant safety.

Apart from these, the vehicle comes with iMAXX telematics technology which enables fleet owners to switch on or off air conditioning, remotely. It stops the drivers from using AC unnecessarily which could reduce the fuel efficiency of the truck. Also, the iMAXX application can be accessed using a smartphone with over 50 features. This allows customers and fleet owners to conveniently monitor their vehicles. All-in-all, the Mahindra Veero truly stands as a game changer in the commercial vehicle space.

Next on the TrucksDekho list is the recently launched Euler Storm EV cargo four-wheeler in India offering first-in-the-segment features, which before this launch, were typically seen in heavy commercial vehicles and passenger cars. This includes features such as an Advanced Driver Assistance System (ADAS) offering functionalities such as automatic emergency braking, collision alert (using front and rear cameras), lane departure warning, night-vision assist, blind spot detection, and traffic sign recognition. Additionally, the vehicle has a round-the-clock CCTV monitoring feature and a dash camera for all-time safety.

Up next is the Mahindra Zeo small commercial vehicle (SCV) crafted for last-mile light to medium-duty cargo transport operations. The Zeo which stands for "Zero Emission Option" is synonymous with the company's efforts to reduce carbon emissions and its mission to offer efficient commercial vehicles.

The new Mahindra Zeo also comes with a load of features to stand out as unique among other SCVs. Among them, the first-in-segment DMS or Driver Monitoring System is a notable feature. It comes with functionalities such as instant driver fatigue warnings, real-time cabin alerts, driver coaching, and driver behaviour insights.

Mahindra is the only commercial vehicle manufacturer to introduce a turn-safe headlight function in the commercial-grade pickup truck segment. The feature is available only in the Bolero Maxx range of pickup trucks crafted for high-torque output and comfort. Turn safe headlights improve visibility at blind corners as you navigate through dark environments.

Finally, an interesting feature that caught our attention in 2024 is the Switch IeV4's foldable handbrake or parking brake function. The handbrake or parking brake in the truck can be engaged and yet put down – a feature which makes the interior a walkthrough cabin space enabling drivers to rest in the cabin comfortably.

The commercial vehicle space is witnessing significant change in terms of feature integrations to enhance safety and protect the occupants of the vehicles from potential safety hazards. The inclusion of safety features such as ADAS and DMS should become prominent in other LCVs gradually. With new rules and regulations consistently kicking in to set high safety standards, airbags for truck drivers should also become common. However, these are just speculations from what is witnessed in the year 2024. Nevertheless, offering features that we discussed here is something that needs to be appreciated and carried forward in other vehicles as well. All-in-all, these are the top features of 2024 trucks.

Top Commercial Vehicle Launches in 2024

Looking back at the year 2024, several exciting launches took place in the commercial vehicle (CV) space with significant developments. The CV sector saw the introduction of new trucks and three-wheelers. In terms of sales, manufacturers such as Tata Motors have reported that the festive seasons in 2024 were enough to drive significant numbers. However, due to the offset of input costs associated with raw materials, the prices of trucks were increased by 2 to 3 percent. Tata Motors, Ashok Leyland and Mahindra are the brands that increased the price of their trucks. But, they remain positive about witnessing a surge in demand despite the price hikes, in 2025, due to positive infrastructure developments and growing mining and construction sectors in India.

Let's also delve into the details of the top launches in 2024 once again to relive the excitement, Read on:

Mahindra Veero launched back on September 16th 2024 is exciting for several reasons. The truck comes with first-in-segment car-like features such as power windows, steering-mounted controls, and a 26.03 cm touchscreen infotainment system to improve the overall driving experience. In terms of safety, the latest Mahindra Veero truck comes with a driver airbag, a reverse parking camera and sensors. Additionally, the vehicle adheres to the more stringent AIS096 compliance meeting crash safety standards.

With a powerful 1.5-litre mDI diesel engine that produces 59.7 kW (80 hp) and 210 Nm of torque or the Turbo mCNG engine that produces best-in-class power of 67.2 kW (90.1 hp) and 210 Nm of torque (based on the model you choose), the Veero is class-apart in performance. This makes it a unique offering in the commercial vehicle segment. Overall, if you would have to rate the Veero on a scale of 1 to 10, it should get a 10 out of 10 rating.

Euler Motors in September 2024 entered into the commercial electric 4-wheeler market by introducing the Storm EV and Storm EV LR (Long Range) models. The vehicle was much anticipated given that the three-wheeler counterpart was a top performer in terms of features, performance and design. However, there are places which need improvement. Although the Storm EV is a solid product, the fit and finish of the cabin can be made better.

Nevertheless, unlike the Euler Hi-Load EV battery which uses Arc Reactor 100, this electric 4-wheeler comes with a liquid-cooled battery powered by Arc Reactor 200. This translates to the fact that the battery and electric motor can produce 30 kW (40.2 hp) of peak power and 140 Nm of peak torque with 92 percent efficiency, enabling it to clock 70 kmph speed.

Further, with a 140 km real-world range and around 200 km plus certified range, the truck delivers the highest real-world range in its segment. Also, the vehicle comes with 2 onboard charging options: a 3.3 kW charger which is capable of charging the battery in just 6 hours and a 6.6 kW charger capable of fully juicing up the battery in just 4 hours. This fast charger can charge the battery pack within 30 minutes to ensure a 100 km driving range.

With 4 load body options on offer – flatbed, pickup van, high deck, and delivery van, with the delivery van having 2 load body volume options – 220 cubic feet and 260 cubic feet, it is also deemed by Euler to be a versatile truck. It is suitable for different business applications. All in all, looking at the powertrain performance figures and claimed efficiency, the Euler Storm EV models remind us that it can be a strategic investment for businesses.

In October 2024, Mahindra launched its much-anticipated Zeo electric cargo transport-oriented four-wheeler. The vehicle looks similar to the Jeeto Strong but is different in terms of performance and features altogether. This is because it is built on an efficient high-voltage 300 plus V electric architecture providing high energy efficiency and range, and faster charging times. It helps the Mahindra Zeo take around 7 hours using home chargers, and 3 hours using an AC fast charging setup, to charge the battery pack.

Additionally, with CCS2 DC fast charging ability, the vehicle can be charged for a 100 km driving range in just 60 minutes. Speaking of driving range, a 160 km per single charge real-world range is expected while the certified range is rated at 246 km/single charge. Offered with a first-in-segment AI-enabled and camera-powered ADAS or advanced driver-assistance system and Driver Monitoring System (DMS), the Zeo, therefore, is unique in the SCV segment up to date.

Also, the Mahindra Zeo gets an IP-67-rated battery pack meeting the highest AIS038 high-voltage battery safety standards. Furthermore, a Hill Hold Assist that prevents the vehicle from rolling back on an incline and reverse parking sensors is available with the Mahindra Zeo. All-in-all, the Mahindra Zeo stands true to what the company claims. However, Mahindra could include a music system and a blower to improve the driving experience and further enhance the appeal of the vehicle among customers.

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Tata Motors Plans to Start a Pilot Project on Hydrogen ICE Truck in 2025

Tata Motors plans to start a pilot project based on hydrogen internal combustion engine-powered trucks in the March quarter. The company and IOCL will operate the trucks on 3 routes for 18 months as part of the National Green Hydrogen Mission pilot project.

Tata Motors already has highlighted its hydrogen trucks range including Tata Prima E.55 S and Tata Prima H.55 S models which were unveiled in Auto Expo 2024. Let's explore the plans of Tata Motors for operating hydrogen trucks in the country.

Speaking on the sidelines of the Bharat Mobility Global Expo 2025 in Delhi, Girish Wagh, Executive Director, Tata Motors, "We already have 15 electric fuel cell buses running for more than 10 months with IOCL. There is a lot of work happening across the value chain for using hydrogen as a fuel," reported TrucksDekho.

Speaking on the sidelines of the Bharat Mobility Global Expo 2025 in Delhi, Girish Wagh, Executive Director, Tata Motors, "We already have 15 electric fuel cell buses running for more than 10 months with IOCL. There is a lot of work happening across the value chain for using hydrogen as a fuel," reported TrucksDekho

He further added, "The company is getting ready for both technologies - hydrogen internal combustion engine and fuel cell electric commercial vehicles. The trucks with hydrogen internal combustion engines will start operating this quarter. It will be operated on 3 routes Mumbai-Pune, Jamshedpur-Kalinganagar and Mumbai-Ahmedabad. The pilot project will generate a lot of data which will be used to improve the product as well as the infrastructure for fuelling hydrogen."

"The company is getting ready for commercial launch within 12 to 24 months for hydrogen fuel vehicles and is looking forward to some support. Tata Commercial Vehicles is repositioning itself for a better value proposition. Bold transformation is happening based on sustainability, safety, and digital and Artificial Intelligence."

As per Girish Wagh, the commercial vehicles market has been more of a roller coaster this fiscal. He said, "We are seeing green shoots in all the end-use segments and looking forward to the fourth quarter being a good quarter. The government has been very supportive of electrification and sustainability transition. Not just in the Union Budget but throughout the year, there have been a lot of interventions whether it is FAME incentives, and PLIs (Production Linked Incentives)."

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Dwell Time Performance (December 2024): PAN India

Pipavav			
Import		Export	
61.9	↓	100.6	

Hazira			
Import		Export	
27.2		112.2	

Mundra			
Import		Export	
29.9	↓	101.1	

Nhava Sheva (JNPA)			
Import		Export	
19.0		74.0	

Kandla			
Import		Export	
57.1		58.1	↓

Tuticorin			
Import		Export	
33.1	↑	62.2	

Kochi			
Import		Export	
38.3		98.8	

New Mangalore			
Import		Export	
81.4,41.3*		73.7,53.4*	↓

Kattupalli			
Import		Export	
69.3	↓	143.2	

Ennore			
Import		Export	
53.6	↓	125.9	↓

Chennai			
Import		Export	
49.7	↑	99.0	↑

Kolkata			
Import		Export	
42.4	↓	137.2	

Visakhapatnam			
Import		Export	
55.5	↓	97.9	↑

Haldia			
Import		Export	
83.4	↑	168.0	↑

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

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

Source: NICDC Logistics Data Services Limited

Top Heavy-duty Trucks Unveiled at Auto Expo 2025

This year, the Bharat Mobility Global Expo 2025 also known as Auto Expo 2025, showcased a diverse range of commercial vehicles and commercial-grade aggregates crafted for high performance. The vehicles were truly best-in-class, with some slated for launch in the coming months. While most of them were in their concept stage of production, the vehicles were classified as a class apart, modern and premium in every sense.

The EKA 55T is an electric tractor-trailer with a gross combination weight rated at 55,000 kg. The 55T tractor-trailer was recently showcased at the Auto Expo 2025 and grabbed many eyeballs due to its design resonating as a tough product crafted for long lead applications. With a wheelbase measuring 4100 mm and ground clearance of 275 mm, the vehicle is expected to be an ideal solution which can be utilised in tough operating conditions. Additionally, its 190 kW PMSM or permanent magnet synchronous motor, paired with a

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contd...

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lithium iron phosphate battery pack, helps the vehicle churn out 3500 Nm of peak torque. Thanks to this powertrain, the vehicle also delivers a 200 km per single charge driving range.

Next on the TrucksDekho list is the Switch IeV8 electric commercial vehicle designed with 830 cubic feet of container space. The vehicle is claimed by the company to be a top-class product featuring a unique cabin design with futuristic element integrations. But, what makes it truly a strong contender in the commercial vehicle space is its ability to deliver a driving range of 250 km per single charge. The electric powertrain also helps the vehicle clock a top speed of 80 kmph. This translates to continuous operational ability and quicker turnaround times.

As for features, the vehicle incorporates multiple of them including the Switch iON- a proprietary telematics system, reclining seats, and electro-hydraulic power steering (EHPS). Additionally, this heavy-duty truck comes with fast-charging capabilities that minimise downtime periods that can occur due to recharging intervals. All-in-all, the Switch IeV8 is a modern truck with high-performance capabilities necessary for enhancing the performance and profitability of businesses that utilise it.

Up next, it's the Eicher Pro X on the list of heavy-duty trucks showcased at the Auto Expo 2025 in India. The Pro X from Eicher falls under the 2-3-tonnage gross vehicle category and is slated to be manufactured at its Bhopal facility resonating with the Make In India spirit; for producing trucks in India for India. Moreover, with the plethora of features onboard, the Pro X is deemed by the company as perfect for long hours of operation.

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Speaking of features, the truck integrates a touchscreen infotainment system, an air conditioning system, lie-flat seats, and an advanced driver monitoring system for safety.

Next on the list is the all-new Tata Azura T.19 propelled by a bio-diesel powertrain with a future-ready design and an all-new architecture. The truck is versatile and ideal for multiple material and cargo transportation-oriented applications thanks to being offered in tipper and truck load body configurations. Featuring driver-centric technologies and advanced cabin design, the Tata Azura T.19 is slated to take the market by storm when launched. What makes the Azura T.19 truly unique is its 20 ADAS features complemented by firmware over-the-air (FOTA) telematics technology and driver assistance functions. These make the Tata Azura T.19 an advanced product showcased at the Auto Expo 2025.

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"We Generate Fears While We Sit. We Overcome Them By Action." – Dr. Henry Link

ZF Unveiled SCALAR Fleet Management Platform to Optimise Commercial Vehicle Fleet Operations

ZF, a global automotive supplier, unveiled SCALAR, a digital fleet management platform. The technology uses predictive analytics and artificial intelligence to optimise operations for India's commercial vehicle fleets.

Demand for increased operational efficiency and legal requirements for vehicle tracking systems have driven growth in India's commercial vehicle telematics market. SCALAR's launch aligns with a larger industry trend towards fleet management digitisation as operators look to maximise resources and fulfil environmental objectives.

The platform incorporates both ICE (Internal Combustion Engine) and electric vehicles and offers fleet operators real-time data analysis and route optimisation for both passenger and cargo vehicles. It monitors vehicle performance and maintenance requirements while analysing past data to enhance commercial vehicle fleet planning and dispatching.

This launch at Bharat Mobility Show 2025 coincides with the commercial vehicle sector in India progressively embracing digital solutions to boost productivity and cut costs. By using fuel-efficient routing and predictive maintenance features, the SCALAR platform aims to reduce operating expenses. The system has tools for monitoring driver behaviour and preventing unscheduled vehicle breakdowns.

P. Kaniappan, Managing Director, ZF Commercial Vehicles Control Systems India, said, "By introducing SCALAR in India, we are delivering the industry's first comprehensive fleet orchestration solution tailored to the unique and diverse requirements of the Indian market," reported TrucksDekho.

Van Raemdonck Hjalmar, Head of Digital Solutions Business, CVS Division, ZF Group, stated, "The platform provides advanced capabilities that enhance fleet productivity while reducing operational costs, whether it's for cargo or passenger applications."

With its main office in Friedrichshafen, Germany, ZF has been growing its line of digital solutions internationally. The company has been offering technical solutions for the automobile industry in India for more than 50 years. This recently launched SCALAR platform coincides with the growing adoption of digital solutions by India's commercial vehicle sector to boost productivity and reduce expenses.

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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
Gurgaon	:	Shiv Ashram Palam Gurgaon Road, Dundahera Gurgaon - 122016 (Haryana)	8930198012	7995000449	
Gandhinagar	:	1123/55, Multani Mohalla, Gandhi Nagar, Delhi - 110031	8010082244		
Phoolbagh	:	WZ-40/7, Phool Bagh, Rohtak Road, New Delhi - 110035	7838900136	28312286,	28312063
Nangloi	:	580/2/2, Goga Marg, Firni Road, Mundka, Delhi - 110041	9312064194	7995000433	
Naraina	:	CB/382/11, Indira Market, Ring Road, Naraina, New Delhi - 110028	7995000434	9310657970	
Vishwash Nagar	:	10/127, 18, Quarter Road, Near Radha Krishan Mandir, Viswasnagar, Shahdara, Delhi - 110032	9312099713	7995000479	
U.P.Border	:	Rawalpindi Garden, C/2/11, Opp. New Telephone Exchange, P.O.Chikamberpur, U.P.Border - 201 006 (UP)	7995000457		9313544020
Karolbagh	:	949/3, Naiwala, Karol Bagh, New Delhi - 110005	9313834836	7995000429	
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VECV Inks Pact with Baidyanath LNG to Deploy 500 Units of Eicher Pro 6055 LNG Trucks

VECV, a joint venture between Volvo Group and Eicher Motors, has firmly collaborated with Baidyanath LNG to deploy 500 units of Eicher Pro 6055 LNG trucks, strengthening the country's dedication to sustainable and reliable long-haul cargo transportation.

This latest agreement was followed by the initial agreement. On August 26, 2024, both companies signed an initial agreement during the inauguration of Baidyanath LNG's fueling station in Nagpur when Union Minister of Road Transport, Nitin Gadkari, flagged off the first Eicher LNG trucks fleet.

The Eicher Pro 6055 LNG truck is powered by the Volvo Group's well-known VEGX8 6-cylinder engine, producing 260 hp of power and 1000 Nm of torque. Modern telematics, an air-suspended driver seat, and HVAC (Heating, Ventilation, and Air Conditioning) are all features of its advanced cabin. Through the 'My Eicher' fleet management app, customers may use Eicher's industry-first Uptime Centre around the clock for real-time diagnostics and predictive maintenance.

The Eicher Pro 6055 LNG truck is powered by the Volvo Group's well-known VEGX8 6-cylinder engine, producing 260 hp of power and 1000 Nm of torque. Modern telematics, an air-suspended driver seat, and HVAC (Heating, Ventilation, and Air Conditioning) are all features of its advanced cabin

Commenting on the latest agreement with Baidyanath LNG, Vinod Aggarwal, Managing Director and CEO, VECV, said, "This partnership reflects our commitment to a greener future for long-haul transport. Eicher Trucks and Buses continues to lead the industry with innovative solutions that promote efficiency and sustainability," reported TrucksDekho.

Gagandeep Singh Gandhok, EVP, HD Trucks - Sales and Marketing, Eicher Trucks and Buses, stated, "The Eicher Pro 6055 LNG truck combines cutting-edge technology, fuel efficiency, and reliability. Our advanced telematics ensures an unparalleled ownership experience."

With more than 1000 touchpoints, 470 plus service centres and 7000 plus retail outlets, Eicher Motors ensures all-encompassing support, enhancing its dominance in the commercial vehicle market in India and encouraging the use of LNG fuel. Through the deployment of trucks powered by LNG, the training of technicians in LNG technology, and the expansion of LNG fuelling infrastructure, especially in Central India, the recent partnership seeks to improve the LNG ecosystem in India.

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Brand-wise Commercial Vehicle Retails in December 2024

The retail sales figures for all vehicle segments, including commercial vehicles (CVs), have been released by the Federation of Automobile Dealers Associations (FADA) for December 2024, reported TrucksDekho. In order to provide a comprehensive overview of the monthly sales performance of all CV OEMs (Original Equipment Manufacturers), let's explore the retail sales of commercial vehicles by brand in December 2024.

From 26,743 units of commercial vehicles sold in December 2023 to 24,185 units in December 2024, Tata Commercial Vehicles observed a 9.57% YoY decline in retail sales. In December 2024, the company maintained its largest market share of 33.58%, despite a drop in monthly sales in the Indian retail industry.

With a 26.23% market share in December 2024, Mahindra Commercial Vehicles is the second-largest player in the Indian retail commercial vehicle market. Compared to the 19,722 units sold in December month of 2023, the brand sold 18,895 units in December 2024, showing a 4.19% YoY sales drop.

In December 2024, Ashok Leyland holds a 16.06% market share in the Indian commercial vehicle retail sector, making it the third-largest commercial vehicle manufacturer in the country in the list of top-selling CV brands. From December 2023 to December 2024, the company's retail sales decreased 3.85% from 12,029 units to 11,566 units.

In comparison to the 5,063 units sold in December 2023, VE Commercial

Vehicle's retail sales in December 2024 decreased by 11.04% YoY to 4,504 units. The company holds a 6.25% market share in the last month of December. Maruti Suzuki, which holds a 4.92% market share, witnessed an increase in retail sales of 10.55% YoY in December 2024, selling 3,543 units as opposed to 3,205 units in December 2023.

In December 2024, BharatBenz Commercial Vehicles, formerly known as Daimler India Commercial Vehicles (DICV), reported retail sales of 1,579 units. Compared to 1,548 units sold in the same month last year, it reflects a marginal sales growth of 2% YoY. During this period, the company's market share was 2.19%, up from 2.04% in December 2023.

Force Motors sold 1,127 units in December 2024, reflecting a significant sales growth of 23.44% year over year from 913 units sold in the same month in 2023. Compared to the 1.2% market share in December 2023, the brand experienced a 1.56% market share in December 2024.

While holding a 0.73% market share in the retail commercial vehicle market in December 2024, the SML Isuzu sold 526 units as compared to 625 units sold in December 2023. It shows a notable sales decline of 15.84% YoY. From 6,162 units sold in December 2023 to 6,103 units sold in December 2024, the other CV manufacturers' sales fell by 0.96% YoY.

India's retail sales of commercial vehicles fell 5.24% year over year to 72,028 units in December 2024 from 76,010 units in the same month the previous year. Retail sales in all CV categories, including LCV, MCV, and HCV, decreased during this period. Compared to November 2024, when 81,967 units were sold, the CV retail sector highlighted a 12.13% MoM sales decline.

Blue Energy Motors to Establish EV Truck Manufacturing Plant in Maharashtra

At the World Economic Forum in Davos, Blue Energy Motors, a leader in clean-energy trucks and a partner in Essar's green mobility strategy, inked a Memorandum of Understanding (MoU) with the Maharashtra government. The MoU opens the door for the company's planned investment in the state, which includes the setup of an electric truck manufacturing plant.

This way, the company marks the entry into large-scale electric commercial vehicle production. The company aims to promote industrial growth and improve the area's infrastructure for EV truck manufacturing. Read more to know about the significance of the recent development.

To build the electric truck manufacturing plant, which will comprise a motor manufacturing unit, a battery-pack production line, and research and development capabilities, Blue Energy Motors intends to invest Rs 3,500 crore in the state of Maharashtra. More than 4,000 people are anticipated to gain direct employment due to this investment, which will also support economic growth and the state's shift to green energy.

The proposed projects are expected to start in the 2025-2026 fiscal year. To manufacture zero-emission electric trucks, the new and networked factory will use industry-leading production techniques. These EV commercial vehicles with AI (Artificial Intelligence) and ML (Machine Learning) capabilities are set to revolutionise heavy-duty haulage by offering unparalleled reliability and efficiency while drastically reducing carbon emissions.

By working with important leaders and stakeholders to address urgent global issues including climate change and sustainable development, this initiative supports the company's mission of being a pioneer in green trucking solutions.

Speaking on the recent development, Anirudh Bhuwalka, CEO, Blue Energy Motors, said, “We are excited to announce this landmark partnership with the Government of Maharashtra. This collaboration represents a crucial milestone in our ambitions of pioneering green trucking in partnership with Essar's green mobility initiative,” reported TrucksDekho.

He further added, “It reflects our shared vision for a cleaner, greener and more sustainable future. Our investment will not only reaffirm Maharashtra's position as a global hub for advanced clean mobility solutions but also will contribute to job creation and economic growth.”

India's commercial electric vehicle sector is still in its initial phase, but several companies are joining the market to satisfy the rising demand for environmentally friendly transportation options. Reduced operating costs and supporting environmental laws are expected to propel the electric commercial vehicle segment's growth in the upcoming years.

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अधिक जानकारी के लिए सम्पर्क करें।

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

Top Fuel-efficient Trucks that Your Business Must Have in 2025

In the last-mile logistics sector, the need for efficient trucks is significant as it decides the profitability of such businesses. Be it a large logistics or a small fleet company, efficiency is the key to business success. Understanding this requirement, commercial vehicle makers are striving to offer the best products and services. Some of the automakers popular among customers for offering efficient and high-performance trucks include Tata Motors, Mahindra and Mahindra, Ashok Leyland, and Maruti Suzuki, among others. Read on to know more about their fuel-efficient trucks.

The Tata Intra V20 Gold is built around the tested and proven design philosophy 'Premium Tough' – which translates to rigid construction and solid chassis for longevity. The truck is powered by durable aggregates and a high-torque powertrain. Precisely, the Tata Intra V20 Gold is propelled by a 1200 cc naturally aspirated 3-cylinder Bi-Fuel engine which can be operated using CNG or Petrol. This engine delivers 106 Nm of torque when engaged in Petrol mode and 95 Nm when driven in CNG mode. Moreover, this powertrain configuration enables the vehicle to offer 15 to 17 kmpl (Petrol) and 300-400 km/fill (CNG) fuel efficiency figures. This makes it a fuel-efficient mini truck in 2025.

The Tata Intra V20 Gold rolls off the showroom floor with a price tag ranging from Rs 8.15 lakh to Rs 9.50 lakh (ex-showroom).

Next on the TrucksDekho list of high-fuel efficiency trucks is the Tata Ace Gold Diesel mini-truck. The vehicle is powered by a 4-stroke, naturally aspirated, direct Injection common rail diesel engine capable of decent torque production. The vehicle equipped with this powertrain is capable of delivering 45 Nm of torque output engaged in 'Power' mode. Meanwhile, in 'City' mode, the mini truck delivers 39 Nm of peak torque. As for fuel efficiency, the Tata Ace Gold diesel mini truck is capable of offering approximately 15-20 kmpl – sufficient for intra-city cargo transport operations. This makes the Ace Gold a fuel-efficient truck. Prices for the Tata Ace Gold Diesel range from Rs 3.99 lakh to Rs 6.69 lakh (ex-showroom).

Up next is the Ashok Leyland Dost Plus crafted for efficiently carrying out small to medium-sized goods transport operations. The vehicle is outfitted with a 1.5 litre 3-cylinder diesel engine capable of producing 70 hp of power and 170 Nm of maximum torque. This powertrain enables the vehicle to deliver a fuel efficiency of approximately 18-19.6 kmpl. This makes the Ashok Leyland Dost Plus a perfect choice for last-mile cargo transport operations to drive profitability. Ashok Leyland Dost Plus comes with a price tag ranging from Rs 7.75 lakh to Rs 8.25 lakh (ex-showroom).

Also on the list of fuel-efficient mini trucks in 2025 includes the Mahindra Supro Profit Truck Excel Diesel, which as the name suggests is a diesel-propelled truck. The mini truck is equipped with a 909 cc 2-cylinder direct injection and naturally aspirated diesel engine. This engine enables the vehicle to churn out 26.1 hp of power and 55 Nm of peak torque output. Equipped with this diesel engine, the vehicle is capable of delivering approximately 23.61 kmpl of fuel efficiency. This makes it an ideal choice for carrying out efficient fleet operations.

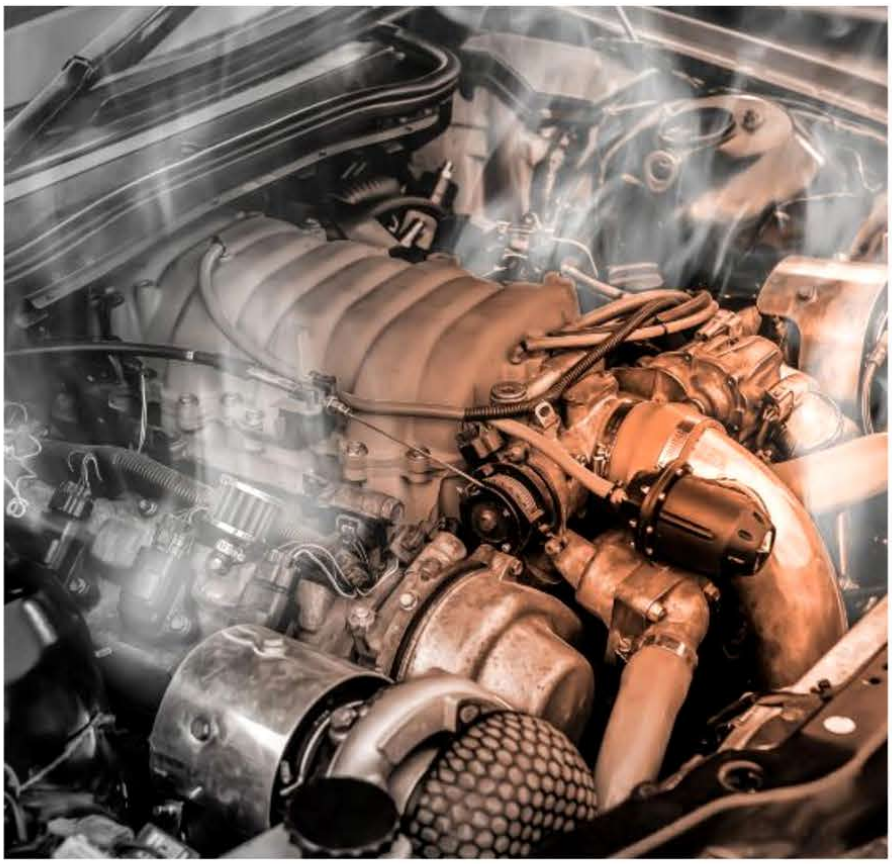
Last but not least, we have the Maruti Suzuki Super Carry on our list of efficient small commercial vehicles in India. The truck is propelled by Maruti Suzuki's tested and proven advanced K-Series Dual Jet, Dual VVT petrol engine. This engine setup ensures sufficient torque generation capabilities. Precisely, the Maruti Suzuki truck can produce 104.4 Nm of peak torque sufficient to carry out the transportation of large goods in a single trip. That's not it, the vehicle's powertrain setup enables it to deliver 17-18 kmpl fuel efficiency. This makes it a perfect choice for businesses that need a cost-effective solution for the long run.

The Maruti Suzuki Super Carry comes with a price tag ranging from Rs 5.26 lakh to Rs 6.41 lakh (ex-showroom).

Given that these vehicles are crafted for fuel efficiency, all these trucks are perfect for last-mile operations. But, if you are looking for a strategic investment for last-mile as well as occasional long-distance trips, the Tata Intra V20 Gold should be an ideal solution. However, if you do not fancy owning a CNG truck, the Maruti Suzuki Super Carry can be an alternative. Moreover, if you plan on using trucks for only last-mile operations, the Mahindra Supro Profit Truck Excel and Ashok Leyland Dost Plus can be the perfect truck. This is because, they check all the boxes be it in terms of power, fuel efficiency or durability. All-in-all, the choice to be made is yours and should be considered depending on the type of applications that your business would like to take on using the vehicles.

x

What to Do When Truck Engine Overheats?



As a commercial-grade truck driver, efficiently transporting goods and improving turnaround times are paramount for the business's profitability. However, downtime cannot be predicted. Especially overheating issues with the vehicle are something that cannot be anticipated. After all, transporting heavy goods increases the chance of it.

Moreover, overheating in the middle of nowhere is the worst nightmare of truck drivers in India. Being stranded in remote locations can cause significant downtime and also bring along other difficulties. It is a sign that the truck's engine needs an overhaul after putting in many kilometres, to prevent costly damage from overheating.

Wondering how to prevent costly repairs due to engine overheating? Here are four immediate actions you as a truck driver can take to cool an overheating engine. But before that, let's understand all the reasons that result in engine overheating:

Understanding the cause of overheating is important to fix issues with the engine and avoid significant damage resulting in costly repairs. So, here are the reasons why a truck engine overheating issue occurs apart from the obvious which is "overloading":

The main culprit that causes overheating issues in a truck is leaking coolant hoses, or damaged radiator caps which can result in depletion of coolant necessary to regulate engine temperature. Also, the use of the wrong coolant can result in overheating issues with the truck's engine.

Another reason why a truck's engine can overheat is due to a malfunctioning thermostat which can affect the optimal flow of coolant through the engine. It can cause the engine temperature to rise since there is a lack of sufficient coolant flow in the system, resulting in overheating.

The radiator acts as a heat dissipator helping the engine to cool down. Clogging of the radiator system or defects can result in overheating since the system cannot run efficiently. This is one of the reasons why an engine overheats. In such an instance, replacement of the radiator is recommended. However, leaking radiators can be fixed at dedicated shops.

A prominent reason why a truck engine overheats is due to a faulty fan or worn-out belts which can cause slippage and reduce the spinning efficiency of the system. This can cause the engine to overheat. Replacing the worn-out belts with new ones can easily fix the issue. However, if the fan does not run properly, replacing it is the right alternative.

Finally, the most common reason for a truck engine to overheat is due to extreme operating conditions which can put stress on the engine and its components. Extreme heat conditions put stress on the cooling system and can reduce its efficiency, causing overheating. Taking regular breaks is one way to avoid this issue.

Nevertheless, here are things that TrucksDekho suggest you should do if your truck engine overheats to ensure damage control:

First and foremost, if you find the temperature gauge needle moving

contd...

towards the red line indicating overheating, turn off the air conditioning system. This is because AC puts a load on the engine. Also, make sure to roll down the windows and switch on the heater. Although this sounds counter-productive, turning on the heater reduces the pressure on the internal components and pushes the hot air out of the compartment.

Next, pull over the truck to an area where there is shade and switch off the engine completely. This is an important step to reduce the risk of severe damage to the engine. Wait for the combustion system to cool down and do not open the hood immediately as the steam trapped under can be dangerous.

Up next, while the engine is switched off to let the system cool down, visually check whether the radiator hoses have any leaks, or damage or are blocked. Try to see if the hoses connected are loose. Sometimes loose connection can result in overheating of the engine. So, simply tightening the hoses and fixing them properly can sort the problem.

Additionally, look at whether the fins of the radiator are blocked with debris. This can hinder the smooth flow of air into the radiator system and cause overheating.

Finally, after letting the engine cool down, check to see whether there is enough coolant in the radiator reservoir. If you find that it is low and not at the OEM recommended levels, fill it up with the right amount of coolant. Next, use a wet rag to gently open the radiator cap to release the pressure. After the engine is let to cool down for a while, switch on to check the temperature gauge. If the temperature is at a normal level, drive to the nearest service centre to find the root cause and sort out the issue.

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The first step in conducting preventative maintenance is to check the coolant levels regularly. Make it a habit to check the coolant level before heading out for transporting goods. If you find it to be low, check the hoses for any leaks to fix it. Refill the reservoir and radiator with the coolant and water necessary. Also, make sure to fill up the coolant tank with OEM-recommended coolant products.

Next, it is necessary to regularly check and clean the radiator fins and the cooling system components to remove any contaminants that can obstruct the free flow of air for effective heat dissipation. Also, make sure to check the fan and belts. If the belt is worn out, replace it with OEM ones for longevity.

Finally, do not overload the truck as it can put excessive stress on the engine. Adhere to the OEM recommended payload capacities to avoid strain on the engine components. Overloading the truck is one of the most common reasons for a truck engine to overheat.

By following these steps, you as a truck driver can avoid costly repairs which can affect profit outcomes. It can reduce downtimes and improve the profitability of your business. While truck engines are crafted for heavy-duty operations, they are still prone to overheating. So, it is essential to follow these steps to minimise damage and improve the vehicle's longevity.

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"The Man Who Has Confidence In Himself Gains The Confidence Of Others." – Hasidic Proverb

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सड़क परिवहन और राजमार्ग मंत्रालय ने भारत के सड़क परिवहन क्षेत्र में बदलाव लाने हेतु मुद्दों, समाधानों और उठाए जाने वाले कदमों पर विचार-विमर्श करने के लिए दिल्ली में दो दिवसीय कार्यशाला का आयोजन किया

सड़क परिवहन और राजमार्ग मंत्रालय (एमओआरटीएच) ने भारत के सड़क परिवहन क्षेत्र में बदलाव लाने में मदद करने के लिए मुद्दों, समाधानों और उठाए जाने वाले अगले कदमों पर समग्र रूप से विचार-विमर्श करने हेतु 6 जनवरी 2025 और 7 जनवरी 2025 को भारत मंडपम में दो दिवसीय कार्यशाला का आयोजन किया। 6 जनवरी को कार्यशाला का पहला दिन सभी राज्यों/केंद्रशासित प्रदेशों के परिवहन सचिवों के साथ आयोजित किया गया था, और इसकी अध्यक्षता सड़क परिवहन और राजमार्ग सचिव वी उमाशंकर ने की। अपर सचिव, परिवहन महमूद अहमद ने सत्र की शुरुआत की और पहले दिन की विचार-मंथन कार्यशाला के लिए विषय निर्धारित किये।

सरकारी अधिकारियों के साथ 6 जनवरी की कार्यशाला के बाद, 7 जनवरी की कार्यशाला सभी राज्यों/केंद्रशासित प्रदेशों के माननीय परिवहन मंत्रियों के साथ आयोजित की गई थी, और इसकी अध्यक्षता माननीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी जी ने की, जिसमें 6 जनवरी के मुख्य विचारों पर, सड़क परिवहन क्षेत्र के केंद्र और राज्य सरकार के हितधारकों के बीच और विस्तार से चर्चा की गई। दिन का समापन 42वीं परिवहन विकास परिषद (टीडीसी) की बैठक के साथ हुआ, जहां देश के परिवहन संगठनों (जैसे, एआईएमटीसी, बीओसीआई और अन्य) के सुझावों पर माननीय मंत्रियों और परिवहन क्षेत्र के सरकारी अधिकारियों के साथ विचार-विमर्श किया गया।

दो दिवसीय कार्यशाला के दौरान, निम्नलिखित विषयों पर विचार-विमर्श किया गया, और सड़क परिवहन पारिस्थितिकी तंत्र को आगे बढ़ाने में मदद करने के लिए संबंधित हितधारकों के लिए विशिष्ट कार्यों को सरेखित किया गया:

1. सतत् परिवहन

वाहन स्क्रैपिंग नीति के कार्यान्वयन में तेजी लाना: राज्यों द्वारा पंजीकृत वाहन स्क्रैपिंग सुविधाओं (आरवीएसएफ) और स्वचालित परीक्षण स्टेशनों (एटीएस) के संचालन में तेजी लाना, और स्क्रैपिंग केंद्रों की ऑडिट आवश्यकताओं और रेटिंग के मानकीकरण पर इस थीम के तहत चर्चा की गई।

पीयूसीसी 2.0 को पूरे भारत में अपनाना: संशोधित पीयूसीसी दिशानिर्देश प्रस्तुत किए गए ताकि सभी राज्य सर्वसहमति से उनमें शामिल हो पाएं।

बीएस-VII मानदंडों का परिचय: मानदंडों के साथ प्रदूषण में अपेक्षित कमी के साथ-साथ नए मानदंडों को लागू करने की समयसीमा पर चर्चा की गई।

2. सुरक्षित आवागमन

माननीय सड़क परिवहन और राजमार्ग मंत्री ने ड्राइवर प्रशिक्षण संस्थानों (डीटीआई) के देश भर में सेट अप के लिए योजना शुरू की, जो डीटीआई की स्थापना के लिए प्रोत्साहन और एटीएस और डीटीआई के एकीकृत बुनियादी ढांचे के लिए अतिरिक्त प्रोत्साहन प्रदान करती है।

प्रौद्योगिकी (ई-डीएआर, आईआरएडी, संजय, नक्शा) के माध्यम से सड़क सुरक्षा में सुधार: माननीय सड़क परिवहन और राजमार्ग मंत्री ने सड़क सुरक्षा और ब्लैक स्पॉट पहचान के लिए तीन एप्लीकेशन संजय पोर्टल, फील्ड परसेप्शन सर्वे, मद्रास मैट्रिक्स के साथ नक्शा (डेटा संचालित सड़क सुरक्षा स्टैक) को लॉन्च किया। सभी एप्लीकेशन का लाइव डेमो भी दिया गया। राज्यों ने ब्लैक स्पॉट को कम करने के लिए इन उपकरणों का उपयोग करने की प्रतिबद्धता जताई। पूरे देश में एक ही आपातकालीन टोल फ्री नंबर रखने पर भी विचार-विमर्श किया गया। राज्यों को हमसफर नीति और राष्ट्रीय राजमार्गों पर सड़क किनारे सुविधाओं के बारे में जानकारी दी गई, जो राजमार्गों पर यात्रा के दौरान ड्राइवरों को सुविधा प्रदान करने में अहम भूमिका निभाते हैं।

रात्रि में होने वाली दुर्घटनाओं से बचने के लिए परावर्तक टेप को अनिवार्य करने और सड़क सुरक्षा उल्लंघन के मामलों में ई-चालान जारी करने के लिए एटीएम का लाभ उठाने पर भी विचार-विमर्श किया गया। दुर्घटना के बाद देखभाल को बढ़ावा देने के लिए, सड़क दुर्घटना पीड़ितों के लिए कैशलेस उपचार (टोल फ्री नंबर 112) और हिट एंड रन पीड़ितों के लिए मुआवजे पर भी विचार-विमर्श किया गया।

ई-रिक्शा सुरक्षा में सुधार: इस बात पर सहमति बनी कि देश भर में ई-रिक्शा के प्रसार को देखते हुए, ई-रिक्शा सुरक्षा में सुधार के लिए विशिष्ट नियमों और दिशानिर्देशों को पेश करने की जरुरत है।

वाहन सुरक्षा में सुधार: अन्य वाहन श्रेणियों के लिए, वाहन सुरक्षा में सुधार के लिए इनपर विचार-विमर्श किया गया:

दिव्यांगजनों और वरिष्ठ नागरिकों के लिए बेहतर सुरक्षा और पहुंच के लिए बस बॉडी कोड में और सुधार

सुरक्षा रेटिंग के लिए ओईएम के सभी 4W मॉडलों के लिए बीएनसीएपी को और बेहतर बनाना

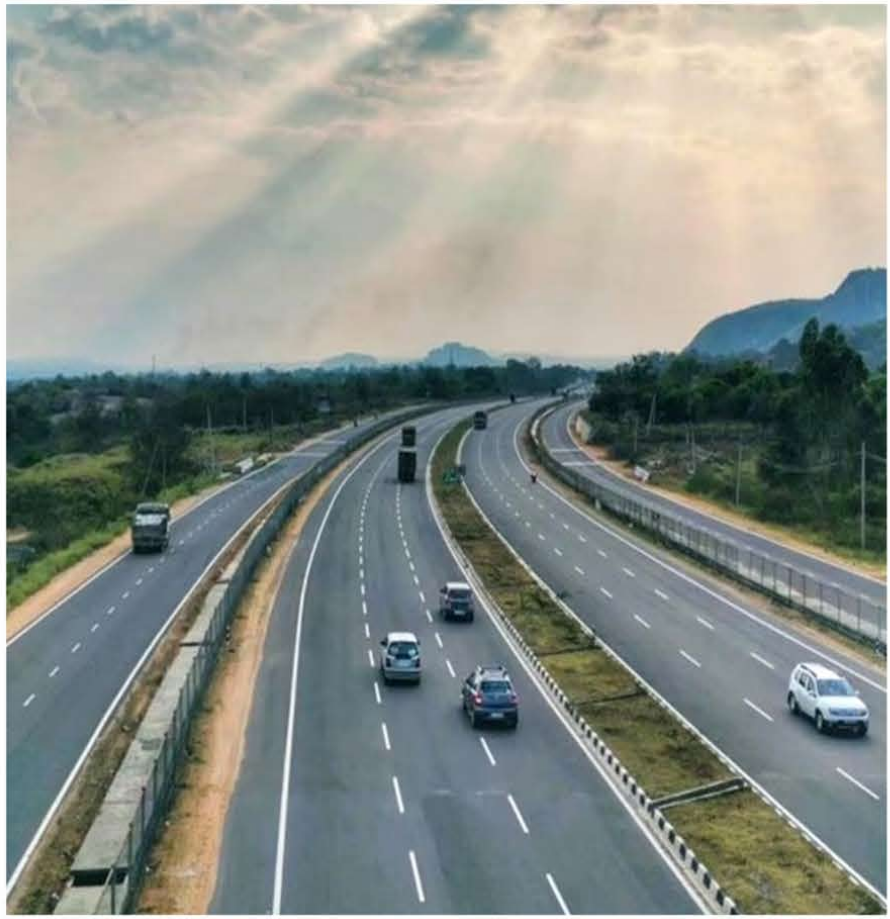
ट्रकों के लिए उन्नत चालक सहायता प्रणाली (एडीएएस) की शुरूआत

परिवहन वाहन सुरक्षा के लिए रेट्रो रिफ्लेक्टिव टेप का सख्ती से पालन

सार्वजनिक सेवा वाहनों में महिला सुरक्षा के लिए एकीकृत कमांड नियंत्रण केंद्र का कार्यान्वयन: महिलाओं और बच्चों की सुरक्षा के लिए निगरानी केंद्रों और वाहन स्थान ट्रैकिंग डिवाइस (वीएलटीडी) के कार्यान्वयन पर चर्चा की गई, जहां परिवहन वाहनों के परमिट को वीएलटीडी स्थिति से जोड़ने और प्रवर्तन एजेंसी द्वारा कार्रवाई का लाभ उठाने के लिए जियो लोकेशन को पैनिक बटन ट्रिगर से जोड़ने जैसे विचारों पर चर्चा की गई।

3. नागरिकों के लिए सुविधा बढ़ाने हेतु स्मार्ट मोबिलिटी

सभी फेसलेस परिवहन सेवाओं (वाहन, सारथी) का अखिल भारतीय लॉन्च: राज्यों को मार्च 2025 के अंत तक सभी फेसलेस सेवाओं का लॉन्च और एकीकरण पूरा करना होगा। इसके अलावा, राज्यों, एमओआरटीएच और एनआईसी के प्रतिनिधियों के साथ सचिवों की एक समिति, फेसलेस सेवा मॉड्यूल के



मानकीकरण, पंजीकरण के लिए दस्तावेज मानकीकरण की दिशा में काम करेगी।

इंटेलिजेंट ट्रांसपोर्ट सिस्टम (आईटीएस) को अपनाना: एसटीयू केवल हार्डवेयर के बजाय इंटेलिजेंट सिस्टम सॉफ्टवेयर और घटकों को लाने पर ध्यान केंद्रित करेगा। ओपन लूप स्मार्ट कार्ड भुगतान को प्रोत्साहित किया जाएगा। क्रियान्वयन के लिए स्वचालित वाहन स्थान प्रणाली (एवीएलएस) को ईआरएसएस के साथ एकीकृत किया जाएगा।

वाहनों में एआईटीपी, बीएच सीरीज और एचएसआरपी का अखिल भारतीय कार्यान्वयन: भारत में जीवन को आसान बनाने और व्यापार करने में आसानी के लिए ये सभी सेवाएं बेहद जरूरी हैं। एआईटीपी पर, राज्यों से फीडबैक को शामिल करते हुए एक विस्तृत नीति विकसित करने के लिए एक समिति बनाने का फैसला लिया गया।

एचएसआरपी को लेकर, ये सहमति बनी कि मुकदमेबाजी के कारण एचएसआरपी कार्यान्वयन में होने वाली देरी को कम करने के लिए राज्यों के पास एचएसआरपी संयोजन के लिए सभी एमओआरटीएच सूचीबद्ध विक्रेता होंगे।

ये कार्यशालाएँ माननीय केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी के संबोधन के साथ समाप्त हुई, जिसमें उन्होंने इन सभी विषयों को एक सामंजस्यपूर्ण, दूरदर्शी दृष्टिकोण में एक साथ लाने की जरुरत पर बल दिया। इस कक्ष में हमारे सहयोगात्मक प्रयास, एक ऐसी परिवहन प्रणाली की नींव रखेंगे, जो हर नागरिक की जरूरतों को पूरा करेगी, हमारे राष्ट्रीय विकास में योगदान देगी और सभी नागरिकों के लिए एक स्थायी और सुरक्षित भविष्य सुनिश्चित करेगी।

टाइम्स । नई दिल्ली । शनिवार, 25 जनवरी 2025 दिल्ली : महानगर : महाकवरेज www.delhi.nbt.in

र। अर्जुन नगर। छतरपुर। शिवालिक। घोंडा। गुरु नानक नगर। भीरा बाग। खेल गांव। गौतम नगर। पुष्प विहार। नांगलोई। बादली। रमेश पार्क। दरियागंज। सुभाष नगर। दल्लूपुरा। देवली। कृष्णा नगर। बदरपुर।

रुवार को AIMTC का कार्यक्रम आयोजित हुआ

'ड्राइवरों को पक्के मकान और हेल्थ बीमा की सुविधा मिले'

■ NBT रिपोर्ट, नई दिल्ली : ऑल इंडिया मोटर ट्रांसपोर्ट कांग्रेस (AIMTC) के नए अध्यक्ष और उपाध्यक्षों के नाम की घोषणा हो चुकी है। शुक्रवार को चेम्सफोर्ड क्लब में आयोजित कार्यक्रम में भी नए अध्यक्ष डॉ. हरीश सभवाल समेत उपाध्यक्षों ने अपना कार्यभार संभाला, जहां डॉ. हरीश ने ऐलान किया है कि हर साल 24 जनवरी को राष्ट्रीय ड्राइवर दिवस के रूप में मनाया जाएगा। साथ उन्होंने केंद्र सरकार से मांग की कि ड्राइवरों को भी प्रधानमंत्री आवास योजना के तहत पक्के मकान और 5 लाख रुपये तक फ्री हेल्थ बीमा की सुविधा दी जाए।

कार्यक्रम में एआईएमटीसी के पूर्व अध्यक्ष अमृतलाल मदान ने नव-निर्वाचित अध्यक्ष डॉ हरीश सब्बरवाल और की उनकी टीम को औपचारिक रूप से जिम्मेदारी सौंपी। डॉ हरीश ने केंद्र से मांग की कि ड्राइवरों के कल्याण के लिए ड्राइवर सम्मानिक सुरक्षा कल्याण बोर्ड का गठन, दुर्घटना मुआवजा 5 लाख रुपये किया जाए। इस कार्यक्रम में सांसद बांसुरी स्वराज, नई दिल्ली विधानसभा से बीजेपी उम्मीदवार प्रवेश वर्मा, सड़क परिवहन और राजमार्ग मंत्रालय के अतिरिक्त सचिव महमूद अहमद, तरलोचन सिंह डिल्लों, राजेंद्र कपूर, देवेंद्र सिंह (काका), अखिंदर सिंह समेत कई ट्रांसपोर्टर मौजूद रहे। साथ ही कई ड्राइवरों को सम्मानित भी किया गया।

ट्रांसपोर्टरों ने पार्किंग, ड्राइवर कल्याण योजना की मांग की

■ NBT रिपोर्ट, नई दिल्ली : विधानसभा चुनाव का प्रचार जोर पकड़ लिया है। हर उम्मीदवार लोगों को लुभाने के लिए तरह-तरह के वादे और दावे करते दिख रहे हैं। इसको देखते हुए दिल्ली के ट्रांसपोर्टरों ने बैठक कर सभी राजनीतिक पार्टियों से अपनी समस्याओं को दूर करने की मांग की है। साथ ही आगामी पेश होने वाले बजट में भी राहत की गुहार लगाई है।

चुनाव और बजट को लेकर ट्रांसपोर्टरों ने जारी किया मांग पत्र

ऑल इंडिया मोटर ऐंड गुड्स ट्रांसपोर्ट असोसिएशन ने गुरुवार को 8 सूत्रीय मांग को लेकर एक पत्र जारी किया। पत्र में असोसिएशन के अध्यक्ष राजेंद्र कपूर ने कहा कि दिल्ली चुनाव में जो पार्टी ट्रांसपोटरों की समस्याओं को दूर करेगा, उसकी पार्टी का ट्रांसपोट्र और ड्राइवर समर्थन करेंगे। राजेंद्र कपूर ने बताया कि दिल्ली में ट्रकों के लिए पार्किंग की सुविधा नहीं है। इसकी वजह से बाहर से आने वाले ट्रकों को खड़ा करने के लिए ड्राइवरों को मुश्किलों का सामना करना पड़ता है। राजेंद्र कपूर का आरोप है कि ट्रैफिक पुलिस और परिवहन विभाग द्वारा परेशान किया जाता है। इससे भी राहत देने की मांग की है। वहीं, आगामी पेश होने वाले बजट को लेकर भी उन्होंने केंद्र सरकार से मांग की है कि टोल टैक्स में कमी की जाए। ड्राइवर कल्याण योजना बनाई जाए। डीजल-पेट्रोल और CNG पर सब्सिडी, ट्रकों के लिए खास पार्किंग की व्यवस्था, प्रदूषण नियंत्रण में सहयोग, ट्रैफिक और परिवहन विभाग द्वारा उत्पीड़न से राहत देने की मांग की है।

GOVERNMENT OF INDIA

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

RAJYA SABHA

UNSTARRED QUESTION NO-2660

ANSWERED ON-18/12/2024

TRAUMA CARE SERVICES ON HIGHWAYS

2660. SHRI SANJEEV ARORA:

SHRI SANJAY KUMAR JHA:

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

(a) whether Government has taken any step in facilitating the training of officers for basic trauma life support and road crash investigation;

(b) if so, number of personnel trained during the last three years, State-wise/UT-wise;

(c) whether Government has circulated any list of mandatory PCR van and Highway rescue vehicle equipment for road crash rescue operations to all police departments;

(d) if not, the reasons thereof; and

(e) guidelines issued by Government to develop a rescue protocol for crashes on highways?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) and (b) The Central Government implements a scheme for Workshop-cum-training programme for development of Human Resources including States'/UTs' Transport Departments with an objective to update the officials from the SRTUs/STUs/STCs and Traffic Police Departments with rules and regulations, measures related to Road Safety, crash investigations, digital initiatives and citizen facilitation measures, implementation of Intelligent Transportation System in public transport and other related issues pertaining to transport. Under this scheme 7,713 officials have been trained in the last three Financial Years.

Government implements Road Safety Advocacy Scheme to provide financial assistance to various agencies for raising awareness about road safety and for administering road safety programs. Under this scheme, various agencies have conducted first respondent training programs.

The Centre of Excellence for Road Safety (CoERS), at IIT Madras has trained 497 police officers across 4 States namely Tamil Nadu, Haryana, Jharkhand and Karnataka on scientific crash investigation using Root Cause Analysis Matrix framework developed by CoERS.

National Highways Authority of India (NHAI) has signed an MoU with HLL Lifecare Ltd., for training and capacity building of the staff deployed in on-road units dealing with incident management services (i.e. Ambulances/Cranes/Patrolling Vehicles), stabilization of accident victim, safe patient transport & care, efficient traffic management, obstruction of free flow as per shift standards, first aid training, maintain relations with all emergency services and local safety councils.

Under the National Programme for Prevention and Management of Trauma and Burn Injuries, Trauma Management Training to 53 Nurses and Doctors of different States/UTs have been given at Dr. R.M.L. Hospital, New Delhi since 11.11.2024.

(c) to (e) National Highways Authority of India (NHAI) has issued policy guidelines bearing No. 12.19 dated 20th March, 2018 for strengthening the Incident Management Services on National Highways. These guidelines provide list of mandatory equipment with its specifications for the rescue ambulances and Patrol Vehicles on National Highways. These guidelines also prescribe specifications, branding and recognition of Ambulances and Patrol Vehicles. Further, the guidelines prescribe qualification and experience, requirement of the manpower in Highway Patrolling Vehicles as well as Emergency Medical Technicians in Ambulance etc.

7 Tips For

SAFE WINTER DRIVING

for Truckers

1 TAKE IT SLOW

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

2 GIVE YOURSELF SOME SPACE

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

3 SPLIT FROM THE PACK

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

4 PLAN FOR THE WEATHER

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

5 STOCK UP ON EXTRA EQUIPMENT

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

6 FILL YOUR FUEL TANK

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

7 USE GOOD JUDGEMENT

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

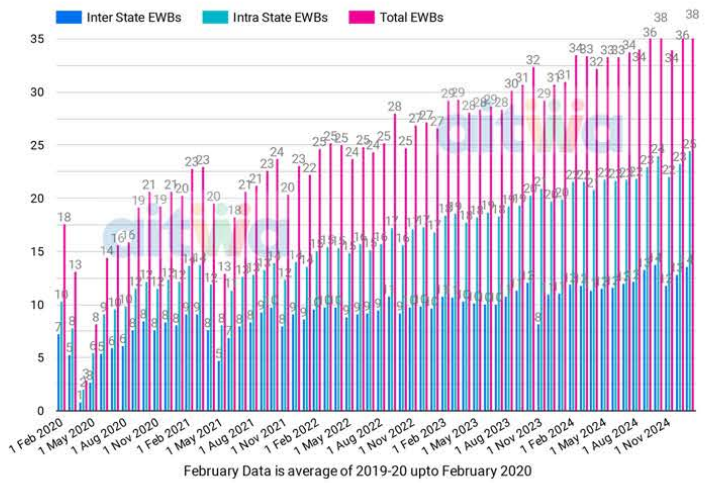
Developed & compiled by

Indian Roads and Transport Development Association

Eway Bill Dashboard

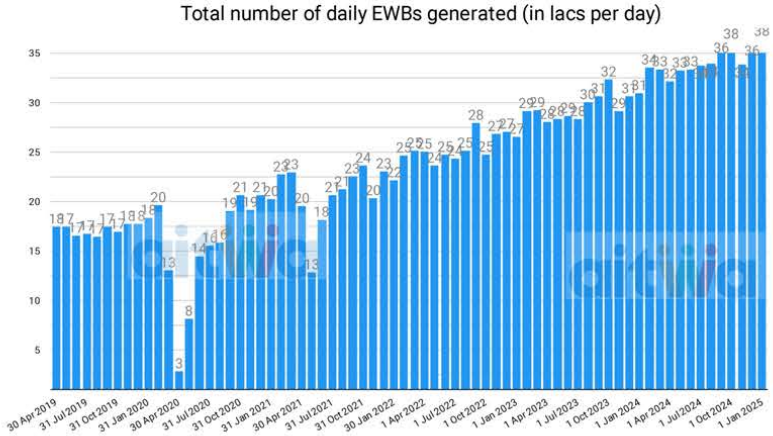
Last updated on 7th February 2025 | Data as on 31st January 2025

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

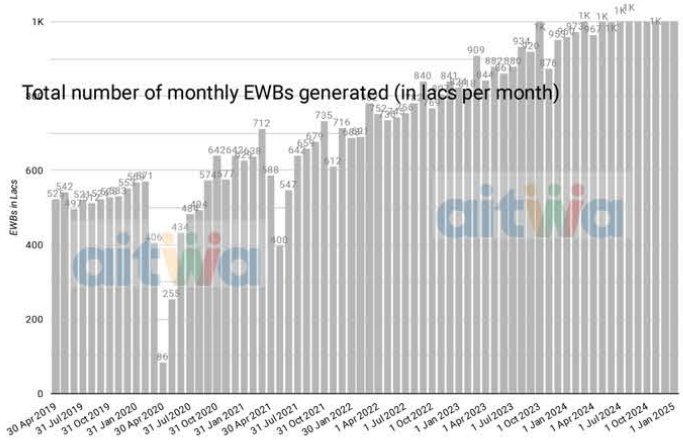


February Data is average of 2019-20 upto February 2020

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

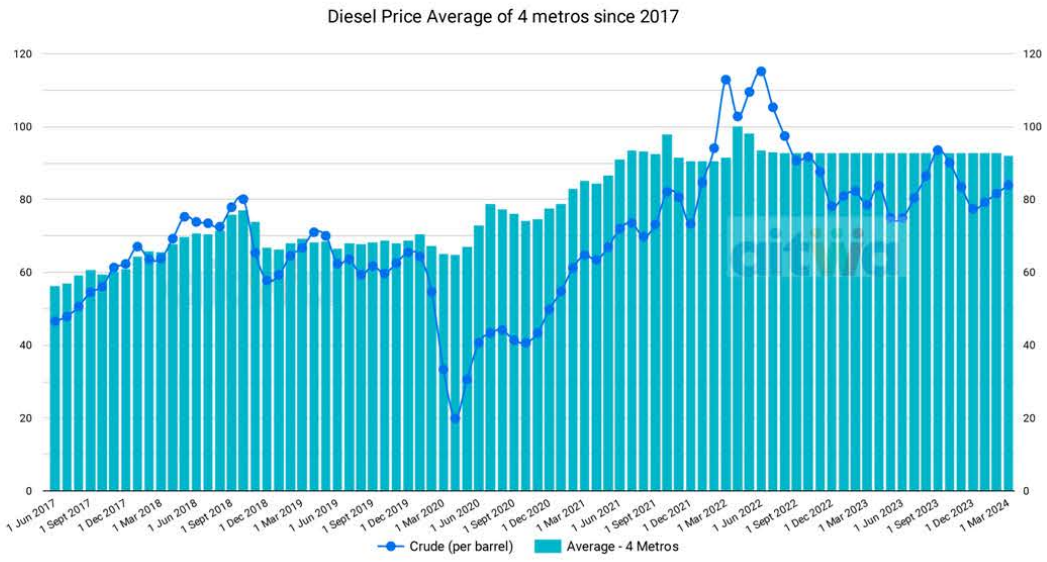


Total number of monthly EWBs generated (in lacs per month)



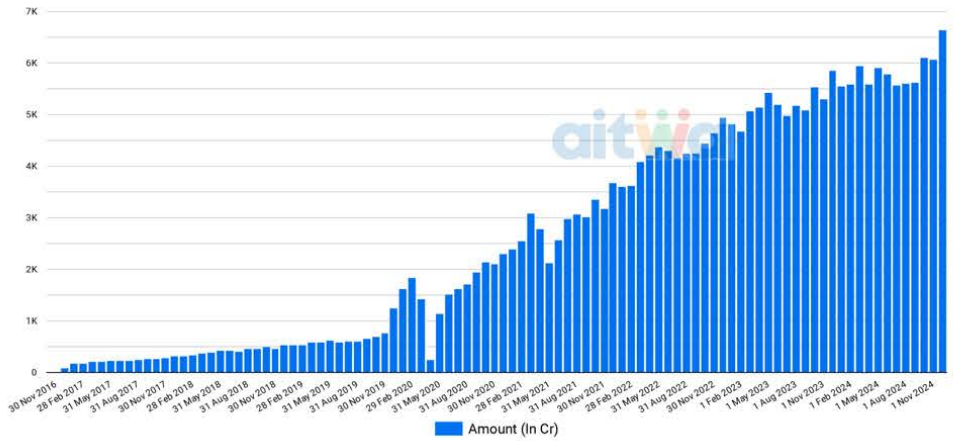
Diesel Dashboard

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



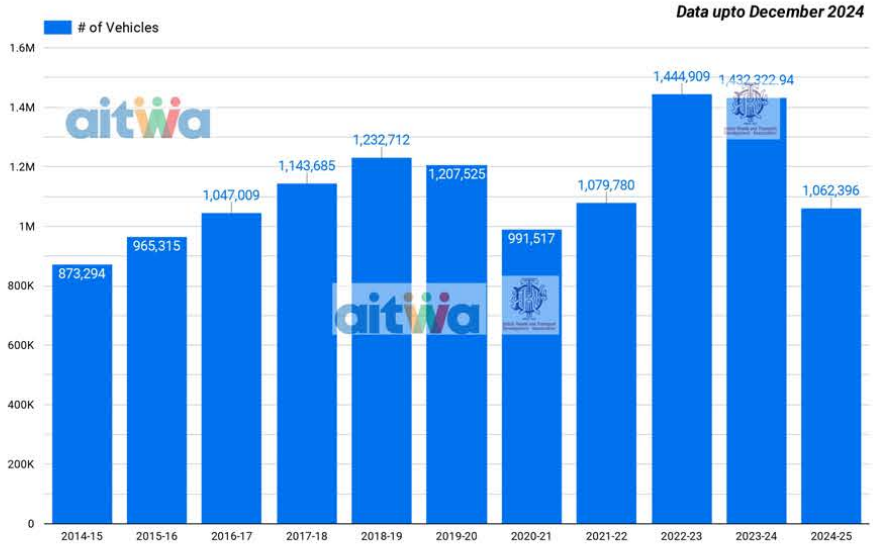
Toll Collection Dashboard

Last updated on 22nd January 2024| Data as on 31st December 2024



National Permit Vehicles in India

Data upto December 2024



TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)

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

Freight (in MT.)

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

Source: A.A.I.

OCEAN FREIGHT
TRAFFIC HANDLED AT MAJOR PORTS
(DURING APRIL TO JANUARY'2025* VIS-A-VIS APRIL TO JANUARY'2024)

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

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/ LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers		Coal		Containers		Other Misc. Cargo	TOTAL	% VAR. AGAINST 2023-24
					FIN.	RAW	Thermal & Steam	Coking & Others	Tonnage	TEUs			
KOLKATA													
Kolkata Dock System	TRF APRIL-JAN., 2025	361	503	-	525	21	-	973	7618	501	2997	12998	
	TRF APRIL-JAN., 2024	253	379	29	652	6	-	2403	8312	543	2506	14540	-10.61
Haldia Dock Complex	TRF APRIL-JAN., 2025	7897	5023	403	149	373	179	12342	2641	149	8505	37512	
	TRF APRIL-JAN., 2024	7966	4242	1440	96	369	-	18032	1664	91	7823	41632	-9.90
TOTAL: SMP, KOLKATA	TRF APRIL-JAN., 2025	8258	5526	403	674	394	179	13315	10259	650	11502	50510	
	TRF APRIL-JAN., 2024	8219	4621	1469	748	375	-	20435	9976	634	10329	56172	-10.08
PARADIP	TRF APRIL-JAN., 2025	30334	1485	19142	1367	5361	41928	13595	429	22	10008	123649	
	TRF APRIL-JAN., 2024	31318	1585	21361	422	4430	40687	12606	159	10	7283	119851	3.17
VISAKHAPATNAM	TRF APRIL-JAN., 2025	18407	1156	9598	985	1360	8119	6030	8652	540	13226	67533	
	TRF APRIL-JAN., 2024	15444	1428	12774	1492	1435	8763	5964	9281	566	10747	67328	0.30
KAMARAJAR(ENNORE)	TRF APRIL-JAN., 2025	4331	152	-	-	-	18914	1991	11017	571	3408	39813	
	TRF APRIL-JAN., 2024	4094	136	-	-	-	18163	1710	10778	558	2336	37217	6.98
CHENNAI	TRF APRIL-JAN., 2025	11389	1140	768	-	185	-	-	29182	512	2920	45584	
	TRF APRIL-JAN., 2024	12140	1214	714	-	252	-	-	25667	1330	3080	43067	5.84
V.O.CHIDAMBARANAR	TRF APRIL-JAN., 2025	402	1179	-	559	772	8125	6384	13085	655	3432	33938	
	TRF APRIL-JAN., 2024	411	998	-	730	648	8022	7153	12129	607	3811	33902	0.11
COCHIN	TRF APRIL-JAN., 2025	20005	374	-	-	179	-	-	9410	697	887	30855	
	TRF APRIL-JAN., 2024	20187	528	-	-	190	-	-	8330	604	991	30226	2.08
NEW MANGALORE	TRF APRIL-JAN., 2025	23302	2591	1070	496	58	5245	1344	2053	156	650	36809	
	TRF APRIL-JAN., 2024	21588	2274	3984	474	46	5274	822	2362	165	755	37579	-2.05
MORMUGAO	TRF APRIL-JAN., 2025	474	326	3052	181	-	2089	5640	-	-	2835	14597	
	TRF APRIL-JAN., 2024	509	334	4103	118	-	3135	5567	-	-	3519	17285	-15.55
MUMBAI	TRF APRIL-JAN., 2025	33843	1606	4930	374	66	6913	-	3	-	9508	57243	
	TRF APRIL-JAN., 2024	32950	1461	4569	381	87	6677	-	156	15	9079	55360	3.40
J.N.P.A.	TRF APRIL-JAN., 2025	2779	2128	-	-	-	-	-	69543	6013	1839	76289	
	TRF APRIL-JAN., 2024	2866	2082	-	-	-	-	-	64254	5271	1443	70645	7.99
DEENDAYAL	TRF APRIL-JAN., 2025	53455	10280	1169	3391	338	14775	559	6056	373	31801	121824	
	TRF APRIL-JAN., 2024	53494	9082	1108	2814	238	15317	179	7142	403	19900	109274	11.48
ALL PORTS	TRF APRIL-JAN., 2025	206979	27943	40132	8027	8713	106287	48858	159689	11189	92016	698644	
	TRF APRIL-JAN., 2024	203220	25743	50082	7179	7701	106038	54436	150234	10163	73273	677906	3.06
% Variation from previous year		1.85	8.55	-19.87	11.81	13.14	0.23	-10.25	6.29	10.10	25.58	3.06	

Source: I.P.A.

Tata Motors to Lead the Commercial Vehicle Segment to Net Zero Carbon Emissions by 2045

The commercial vehicle segment is growing quickly in India and Tata Motors is leading the segment with over 50% of the market share. This massive share brings the responsibility of sustainable growth to the shoulders of the company. The Government of India aims to make India a net zero-emission country by 2070, but, Tata Motors has a vision of being a zero-emission company by 2045. How is the company planning to achieve this goal?

Here's what Mr Rajesh Kaul, Vice President and Business Head – Trucks, at Tata Motors, told TrucksDekho: Tata Motors has a roadmap to achieve sustainability targets of net zero by 2045! The group has set up a separate project called 'Aalingna' to achieve this. First of all, he emphasized the movement of emission norms from BS4 to BS6, while skipping the BS5 stage. It has already brought down the particulate matter and NOx emissions from diesel trucks, thanks to the stringent emission norms. Moreover, we are already in phase 2 for OBD, and OBD2 has further reduced the NOx emissions.

But, this is not enough to become net zero. Tata Motors is going towards alternate fuels as well. The first one is natural gas. It comes in two forms, compressed natural gas and liquified natural gas. CNG adoption is already going at a good pace and now the company is also trying its hands on LNG. One such vehicle is the Prima G.55S which was showcased at the Bharat Mobility Global Expo 2025. It is India's first LNG prime mover to have a range of more than 2400 km! Tata Motors has built the Prima G.55S keeping in mind the scarcity of LNG fuel in India at present and the impressive range ensures that there is no need for halts to refuel for a longer stretch. The country already has around 35-40 LNG fuel stations and around 15 are coming in the next couple of months. With a long range of over 2400 km, such LNG movers can instil confidence in buyers.

When it comes to EVs, Tata Motors has products that can offer great productivity in limited-range capacity requirements such as mining or construction sites. These vehicles have up to 450kW battery packs that can offer a range of up to 300kms, enough for limited-range operations. The company also has a portfolio of electric vehicles to offer cargo transportation such as Tata Ace EV and the newly launched Tata Intra EV.

The next step for achieving the net zero goal is venturing into hydrogen fuel and Tata Motors has already started working on hydrogen ICE vehicles. Mr Kaul believes that the development of hydrogen vehicles will take another couple of years although the adoption depends on the infrastructure development, which might take even more time.

In short, Tata Motors is exploring every possible alternative fuel for achieving sustainability. Be it CNG, LNG, hydrogen, or EV, the aim is to reduce the emissions to a net zero by 2045 and Mr Rajesh Kaul has shown us the roadmap very clearly. Being the leader in the commercial vehicle segment, Tata Motors will be a prominent player in the sustainability efforts and all the steps seem to be in the right direction. With the unveiling of longest-range LNG trucks, electric prime movers, hydrogen ICE vehicles, and EVs, at the Bharat Mobility Global Expo 2025, Tata Motors has showcased its strength in harnessing all the possible alternatives and making vehicles future-ready.

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RNI. No. DEL BIL/2004/13482 | Postal Regn. No. DL (C)-14/1378/2020-2022 | Posted at S.R.T. Nagar P.O. ND-55 on 28/29th of Every Month
Date of Publication : 10/01/2025 | Total Pages : 56

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