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Monthly Magazine of All India Transporters Welfare Association

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



Changing The **AITWA** Force

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



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Change is An Opportunity For AITWA!

It Is Ready to Take Off With New Captains.



Bill Gates, the founder of Microsoft, once said 'As we look ahead into the next century, leaders will be those who empower others.'

All India Transporters' Welfare Association (AITWA) also believes in the same ideology and therefore welcomes new people with new ideas to lead the organization for empowering the transport fraternity.

For many, change is a constant, but for us, change is an opportunity. We perceive it as a prospect that can lift the transport community as a whole, in the race of survival. This is one of the reasons why we keep changing our leadership. We appreciate and respect talented people as much as we do to experienced veterans. We are always in for implementing new ideas and

strategies for the betterment of the community, enduring gateway for people with different thought processes, who have boundless energy and dynamic.

Two years have passed and the tenure of the AITWA old committee is over. So, again, it is time to implant a new approach and follow a new direction for AITWA. At this junction as we welcome the new bunch of delegates we also remain thankful to the outgoing team of Mr. Ramesh Agarwal, National President; Mr. Puneet Agarwal, Executive President; Mr. Anil Kumar Gupta, National Treasurer and re-elected members Mr. Pradeep Singal, Chairman; Mr. Mahendra Arya, Co-chairman; Mr Abhishek Gupta, General Secretary for their



Ashok Gupta

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The campaign - 'Highway Heroes',



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issues of drivers - was successfully run and was applauded and recognized by the masses, though we are still waiting for an active role from the government side. Among others, **lawyered** continues to be our partner in resolving transport owners' or drivers' issues on the spot. The name Lawyer on the Spot (LotS) came just for the same reason. AITWA kept conducting various camps – medical as well as awareness under the social corporate responsibility scheme.

Also, the team kept on knocking at the doors of ministries and government authorities to resolve various issues like One Nation, One Tax for fuel prices, 2 per cent TDS removal from vehicle brokers, reduced GST on tyres and other parts of trucks, E-way bills and 'One Truck – One Toll Tax per annum.'

Additionally, AITWA presented the restroom concept for drivers to the Ministry of Roads and Highways. While the concept was admired, the government's promise to implement it is still desired. Prime Minister Shri Narendra Modi himself announced to introduction of 1000 ultra-modern Rest Rooms with the latest amenities within every 100 km on highways but it is still pending in the ministry.

Now, the baton will be in the hands of the re-elected and newly elected members - Mr Pradeep Singal Chairman; Mr Mahendra Arya, Co-chairman; Mr Ashok Goyal, National President; Mr, Anjani Kumar Agarwal, Executive President; Mr Abhishek Gupta, General Secretary, Mr SK Kedia, National Treasurer to press these issues in front of government authorities for favourable results.

Another important issue – choosing the RCM or FCM regime will be core for the new team. The newly elected team is expected to win home a suitable result for the transport

community. This issue has been raised in front of the government authorities several times but no resolution has been provided yet.

The next prioritized issue is the removal of the 2 per cent TDS from



vehicle brokers. This issue has also not been addressed by the government or its departments.

One Truck – One Toll Tax per annum is another concept that the new team will have to take up, as this will facilitate smooth transit without repeated payment hassles, and inadequate amounts in Fastag issues and ensure timely deliveries. While the pass will eliminate hassles faced by truck operators at toll plazas due to cash payments and verification issues, it will also reduce operational inefficiencies and positively impact cost structures, benefiting both businesses and end consumers.

Besides, all of us are aware that the logistics industry is not a preferred sector, only less gifted or less talented people join the industry. The new team can plan to set up an MBA Logistics College/University & Skill Center under PMKVY, which will help to supply ready students to the companies, improving professionalism within the industry and beyond.

The new team is expected to focus significantly on developing more roadside amenities for drivers, which should ideally include a dormitory for taking rest, hygienic toilets, quality eateries and vehicle parking spaces with rest areas. This will make drivers' lives safe, reducing accidents due to stress/fatigue, and lack of rest/sleep. The other issues on highways like robbery and theft cases will also slow down and drivers will be in a better space of mind which the Government can solve by installing the CC TV Cameras on entry & exits of the highways along with a distance of every 5 Km on Roads, to the Drivers untouched by bad elements of society, who otherwise can take the life of any driver at ease.

In addition, the new team is expected to put efforts into strengthening AITWA and its zones. This is why the emphasis will be on making AITWA a digital organization. This will create an opportunity to interact regularly with zonal heads and will help in binding the team.

Also, we believe, the new team will give attention to impart technical knowledge to AITWA members for the benefit of their organization. In this world of digitalization and cutthroat competition, it is become the utmost priority. Members can get enriched with such knowledge and implement it in their respective fields to stay ahead in the race.

Further, the new captains of the ship are expected to follow a path that can empower the transport sector as a whole, touching the areas that are not touched yet. The issues that are required to deal with daily should be approached tactfully so that the government finds a way to resolve them.

Kudos to the outgoing team for achieving so much for AITWA and congratulations to the new team for a better future and endeavors!



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Together We Can, Together We Will!

“Coming together is a beginning. Keeping together is progress. Working together is a success.” Henry Ford once said.

So, friends, at the very first interaction I would reiterate what Henry Ford stated and would like to work in the same direction.

All India Transporters' Welfare Association (AITWA) has a long and strong history of advocating for the transporter's community, and this legacy shall continue to flourish in the next two years.

During this tenure, AITWA plans to strongly deal with issues such as the removal of 2 per cent TDS from vehicle brokers, and safety, medical policies and safety camps for highway heroes, labourers, and supervisors. AITWA will keep pressing on the 'One Truck – One Toll Tax per annum' concept in front of government and agencies.

We appreciate the recent proposal to introduce annual and lifetime toll passes for private vehicles, which is expected to further enhance convenience and reduce delays at toll plazas. In line with this development, we will keep requesting MoRTH to consider a similar provision for trucks. Introducing an annual toll pass or a 'One Truck – One Toll Tax per annum' policy is what we urge. This pass can be designed based on the operational patterns of trucks, for instance: a National Permit can be provided to those trucks that cover 4,000 km per month on toll roads; a State Permit can be offered to trucks that cover 2,000 km per month on toll roads.

Also, the toll charges should be

calculated by multiplying the per-kilometer rate applicable for heavy vehicles as defined by NHAI.

The annual toll pass will facilitate smooth transit without repeated

The annual toll pass will facilitate smooth transit without repeated payment hassles, inadequate amounts in Fastag issues also ensure timely deliveries. Additionally, the pass will eliminate hassles faced by truck operators at toll plazas due to cash payments and verification issues. An annual pass will also reduce operational inefficiencies and positively impact cost structures, benefiting both businesses and end consumers

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Ashok Goyal
National President, AITWA

benefiting both businesses and end consumers.

For a long, these issues have been observed under a dim light but the time has arrived now for the government authorities to look at these issues under floodlights.

AITWA has already taken the initiative by introducing the project - Highway Heroes, to benefit truck drivers and their families. The scheme has been assisting drivers with free accident insurance, hospitalization expenses and compensations when he/them are bedridden. The policy also provides training and safety tips to the registered drivers, besides offering educational help to drivers' children. However, the government has yet to land its hand to make this project a bigger success. This will be one of the key issues to persuade the government.

We as a mouthpiece of transporters have written to various departments of the government to remove the 2 per cent TDS from vehicle brokers but this hasn't been addressed yet. The government is unable to understand our side of the story and showing a deaf ear to us. We as a unit will again reach out to government authorities.

The focus will also be on establishing Logistics Skill University/Centers. This will supply the industry with ready-to-work people who can leave



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their presence felt from day one. Additionally, making AITWA a tech-driven organization is also on the list. This will keep the members across the nation connected every moment and, in the process, strengthen AITWA. Regular interactions with members are essential and we will ensure it happens regularly to strengthen the bonding within the community.

Talking about technology, logistics companies also need to understand that technologies enhance the quality of life and ease of doing business.

Advanced Driver-Assistance Systems (ADAS) are intended to enhance vehicle safety. With enhanced signals and automated procedures, these technologies improve safety and response times to possible risks.

As the primary cause of almost all vehicle crashes is human mistakes modern driving assistance technologies (ADAS) can minimize the amount of road deaths by lowering the likelihood of human error. The state-of-the-art safety technology systems automate and enhance many parts related to driving, to better safety and secure driving operations.

ADAS can assist drivers by improving their awareness, such as the lane departure warning system. Also, it can automate driving, as it provides automatic emergency braking systems.

Of course, the principal objective of these safety technologies is to reduce vehicle injuries and traffic accident frequency to make roadways safer. Further, these technologies can limit the number of insurance claims that arise of property damage and no injuries.

On a broader perspective, every organization in the logistics sector should endure ADAS, as it aims at reducing collisions by alerting drivers



On a broader perspective, every organization in the logistics sector should endure ADAS, as it aims at reducing collisions by alerting drivers to potential hazards and taking control of the vehicle to avert them

to potential hazards and taking control of the vehicle to avert them. It navigates roads to alert drivers of potential risks such as automobiles in blind spots, lane departures, and others including automated lighting, pedestrian collision avoidance mitigation (PCAM), and adaptive cruise control.

Further, it helps drivers to know the

current traffic situation. In addition, it analyzes and comprehends driving behaviour to understand drivers' intent. This helps in predicting drivers' lane-change intention. This technology also notifies drivers about vehicles' problems such as fuel level, tyre pressure, engine state, navigation route, speed, temperature, and other metrics to warn the driver of any maintenance concerns and to ensure safety. ADAS emphasizes that drivers focus on the road and follow every traffic rule. The use of ADAS technology has the potential to increase worldwide road safety.

Coming back to my role, I thank you all for entrusting your belief in me and I promise I will do my best to not let you down. Let us set the mentioned objectives as our goals for the next couple of years, as goals are like a map, they help us determine where we want to end up and give us personal direction on which to focus our energy.



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Beckoning Changes in India's Logistics and Transport Industry



Abhishek Gupta
General Secretary, AITWA

Today's women are no less than men and this is proved in every sector women have ventured into. So, being one of the members of the decision-making panel of the formation of India's First Women's Wing in the Transport Industry was a proud moment. I am sure, with more than 15 women entrepreneurs; this initiative is poised to become a vital platform for empowering women within the transport sector.

Besides this, AITWA took a proactive stance on several fronts.

AITWA made substantial representations to the GST Department—securing clarifications on ancillary services under GTA provisions—and has actively engaged with government officials to resolve critical industry challenges like disparity in RCM & FCM regimes.

The core team also reached out to the government and its departments for addressing technical difficulties on the E-Way Bill portal during critical outages, and to facilitate the release of vehicles wrongfully detained by GST officials and RTOs.

In the last two years, the AITWA team put additional efforts into relaunching the Highway Heroes+ Program powered by Lawyered, achieving CSR-1 certification to leverage corporate CSR funds, and the initiation of an MoU with a health service provider for teleconsultation

services further underscore AITWA's commitment to its members' welfare.

Representing AITWA at various government seminars and conferences was a huge responsibility as offering critical inputs was crucial for the betterment of the transporters. Inputs for the development of ULIP APIs were shared and today we see this

Representing AITWA at various government seminars and conferences was a huge responsibility as offering critical inputs was crucial for the betterment of the transporters. Inputs for the development of ULIP APIs were shared and today we see this being widely adopted by transporters. Additionally, consultations with the Ministry of Heavy Industries, aiding in the roadmap for Heavy Commercial Vehicle (HCV) EV adoption were very constructive

being widely adopted by transporters. Additionally, consultations with the Ministry of Heavy Industries, aiding in the roadmap for Heavy Commercial Vehicle (HCV) EV adoption were very

constructive. Here, the opportunity was utilized to provide inputs for standardisation in the transport Sector as a committee member of the Logistics committee by BIS.

Similarly, by hosting seminars and events like the Mumbai Conclave and Round Table Conference on Faster EV Adoption in collaboration with the Smart Freight Centre, the members were informed about technological advancement and their benefits. The Mumbai Conclave brought together over 95 transporters who were enlightened with the importance of being digitally connected and how as a business community transporters can grow.

Coming to EV adoption, we all know that EVs have already become popular among light commercial vehicles (LCVs) and buses. Now, it will be interesting to witness the practicality of EVs for heavy duties. EV trucks have many positives in their backyards. Zero tailpipe emissions are one, which is highly beneficial for reducing air pollution, especially in urban areas. This aligns with India's push toward sustainability and green energy.

With increasing pressure to reduce emissions and meet climate goals, the GOI is also supporting electric vehicles, which align with future trends in emission standards and urban

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air quality regulations. Through incentives such as the FAME (Faster Adoption and Manufacturing of Hybrid and Electric Vehicles) scheme, which has made EV trucks more financially viable in terms of subsidies, the GOI is playing its part.

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

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

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

Further, EV trucks are still limited by battery range, and while this is improving, the range of heavy-duty electric trucks is still shorter than that of diesel or CNG trucks. This can be a significant challenge for long-haul



routes. Plus, the charging time for a large truck is several hours, especially compared to the refuelling time of CNG or diesel trucks. This can cause delays and reduce efficiency, particularly for businesses that rely on quick turnaround times.

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

But EV trucks are the future of trucking in India, especially as the country moves toward reducing its carbon footprint.

On the personal front, I am very

fortunate to be elected as General Secretary of AITWA for the second time in a row and thankful to all members.

I am sure working with the new team will be interesting and fruitful. I believe this is not merely was leadership transition, it is far beyond that. It is a bold reaffirmation of AITWA's vision to empower and uplift the transport community. It reiterates AITWA's commitment to advocacy, innovation, and member welfare. Sure, the journey ahead promises continued progress, collaboration, and transformative changes in India's logistics and transport industry.

X



*When you get angry,
you lose more than your temper.*

Brahma Kumaris



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Changing the AITWA Force: Installation Ceremony 2024

On February 3, 2024, the All India Transporters Welfare Association (AITWA) marked a significant milestone with the installation ceremony of its newly elected committee at the prestigious India International Centre Annexe in Delhi. Esteemed members from South Mumbai, Ahmedabad, and across the South, West, and North Zones gathered to celebrate a dynamic leadership transition and chart a bold roadmap for the future of the transport industry.

The day began with a warm welcome as guests and members registered and enjoyed a networking lunch. This informal gathering provided the perfect setting for fostering camaraderie and engaging in insightful discussions among peers. The event then moved into its formal phase with the lighting of the ceremonial lamp—a symbolic gesture heralding new beginnings—and the stirring rendition of the National Anthem, which imbued the audience with patriotic pride and purpose. The occasion was graced by AITWA's patrons, senior office bearers, and Sh. Harish Sabharwal, President of AIMTC.

The ceremony opened with a heartfelt welcome address by outgoing President Shri Ramesh Agarwal Ji. His keynote speech not only set the tone for the leadership transition but also celebrated AITWA's remarkable achievements over the past. He highlighted the association's instrumental role in representing the transport community on critical issues such as the Reverse Charge Mechanism (RCM) in Service Tax, the

Carriage by Road Act and Rules, and the National Permit System. Shri Ramesh Agarwal also underscored AITWA's contributions to the National Logistics Policy Framework—a journey that included active participation in events attended by the Hon'ble Prime Minister—which resulted in the declaration of 1000 Drivers Rest Rooms with modern amenities on the Pan India across highways and also its successful advocacy with the Finance Ministry, which resulted in an extension of the Annexure V submission deadline for Goods Transport Agencies (GTAs).

Adding to the discussion on achievements, Mr. Puneet Agarwal, the Executive President, emphasized the pivotal role of technology in easing business operations. He outlined how the association has worked extensively on leveraging innovative solutions to make everyday business processes more efficient and future-ready.

Following these reflections, outgoing General Secretary Shri Abhishek Gupta presented an overview of AITWA's ongoing projects and initiatives that continue to benefit the transport industry. He highlighted a series of key endeavours, including:

- **Member Support and Advocacy:** Addressing detention issues and securing relief for members, notably from major corporations like Nestlé.
- **Health and Welfare Initiatives:** Organizing health and eye camps and Beat the Heat program for truck drivers under the Highway Heroes initiative.



Pradeep Singal
Chairman, AITWA

- **Government and Digital Engagement:** Representing AITWA at various government seminars and conferences, while also providing critical inputs for the development of ULIP APIs that are now widely adopted by transporters.

- **Industry Events:** Hosting influential events such as the Mumbai Conclave, which brought together over 95 transporters, as well as a Round Table Conference on Faster EV Adoption in collaboration with the Smart Freight Centre. The association also played a key role in consultations with the Ministry of Heavy Industries, aiding in the roadmap for Heavy Commercial Vehicle (HCV) EV adoption and also providing inputs for standardisation in the transport Sector as a committee member of the Logistics committee by BIS.

The day also witnessed a remarkable move of inclusivity and innovation, as AITWA celebrated the formation of India's First Women's Wing in the Transport Industry. Led by more than 15 women entrepreneurs, this initiative is poised to become a vital platform for empowering women within the sector.

Also, AITWA's robust digital advocacy through platforms like

Twitter was highlighted, which has amplified key industry issues.

Policy advocacy remained a cornerstone of the event, with AITWA taking a proactive stance on several fronts. The association has made substantial representations to the GST Department—securing clarifications on ancillary services under GTA provisions—and has actively engaged with government officials to resolve critical industry challenges like disparity in RCM & FCM regimes. Notable contributions include addressing overcharging issues at the Nhava Sheva empty container yard, resolving technical difficulties on the E-Way Bill portal during critical outages, and facilitating the release of vehicles wrongfully detained by GST officials and RTOs. Additional efforts such as the relaunch of the Highway Heroes+ Program powered by Lawyered, achieving CSR-1 certification to leverage corporate CSR funds, and the initiation of an MoU with a health service provider for teleconsultation services further underscore AITWA's commitment to its members' welfare.

The event reached a pivotal moment as the Chief Election Commissioner, Sh. Pradeep Singal—along with his fellow election commissioners, Mr. Mahendra Arya and Sh. KK Bansal—announced the newly elected National Council and Zonal Committees. This announcement marked a definitive transition in leadership, introducing fresh faces who will guide AITWA in the coming term. Following this, the dais was formally handed over to the new committee, a symbolic gesture of seamless responsibility transfer. A solemn oath-taking ceremony administered by senior most patron

Shree SN Arya Ji further reinforced the new leaders' commitment to uphold AITWA's values and work diligently for the welfare of the transport community.

The newly elected National President, Sh. Ashok Goyal Ji then addressed the members with his inaugural speech. In a tone of sincere gratitude, he acknowledged the trust reposed in him and shared insights from his personal experience—detailing how his fleet's use of ADAS, advanced technologies, and state-of-the-art cameras has contributed to reduced accident rates and improved interactions with RTOs. His inspiring address reaffirmed his commitment to uphold and further the legacy of AITWA.

Continuing the forward-looking dialogue, Sh. Anjani Agarwal presented a comprehensive vision for the next two-year term. His presentation outlined strategic initiatives that include negotiating with the government on key issues such as the removal of TDS from vehicle brokers and implementing the "One Truck – One Toll Tax per annum" policy. He also detailed plans to establish a Logistics Skill University, strengthen regional AITWA offices, and organize regular skill, safety, and medical camps to benefit the entire community, especially Truck Drivers. Additionally, initiatives aimed at fostering industry generational transition and encouraging the next generation to join the transport industry were emphasized.

The intellectual rigour of the day was further enhanced by an expert talk titled "Frauds in Trucking Companies & How to Tackle Them," delivered jointly by Sh. KK Agarwal Ji and Dr RP Sharma Ji, a retired DGP from Orissa. Their session provided critical

insights into the fraudulent practices plaguing the trucking sector and proposed strategic measures to safeguard the industry.

The ceremony concluded on a celebratory note with the felicitation of all office bearers, who received mementoes in recognition of their unwavering dedication to the association's mission. A heartfelt vote of thanks expressed gratitude to all attendees, stakeholders, and supporters, underscoring the collaborative effort that made the event a resounding success by Pradeep Singal Ji.

For sure, the Installation Ceremony 2024, AITWA was much more than a leadership transition—it was a bold reaffirmation of the association's vision to empower and uplift the transport community. With a legacy of impactful initiatives and an ambitious roadmap ahead, AITWA remains steadfast in its commitment to advocacy, innovation, and member welfare. The journey ahead promises continued progress, collaboration, and transformative changes in India's logistics and transport industry.

One more positive of the event was the assurance of Harish Sabharwal Ji to work together on government issues, as it provided more strength and meaning to the cause and eventually reflected a favourable result. Both parties can draw inspiration from previous experience of the Service Tax – RCM regime, the introduction of the National Permit, Carriage By Road Act & Rules, etc.

The event was wrapped up with an informal hi-tea session, offering a final opportunity for members to network, discuss ideas, and strengthen community bonds in a relaxed setting.

X

"Believe you can and you're halfway there" - Theodore Roosevelt

List of New Governing Body of AITWA (2025-2027)

National Council



Sh. Ashok Goyal
National President
M/s. BLR Logistics Ltd.



Sh. Anjani Agarwal
Executive President
*M/s. DRS Dilip
Roadlines Ltd.*



Sh. Abhishek Gupta
General Secretary
*M/s. Prakash Parcel
Services Ltd.*



Sh. R.K. Jain
National Joint Secretary
*M/s. Mahaveera
Transport Pvt. Ltd.*



Sh. Suneel Agarwal
National Joint Secretary
*M/s. CTI Logistic
Pvt. Ltd.*



Sh. SK Kedia
National Treasurer
*M/s. Kedia Logistics
Pvt. Ltd.*



**Sh. Anil Kumar
Gupta**
Finance Advisor
M/s. Ankur Roadlines



Sh. Ashok Gupta
Sr. Vice President
M/s. IRC India Ltd.



Sh. Hari Goyal
Sr. Vice President
*M/s. Motica Rodways
Pvt. Ltd.*



Sh. I. C. Goel
Sr. Vice President
*M/s. Pancsheel
Transport Corporation*



Sh. KK Bansal
Sr. Vice President
M/s. DHTC India Ltd.



Sh. Pradeep Agarwal
Sr. Vice President
*M/s. Jet Roadlines
Corporation*



Sh. SD Goyal
Sr. Vice President
*M/s. ATC (Assam)
Transport Cop. Pvt. Ltd.*



Sh. Deepak Sachdeva
Vice President (NZ)-NC
M/s. Sachdeva Roadlines



Sh. Ishwar Singh Siggar
Vice President (NZ)-NC
M/s. TCI Freight - (TCI Ltd.)



Sh. Jatin S Agrawal
Vice President (WZ)-NC
M/s. Agarwal Roadlines Pvt. Ltd.



Sh. Ramesh Kumar Lakhotia
Vice President (EZ)- NC
M/s. lakhotia Transport Co. Pvt. Ltd.



Sh. Ravi Agarwal
Vice President (WZ)-NC
M/s. Nirvaan Infracom Pvt. Ltd.



Sh. Vinod Gupta
Vice President (EZ)- NC
M/s. Surat Good Transport



Sh. Sandip Gupta
Vice President (SZ)- NC
M/s. Network Carrying Corporation



Sh. Aradhya Gupta
Executive Member
M/s. IRC (India) Ltd.



Sh. Amarjit Singh Sehgal
Executive Member
M/s. Sehgal Tourist (R)



Sh. Ashwin Agarwal
Executive Member
M/s. Safe & Secure Logistics Pvt. Ltd.



Sh. Dushyant Arya
Executive Member
M/s. Indo Arya Central Transport Ltd.



Sh. Jatin Goel
Executive Member
M/s. Goel Road Carriers



Sh. Kaustubh Mittal
Executive Member
M/s. Sugam Parivahan Ltd.



Sh. Prabhat K Mittal
Executive Member
M/s. Super Sonic Carrier Pvt. Ltd.



Sh. Pranav Arya
Executive Member
M/s. Translogistics India



Sh. Rajinder Agarwal
Executive Member
M/s. APML Mumbai



Sh. Santosh K. Saraf
Executive Member
M/s. Road Cargo Movers Pvt. Ltd.

Honorary Posts



Sh. Pradeep Singal
Chairman
*M/s. GIR Movers
Pvt. Ltd.*



Sh. Mahendra Arya
Co- Chairman
*M/s. Sri Srinivasa
Roadlines*



Sh. Puneet Agarwal
Chairman Technology
M/s Cj Darcl



Sh. Ramesh Agarwal
Chairman - Welfare
and Wellbeing
Committee of Drivers
M/s. APLM Ltd.



Sh. D.P. Agarwal
Chief Patron
*M/s. Transport
Corporation of India*



Sh. Ajay Singhal
Patron
M/s. Om Logistics Ltd.



Sh. K.K. Agarwal
Patron
*M/s. CJ DARCL
Logistics Pvt. Ltd.*



Sh. K.K. Gupta
Advisor
*M/s. Times Logistics
Ltd.*



Sh. M.K. Goyal
Patron
*M/s. Associated Road
Carriers Ltd.*



Sh. Mukesh Haritash
Advisor
M/s. Chetak Logistics Ltd



**Sh. Pawan Kumar
Jain**
Patron
M/s. Safexpress Pvt. Ltd.



**Sh. Roshan Lal
Gorakhpuriya**
Patron
*M/s. CJ DARCL
Logistics Pvt. Ltd.*



Sh. S.N. Arya
Patron
M/s. Translogistics India



**Sh. Sunil Kumar
Jain**
Patron
M/s. NECC Ltd.



Sh. Suresh Bansal
Advisor
*M/s. DHTC Logistics
Ltd.*

AITWA North Zone Committee 2025-27



Sh. KK Nareda
President
*M/s. Shree Vrindavan
Logistic Pvt. Ltd.*



Sh. Pawan Gupta
General Secretary
M/s. Kali Transport



Sh. Kshitij Goel
Treasurer
*M/s. Goyal Road
Carriers Pvt. Ltd.*



Sh. Ashok Gupta
Vice President
*M/s. RCI Logistics
Pvt. Ltd.*



Sh. Ravi Bhandhari
Vice President
*M/s. Sapna Rail TPT
Pvt. Ltd.*



Sh. Anil Havelia
Advisor
*M/s. Essel Transport
Pvt. Ltd.*



Sh. Manish Gupta
Advisor
*M/s. RCPL Logistics
Pvt. Ltd.*



Sh. Sachin Jain
Advisor
*M/s. Jain Carrying
Corporation*



Sh. Subhash Malik
Advisor
M/s. Citizen Carriers



Sh. Ashish Tekriwal
Executive Member
*M/s. Azad Transport
Company Ltd.*



Sh. Ansul Arora
Executive Member
*M/s. AC Services
Pvt. Ltd.*



Sh. Arun Pandit
Executive Member
M/s. Mojo rider Pvt. Ltd.



Sh. Hanit Nijhawan
Executive Member
*M/s. Total Cargo
Express Pvt. Ltd.*



Sh. Manish Gupta
Executive Member
*M/s. Express Roadways
Pvt. Ltd.*



**Sh. Ram Nivash
Goel**
Executive Member
*M/s. Surendra
Transport Corporation*



Sh. Ranbir S Narang
Executive Member
*M/s. Kanpur Delhi
Goods Carriers Ltd.*



Sh. S.K. Bansal
Executive Member
M/s. Prakash Parcel Services Ltd.



Sh. Sachin Bagai
Executive Member
M/s. Nagpur Golden



Sh. Subir Agarwal
Executive Member
M/s. Haryana Freight Carriers Pvt. Ltd.



Sh. Sunil Mani Tripathi
Executive Member
M/s. Supreme Freight Carrying Corp.



Sh. Sunil Sharma
Executive Member
M/s. Apress Logistics India Pvt. Ltd.



Sh. Vivek Agarwal
Executive Member
M/s. SHTC Logistics Pvt. Ltd.

AITWA East Zone Committee 2025-27



Sh. Amarjeet Singh Baweja
President
M/s. NGT Freight Carriers Pvt. Ltd.



Sh. Subash Khandelwal
General Secretary
M/s. Khandelwal Logistics Pvt. Ltd.



Sh. Surrender Khatawat
Treasurer
M/s. Bharat Roadways Transport Ltd.



Sh. Arun Kr. Goel
Joint. Secretary
M/s. Goel Roadways



Sh. Ganesh Kandoi
Vice-President
M/s. Kandoi Transport Ltd.



Sh. Niranjn Kr. Agarwal
Vice-President
M/s. North Bengal Carrying Corporation



Sh. Niranjn Praharaj
Vice-President
M/s. Bhubaneswar Roadlines



Sh. Pramod Kumar Gupta
Vice - President
M/s. EFC Logistics India Pvt. Ltd.



Sh. A.K Hawalia
Executive Member
M/s. All India Road Transport Agency



Sh. Satish Sharma
Executive Member
M/s. Carrying corporation of India



Sh. Sohan Singh
Executive Member
M/s. Aitiana Travels

AITWA West Zone Committee 2025-27



**Sh. Ram Rattan
Agarwal**
President
M/s. Globe Ecologistics



Sh. Deepak Mittal
Gen. Secretary
*M/s. Marcantile Freight
Carri*



Sh. Praveen Somani
Treasurer
*M/s. Inland World
Logistics Pvt. Ltd.*



Sh. Jai Kumar Gupta
Immediate Past
President/Chief Advisor
M/s. Best Roadways Ltd.



**Sh. Madanlal A
Bansal**
Vice President
*M/s. Economic Cargo
Movers*



Sh. Vipul Bansal
Vice President
*M/s. Best Parivahan
Pvt. Ltd.*



Sh. Girish Agarwal
Advisor
M/s. Rahul Transport



**Sh. Kanubhai
Agarwal**
Advisor
*M/s. Vinayak Road
Carriers*



Sh. Mahipal Gupta
Advisor
*M/s. Indian Road
Freight Carrier*



Sh. Rishi Singla
Advisor
*M/s. Jhanu Logistics
Ltd.*



**Sh. Sobhagaya Mal
Kataria**
Advisor
*M/s. Kataria Transport
Company Ltd.*



**Sh. Vijay Kumar
Goyal**
Advisor
*M/s. Shree Roadways
Ltd.*



Sh. Abhishek Dhoot
Executive Member
*M/s. Omkar Global
Logistics Services*



Sh. Amit Gupta
Executive Member
*M/s. Century Cargo
Carriers Pvt. Ltd.*



Sh. Anirudh Gupta
Executive Member
M/s. OTS Logistics Ltd.



Sh. B.N. Gupta
Executive Member
*M/s. Drutgamee Road
Carriers Pvt. Ltd.*



Sh. Balwan Singh Chowdhari
Executive Member
M/s. First Shivam
Cargo Movers



Sh. Parikshit Arya
Executive Member
M/s. Rhenus Logistics
India Pvt. Ltd.



Sh. Pritesh B. Gandhi
Executive Member
M/s. Darshan Roadlines



Sh. Rahul Agarwal
Executive Member
M/s. Girnar Transport
Company Pvt. Ltd.



Sh. Shreyan Agarwal
Executive Member
M/s. Time & Space
Haulers



Sh. Tapan R. Sharma
Executive Member
M/s. Raj Carrying
Corporation

AITWA South Zone Committee 2025-27



Sh. Vinod Arya
President
M/s. Transwell Express
Logistics



Sh. Ajay Bansal
Secretary
M/s. HGTA-Secretary



Sh. B. Satyanarayana
Vice President
M/s. Vizag



Sh. PVR Swamy
Vice President
M/s. Vijayawada



Sh. Prakash Pandey
Vice President
M/s. Karnatka



Sh. Rajender Singh
Vice President
M/s. Cheenai



Sh. S. Sarvanan
Vice President
M/s. Pondicherry



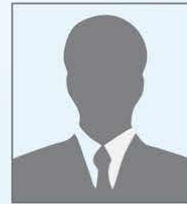
Sh. V.V. Sukesan
Vice President
M/s. Cochin



Sh. B. Somasundaram
Committee Member
M/s. Karnatka



Sh. K. Karthiguyene
Committee Member
M/s. Pondicherry



Sh. L Srinivas Rao
Committee Member
M/s. Vizag



Sh. Prem Kumar
Committee Member
M/s. Cochin



Sh. Ravi Shanker
Committee Member
M/s. Cheenai



Sh. SL Srinivas Rao
Committee Member
M/s. The Vijayawada
Goods Transport
Association

Welcoming the New Members to Our Family

All India Transporters' Welfare Association (AITWA) welcomes you all to the the family. As you are aware that AITWA has been the mouthpiece of over two third transporters, raising various issues to the government authorities/ ministries for the welfare of road transport community, it would like to reiterate the same for your organization too and strengthen the bond of brotherhood within the community. Thank you for choosing and trusting AITWA! Rest assured, we will never let you down!! You will always feel proud to be a member of AITWA!



Sh. Sachin Bahghi
Life Member
(North Zone)
*M/s Nagpur Golden
Transport Pvt. Ltd.*



**Sh. Niranjana Kumar
Agarwala**
Life Member
(East Zone)
*M/s. North Bengal
Carrying Corporation*



**Sh. Premprakash
Gupta**
Life Member
(West Zone)
*M/s. Gupta Home Packers
& Movers Pvt. Ltd.*



**Sh. Satprakash
Gupta**
Life Member
(West Zone)
M/s. PPM Logistics



Sh. Rajkumar Gupta
Life Member
(West Zone)
*M/s. Century Road
Transport Pvt. Ltd.*



Sh. Sudhir Goyal
Life Member
(West Zone)
*M/s. Geetee Carriers
Pvt. Ltd.*



**Sh. Vijay Kumar
Garodia**
Life Member
(West Zone)
*M/s. Anva Logistics
Pvt. Ltd.*



Sh. Amit Gupta
Life Member
(West Zone)
*M/s. Century Cargo
Carriers Pvt. Ltd.*



Sh. Deepak V Gupta
Life Member
(West Zone)
*M/s. Bombay Goods
Freight Carriers*



Sh. Bhavik Madiar
Life Member
(West Zone)
*M/s. Safetrans
Multimodal Pvt. Ltd.*



**Sh. Balwan Singh
Choudhary**
Life Member
(West Zone)
*M/s. 1st Shivam Trans
Movers Pvt. Ltd.*



Sh. Ravi Agarwal
Life Member
(West Zone)
*M/s. Nirvaan Infracom
Pvt.Ltd.*



**Sh. Hanuman Prasad
Swamidas Agarwal**
Life Member
(West Zone)
*M/s. Shiv Shakti Logistics
Pvt. Ltd.*



**Sh. Jatin Satyanarayan
Agarwal**
Life Member
(West Zone)
*M/s. Agrawal Roadlines
Pvt. Ltd.*



Sh. Pranav Goel
Life Member
(South Zone)
*M/s Smartshift Logistics
Solutions Pvt. Ltd.
(Porter)*



**Sh. Anjani Kumar
Agarwal**
Life Member
(South Zone)
*M/s. DRS Dilip
Roadlines Limited*



**Sh. Subash Chand
Khandelwal**
Life Member
(South Zone)
*M/s Khandelwal Logistics
Pvt. Ltd.*

A New Looked AITWA with a Whole New Leadership

Shri Ashok Goyal - National President

All India Transporters' Welfare Association (AITWA) has elected a new National President for the upcoming 2 years, 2025-2027. He is none other than Sh. Ashok Goyal.

With nearly four decades of experience in the logistics industry, he has built a diverse and robust career. He stepped into the Road Transport Sector in 1984 with a humble background. Over the years, Ashok Ji's journey kept on diversifying and today he has a presence in various verticals of EXIM logistics, including customs clearance, freight forwarding, bonded and general warehousing, and multimodal logistics via road, rail, and coastal shipping. Recently, his company – BLR Logistiks (I) Ltd. – ventured into the express parcel service sector too. This wing is introduced to provide swift and reliable delivery solutions through air and road modes.

However, Ashok Goyal ji's core interest and expertise lie in crafting cost-effective logistics strategies, particularly in EXIM cargo, where he and his company specialize in minimizing clients' demurrage and detention charges with shipping lines.

His extensive experience along with the commitment to serve customers flawlessly ensures that patrons receive tailored logistics solutions, which drive efficiency and cost savings across the supply chain.

In his inaugural speech as National President of AITWA, he expressed his heartfelt gratitude to the members. He promised to put his best foot forward for the trust reposed on him and justify his role. He assured to be the torch bearer of AITWA's legacy and vowed to take AITWA to the next level. Before signing out, Sh Ashok Goyal ji also encouraged fellow members to use ADAS, advanced technologies, and cameras, which can play a significant

role in reducing accident rates and streamlining on-road interactions with RTOs.

AITWA believes, under his leadership, the never-ending list of transporters' issues will be cut short/ resolved for the larger benefit of the entire transport community.

Shri Anjani Agarwal – Executive President

Shri Anjani Kumar Agarwal (A.K. Agarwal), CEO and Managing Director of DRS Dilip Roadlines Ltd. is a man of boundless energy and dynamism. Meeting challenges and delivering solutions for challenging assignments are his key strengths. A management graduate, his passion for learning is immaculate, therefore he often attends management and personality development programs, which he believes, update him on the latest trends in the market.

A.K. Agarwal ji is adept at marketing guru to the core and had pioneered an international standard school in Hyderabad, a vision that he cherished from his youth. After initial hiccups and hassles and umpteen hurdles, he successfully established a truly international model school that has many a first to its credit.

Known for blending contemporary ideas with conventional wisdom, he dedicates his success to his belief: The price of greatness is the responsibility, and one needs to love what he does or do what he loves. He also believes 'the highest reward for a person's toil is not what they get for it, but what they become by it.'

Shri Agarwal has a dual role in taking full control of DRSIS and the marketing division of DRS Group. He thinks that a busy man always finds time and should not shirk work attributing to lack of time. He believes that one cannot escape the responsibility of tomorrow by evading it today.

AITWA is eagerly looking forward to

him implementing his blend of ideas which is a mix of contemporary and conventional ideologies, and hopes these will boost the transport sector as a whole.

Shri Abhishek Gupta – National General Secretary

Shri Abhishek Gupta is vastly experienced personnel in India's trucking & logistics landscape. With around twenty years of experience, he is an asset any welfare association would like to encash. His strategic moves coordinated with the action plan help in addressing challenges that come along the way while operating in a difficult geography like India. A technology-driven logistics persona, he has not only been advocating the utilisation of technology in the logistics domain but is actively involved in increasing the implementation of technology in this space. His own company, Prakash Parcel Services Limited, is known for it and he is ensuring others too adapt to it and move on to experience a seamless transition.

Shri Gupta has been very vocal, at different forums, about the need to differentiate between errors & evasion in the E-way bill system, since its inception. After all, an error in the E-way bill can lead to 200 per cent of the tax amount which is a huge loss for any business entity, especially when taxes are paid.

Alumni of Champion School, Mumbai, HR College of Commerce & Economics, Mumbai and SP Jain Institute of Management & Research (SPJIMR), Shri Abhishek Gupta is an out-and-out Bombayite, who believes networks work which helps to grow!

Shri Abhishek Gupta has been impressive in the role of General Secretary at AITWA for the last two years and previously as a Joint Secretary at AITWA. This time also, members are expecting him to do more for the sector.



Nothing's
too far

Our new visual identity. Symbolising our lasting commitment.

With over two decades of moving goods across India, Maa Annapurna Transport Agency has been commonly referred as MATA by all our stakeholders including clients, vendors & well-wishers. Our identity is now a reflection of MATA.

The new identity is driven by the belief that 'Nothing is too far'. Committed to partner organisations in achieving their aspirations, take up every challenge, crossing every terrain and enabling them to reach the distance, MATA is gearing up to welcome a brighter, more audacious future.



2 Decades



350
branches



400 owned
vehicles



2000 people



1.5+ million sq ft
of warehousing
space across
India



25+ hubs



400+ loadings
per day pan
India



20000+ packages
delivered daily

Maa Annapurna Transport Agency Pvt limited , Hi-Tech Chambers, 5th Floor 84/1B,
Topsia Road (South), Kolkata - 700 046, India. P : +91 7890744444, 7890844444, 7890944444.
F: (033) 22851286. E: corporate@matagroup.in

www.matagroup.in

Challenges on Roads to Maha Kumbh Mela

Roads leading to the world's largest religious gathering, Maha Kumbh Mela, in Uttar Pradesh's Prayagraj were overwhelmed with traffic. This resulted in several traffic jams across Uttar Pradesh.

World's biggest traffic jam: 300 km congestion choke roads to Maha Kumbh

Traffic congestion was observed in neighbouring states as well. In Madhya Pradesh, on February 9, a stretch covering 300 kilometres was blocked for thousands of pilgrims travelling from the state. Not only this but due to the immense buildup of vehicles, local authorities in Madhya Pradesh had to halt traffic in several districts, compelling many to spend hours stranded on the roads. On February 8, the situation had already begun to deteriorate, prompting police to stop vehicles in various areas to prevent further overcrowding.

In specific responses, police in Katni district made public announcements about traffic halts extending until Monday. Meanwhile, Maihar Police advised motorists to head back towards Katni and Jabalpur for refuge.

Eyewitness accounts and numerous social media posts depicted extensive lines of cars and trucks stuck, particularly along a 250 km stretch leading up to the MP-UP border at Chakghat in Rewa district. Commuters expressed frustration online, with one noting a 15-kilometre jam and a slow pace of approximately 5 kilometres in 5 hours, leading some to miss flights and endure additional expenses.

Eyewitness accounts and numerous social media posts depicted extensive lines of cars and trucks stuck, particularly along a 250 km stretch leading up to the MP-UP border at Chakghat in Rewa district.

Inspector General of Police (Rewa zone) Saket Prakash Pandey noted that the traffic situation might take a few days to resolve, mentioning ongoing coordination with the Prayagraj administration to manage vehicle movement.

The Rewa district administration acknowledged the sustained influx of pilgrims and vehicles, leading to further stops along the route to manage the crowd effectively. They, along

with local BJP leaders, have called on community members to assist the pilgrims with food, accommodation, and other necessities during this challenging time.

As the authorities work to alleviate the congestion, they are also ensuring that those stuck in traffic have access to essential services.

Truck and minibus collided, killing 7 Maha Kumbh devotees

Seven persons returning from the Maha Kumbh in Prayagraj to Andhra Pradesh were killed when their minibus collided with a truck in Madhya Pradesh's Jabalpur district on February 11 morning, an official said.

The incident occurred around 9 am, when a minibus, travelling on National Highway 30, collided with a speeding cement truck coming from the opposite direction. The crash, which happened approximately 50 km from Jabalpur, left the minibus shattered, resulting in the deaths of seven passengers, all residents of Andhra Pradesh.

Additional Superintendent of Police





aitwa
Highway
Heroes+

Powered by **LAWYERED**

आप देश सम्भालो आपकी दुनिया हम सँभाल देंगे

मुख्य लाभ



- ₹5 लाख का दुर्घटना/आकस्मिक मृत्यु कवरेज।
- स्थायी पूर्ण विकलांगता बीमा राशि ₹5 लाख
- स्थायी आंशिक विकलांगता बीमा राशि तक
- दुर्घटना होने पे अस्पताल में भर्ती होने पर ₹1.5 लाख तक का कवरेज ।
- अस्थायी पूर्ण विकलांगता प्रति सप्ताह एसआई का 1% (5000 रुपये तक), अधिकतम 100 सप्ताह तक
- 24/7 हेल्पलाइन: सड़क पर उत्पीड़न के मुद्दों और आपातकालीन - एम्बुलेंस जैसी सेवाओं के लिए।
- 24x7 हेल्पलाइन: अधिकारियों द्वारा उत्पीड़न (सरकारी विभाग, RTO, पुलिस आदि) में सहायता, चोरी व दुर्घटना के समय कानूनी सहायता एवं वकील /advocate प्रदान करना।
- ड्राइवर शिविर (जैसे स्वास्थ्य, नेत्र शिविर), कानूनी, व्यक्तिगत स्वच्छता, सरकारी नीतियों और सामाजिक कल्याण कार्यक्रमों आदि पर व्हाट्सएप शैक्षिक अभियान आयोजित करना।



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



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

(ASP) Suryakant Sharma said, "The truck, laden with cement, was heading on the highway from the wrong side, and collided with a Traveller five kilometres before Thana Sihora. Seven persons died on the spot, while several others were trapped inside the mini-bus. Following the accident, the collector and Jabalpur's superintendent of police left for the accident site."

"The identities of the deceased are yet to be ascertained, and further details will be provided once they are identified," he added.

Jabalpur Sub-Divisional police officer (SDPO), Parul Sharma said, "The vehicle had an Andhra Pradesh registration, and all those on the bus were from that state. Another vehicle, which was travelling directly behind the bus, also collided but its passengers survived as the vehicle's airbags deployed."

"Some passengers from the second vehicle sustained injuries and have been taken to Sihora Hospital and Medical College for treatment," SDPO Sharma added. She further said that the truck involved in the accident was carrying cement, and the crash occurred on a bridge. Rescue operations are still ongoing.

The accident took place on the same stretch that witnessed a massive traffic jam over 25-30 kilometres for the last three to four days. The traffic snarl in Rewa, which is just 90 kilometres from Prayagraj in Uttar Pradesh, spread into neighbouring Katni, Satna and Jabalpur districts as well.

Sources informed that the traffic jam had eased through the intervening night of Monday and Tuesday. On Monday, Madhya Chief Minister Mohan Yadav asked officials and BJP workers to provide relief to those affected.

"A large number of devotees from the state and other regions travelling to Prayagraj Mahakumbh 2025 are



"A large number of devotees from the state and other regions travelling to Prayagraj Mahakumbh 2025 are facing traffic disruptions from Chak Ghat in Rewa to Jabalpur, Katni, and Seoni, leading to road blockages. Many of the vehicles include elderly people, women, and children," Yadav said in a post on X

facing traffic disruptions from Chak Ghat in Rewa to Jabalpur, Katni, and Seoni, leading to road blockages. Many of the vehicles include elderly people, women, and children," Yadav said in a post on X.

All district and urban body officials in the affected areas have been directed to immediately ensure basic facilities such as food, water, accommodation, toilets, and other civic amenities for the devotees and all affected individuals, the CM added. He also

asked devotees to cooperate with the administration to manage the situation effectively, Yadav said.

Bus returning from Maha Kumbh rams into truck in Rajasthan

On February 13, 2025, a bus carrying 57 Maha Kumbh pilgrims rammed into a truck on the Delhi-Mumbai Expressway here, killing 3 people and injuring 2, police said.

The pilgrims were returning to Madhya Pradesh's Mandsaur after attending the Maha Kumbh in Uttar Pradesh's Paryagraj.

The incident happened at around 6.30 am when the bus rammed into a truck which was parked on the side of the road near Karodia village in Kota district, Assistant Sub-Inspector Hariraj Singh said.

MP native Kishorilal (60), his wife Kailashibai (54) and Ashok died on the spot while Chamanlal and Parvati sustained injuries, he said, adding that other passengers were safe.

It is suspected that the accident happened as the driver dozed off while driving. He fled from the scene after the mishap, the ASI added.

The bodies have been sent for post-mortem, he said, adding that the injured are undergoing treatment at Kota's MBS hospital.

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Improving Road Safety: Technology and Infrastructure

Road safety is a pressing global concern, and for India, it remains one of the most significant challenges. Over 1,82,000 lives are lost annually in road accidents, making it essential to explore innovative solutions to reduce these numbers. This article examines strategies to enhance road safety through technology, infrastructure upgrades, behavioural changes, and effective enforcement.

Enhancing Road Safety in India

Enforcement: Strengthening laws and their implementation

Technology: Innovative tools and systems to improve safety

Behavioural Changes: Encouraging safer practices among road users

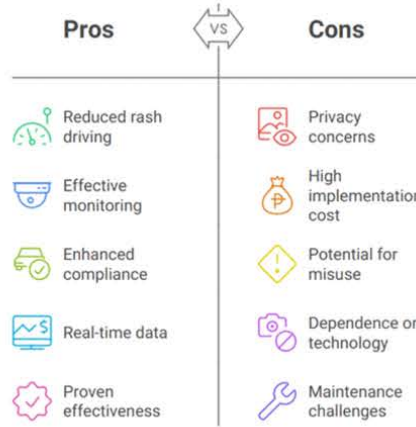
Infrastructure: Upgrades to road systems and structures

Leveraging Technology for Safer Roads

The Role of Surveillance and Data Adoption of technology is one of the most promising means to enhance road safety. Speed cameras, AI-driven traffic monitoring systems, and digital enforcement platforms such as Vahan Sarthi and E-Challan have already proven to be effective. Surveillance cameras installed in high-risk areas during 2018 and 2019 helped reduce rash driving incidents considerably.

Surveillance and Data in Road Safety

These technologies, in addition to VLTs, are revolutionizing road safety through the real-time monitoring of vehicle location, driver behaviour, speed, and other critical parameters, thereby promoting consistent compliance with traffic laws and deterring reckless driving. **Data-Driven Insights** The power of



data cannot be overstated. Accurate accident data collection helps authorities understand the underlying causes and prevent future tragedies. Platforms such as Vahan Portal and M Parivahan integrate data on various factors, making road safety initiatives more efficient. However, data from the road network shows that 68% of fatalities involve vulnerable road users such as pedestrians, cyclists, and two-wheeler riders, highlighting the urgent need for improved infrastructure and public awareness.



Promoting behavioural Change

Public Awareness Campaigns:

While technology and infrastructure improvements are vital, changing driver behaviour is equally crucial. Public awareness campaigns can play a transformative role. Drawing inspiration from successful programs like the Swachh Bharat Abhiyan, we need campaigns emphasizing seat

belts, helmets, and obeying traffic laws.

One disturbing trend is that 55,000 deaths annually are caused by not wearing helmets, while seat belt usage has similarly contributed to thousands of fatalities. For instance, had industrialist Cyrus Mistry worn his seat belt during an accident, he might have survived. The government has already implemented stricter seat belt laws, mandating seat belts for both front and rear passengers. Increasing awareness around these rules can prevent thousands of deaths.

Protecting Vulnerable Road Users:

Pedestrians and two-wheeler riders are disproportionately affected by accidents. Unsafe road-sharing practices, such as encroachments on footpaths and the absence of dedicated lanes for cyclists, increase risks for these vulnerable groups. Dedicated pedestrian walkways, cycling lanes, and improved vehicle design (such as airbags) are critical to reducing injuries and fatalities.

Enhancing Infrastructure Addressing Design Flaws Inadequate road design, poor signage, insufficient lighting, and flawed traffic control measures are major contributors to accidents. It's crucial that road safety audits be conducted at every stage of a project—design, construction, and operation—to ensure infrastructure meets safety standards. This principle of "forgiving roads," where roads and infrastructure are designed to "forgive" human errors, should guide future planning.

One example from the National Highway Authority of India (NHAI) demonstrates the importance of comprehensive audits. NHAI has mandated road safety audits for all

highway projects, checking for potential hazards like blind spots, improper signage, or unsafe intersections. A recent audit of 1,46,000 KM of across India's highways, identified 13,795 blind spots (accident-prone areas), of which around 5,000 have already been rectified, with plans to address remaining issues by 2026.

The 4 E's of Road Safety:

1. Engineering: Safe road design, effective signage, and improved traffic management are essential.

2. Education: Public education campaigns targeting drivers, pedestrians, and cyclists can build awareness of road safety risks and responsibilities.

3. Enforcement: Consistent enforcement of traffic laws, supported by technologies like speed cameras and VLTDs, is essential.

4. Emergency Response: A coordinated emergency response system during the "golden hour" can significantly reduce fatalities. The Ministry has launched a ₹25,000 reward scheme for individuals who save lives by transporting accident victims to hospitals.

The Future of Road Safety: Smart and Safe Roads

Adopting Smart Technologies:

The future of road safety lies in integrating smart technologies like

Advanced Traffic Management Systems (ATMS), AI-powered traffic solutions, and predictive modeling for real-time traffic monitoring and accident prediction. These innovations can help optimize traffic flow, prevent accidents, and respond to emergencies more efficiently. In fact, recent initiatives to integrate electronic braking systems in trucks and fatigue detection devices in buses are expected to reduce incidents caused by driver fatigue or speeding.

The National Highways Authority is also working on advanced vehicle road safety audits to ensure that highways are not only efficient but also safe for all types of vehicles.

Building a Culture of Safety

Road Safety in Schools and Communities:

One critical area that can significantly reduce accidents is educating the younger generation. Schools play a pivotal role in shaping future drivers and pedestrians. By integrating road safety education into the curriculum for students in Grades 5 to 12, we can build long-lasting awareness. Additionally, programs involving social organizations and NGOs can help in spreading the message further, particularly in rural and underserved areas. In line with this, Shankar Mahadev's road safety musical initiative in "SADAK SURAKSHA ABHIYAN" is an excellent example

of using culture to teach road safety, and it can be adopted in schools to engage children in fun yet educational ways.

Future of Road Safety: Technologies and Education

Smart Technologies:

• Advanced Traffic Management Systems:

• AI-powered Solutions

• Predictive Modeling

• Electronic Braking Systems

• Fatigue Detection Devices

Safety Culture:

• Road Safety Education

• Community Involvement

• Cultural Initiatives

Conclusion:

A Collaborative Effort Improving road safety requires collective action from all sectors of society. Government initiatives, technological innovations, infrastructure improvements, and public awareness all play vital roles in saving lives. However, changing behaviour—both at the individual and institutional level—is equally crucial. As we move forward, India must place a renewed emphasis on safety, ensuring that roads become safer spaces for all users. Together, we can pave the way for a future where road safety is not just a matter of policy, but a shared responsibility across every level of society.

x



*To be blind does not mean
to be in darkness.*

Brahma Kumaris

Toll Gates in Odisha to detect uninsured vehicles, issue e-challans, check details



Now Toll Gates in Odisha will detect uninsured vehicles and issue e-challans. The State Transport Authority issued a notification in this regard on January 18, 2025.

The authority stated that if you don't have insurance of your vehicle, it will be automatically detected when you will cross toll gates in Odisha. Once the automated system of the Toll Gate detects that you does not have a valid insurance, the system would send an e-

challan to the owner of the vehicle. In case of non-payment of the fine, prescribed legal actions will be taken.

This rule will be implemented in all the 22 toll plazas in the state including Bhubaneswar from February.

The State Transport Authority has decided to take action against the violators of the law who are driving vehicles without valid insurance as per the Motor Vehicles Act.

According to Section 146 of the Motor Vehicles Act, it is mandatory for the driver to have his motor vehicle

properly insured. Violation of this is punishable with a fine of Rs 2,000 or imprisonment for a term which may extend to 3 months as per Section 196.

In case of repeated violation of the law, a fine of Rs 4,000 or imprisonment for a term which may extend to 3 months is punishable with both.

It has been observed that many private as well as commercial vehicles are violating the rules and are not insuring their vehicles. Hence, at the time of accidents, the victims are failing from getting insurance money. The

It has been observed that many private as well as commercial vehicles are violating the rules and are not insuring their vehicles. Hence, at the time of accidents, the victims are failing from getting insurance money. The government has expressed its displeasure over this

government has expressed its displeasure over this. Keeping this in mind, the government has decided to take action against the violators of the rules.

Earlier, the violators of permits, fitness, and tax were being identified through e-detection at the toll gates. Now, this will also be applicable for uninsured vehicles.

Therefore, the State Transport Authority has instructed vehicle owners to immediately get their vehicles insured if that does not have a valid insurance to avoid getting caught at Toll Gates.

Dwell Time Performance (January 2025): PAN India



Pipavav	
Import	Export
59.9	113.8

Hazira	
Import	Export
29.6	110.8

Mundra	
Import	Export
26.1	106.2

Nhava Sheva (JNPA)	
Import	Export
22.6	77.2

Kandla	
Import	Export
24.7	85.4

Tuticorin	
Import	Export
27.3	69.4

Kochi	
Import	Export
37.5	101.0

New Mangalore	
Import	Export
97.3, 47.0*	71.4, 50.7*

Kattupalli	
Import	Export
64.1	131.9

Ennore	
Import	Export
38.0	108.6

Chennai	
Import	Export
41.1	81.1

Kolkata	
Import	Export
44.8	88.8

Visakhapatnam	
Import	Export
64.9	91.6

Haldia	
Import	Export
71.8	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

Union Budget 2025: Key Updates for Commercial Vehicle Industry

With a solid budgetary outlay for capital expenditures of Rs 11.2 lakh crore in FY2026 compared to Rs 10.2 lakh crore in FY2025, the Union Budget 2025 announced on February 1, implied a growth of 10.1% YoY. Given that India's economic growth and development depend heavily on infrastructure investment, the development seems significant.

An economy's infrastructure, which includes roads, highways, railroads, airports, ports, and urban development, serves as its backbone by boosting industrial activity, improving connectivity, and reducing logistics costs. It also drives the demand for automobiles, including commercial vehicles, construction equipment, and related products.

The PLI Auto scheme consists of 2 parts – the Champion OEM incentive program for all segments of battery electric vehicles and hydrogen fuel cell vehicles, and the Champion component incentive program for high-tech and high-value components. As per the latest union budget, the Indian government has set aside Rs 2,819 crore for the production-linked incentive (PLI) program for automobile and auto parts in the fiscal year 2026.

In the fiscal year 2025, the government had initially allocated a substantially greater sum of Rs 3,500 for the scheme. However, the revised budget estimate for the year is Rs 347 crore, reflecting the delay in the scheme's incentive payments. While incentives for other AAT products range from 8% to 13%, incentives for hydrogen fuel cell and electric vehicle components range from 13% to 18%.

Leaders in the Indian commercial vehicle sector have praised the Union Budget 2025–26 for its emphasis on advancing domestic manufacturing,

developing clean technologies, and fortifying India's electric vehicle ecosystem. The budget's all-encompassing strategy covers many related areas, from direct support for EV production to more economic measures that may increase demand for automobiles.

In addition to supporting local production of motors, controllers, and other essential components, the union budget included a customs duty exemption on 35 capital goods for EV battery manufacturing as part of a comprehensive Clean Tech manufacturing support package.

Commenting on the budget 2025, Dheeraj Hinduja, Executive Chairman, Ashok Leyland, stated, “The Finance Minister has presented a clear, growth-driven budget that aligns with the Prime Minister's vision of fostering a competitive and resilient India with inclusive growth by investing in people, economy and innovation. The budget prioritises extensive national infrastructure development and accelerates the digitisation of the economy. Continuous government investments in infrastructure are set to fuel sustained economic growth,” reported Trucks Dekho.

He added, “Additionally, the government's strong commitment to green mobility is expected to create new avenues for innovation and growth across the country. The launch of the National Manufacturing Mission will support the sector by providing crucial policy backing, execution plans, and a governance and monitoring framework.”

“With strategic investments in skilling, digitisation, healthcare, education, agriculture, and electrification, the budget aims to shape India's economic trajectory in the years ahead. Furthermore, it reinforces our commitment to clean energy vehicles, contributing to a greener, cleaner future

as part of the national mission to achieve net-zero carbon emissions.”

Anish Shah, Group CEO and MD, Mahindra Group, stated, “We commend the 2025 Union Budget for its continued support of robust consumption growth through changes in the tax structure, effectively placing more disposable income in the hands of the Indian consumer. This will encourage private sector capex to move in a positive direction.”

“The theme of “Make in India for the world” remains a key focus in this budget, with efforts to reduce India's manufacturing costs poised to significantly enhance the country's global competitiveness. In addition to providing an immediate stimulus for demand and growth, the budget emphasises long-term growth through substantial infrastructure investments and a strong focus on innovation.”

“Lastly, the theme of inclusive development, with a strong emphasis on MSMEs, agriculture, and skilling, aims to create a resilient ecosystem that will drive economic growth and help achieve the Viksit Bharat Goals by 2047.”

Similarly, Girish Wagh, Executive Director, Tata Motors, stated, “The union budget 2025 lays out a clear roadmap for long-term transformation, driving India closer to its vision of a ‘Viksit Bharat’ with progressive policies and reforms that foster modernisation, economic growth, and inclusive development. The continued allocation of over Rs. 11 lakh crore in capital expenditure, alongside targeted initiatives to boost consumption, support ‘Make in India’, and promote agricultural growth, is set to create a more dynamic economic environment.”

He continued, “The removal of basic customs duties on key materials for battery manufacturing is a strategic move to boost domestic

EV production, foster a sustainable ecosystem, and drive India's transition to a greener economy. As infrastructure projects gain momentum and consumption pick up, improved roads, connectivity, and logistics will undoubtedly drive increased demand for freight and commercial transport solutions driven by both domestic demand and broader economic recovery.”

Speaking about the union budget for financial year 2026, Vinod Aggarwal, MD and CEO, VECV, noted, “The introduction of the National Manufacturing Mission and the emphasis on Clean Tech Manufacturing, including National Critical Minerals Mission, particularly for EV batteries, motors, controllers, and high-voltage transmission equipment, will provide a significant boost to 'Make in India' efforts.

“Furthermore, adjustments in GST rates, incentives for electric vehicle adoption and import duties on components will reshape the industry's landscape. Increased allocations for infrastructure development, particularly in roads and transportation, will directly fuel demand for commercial vehicles. Additionally, budgetary provisions for working capital support, technology upgradation funds, and easier credit access will play a crucial role in strengthening the MSME ecosystem, ensuring its long-term growth and sustainability.”

Devendra Chawla, MD and CEO, GreenCell Mobility, stated, “We applaud the Government of India for its steadfast commitment to advancing the EV sector and fostering a sustainable future. The set-up of the National Manufacturing Mission and exemption on capital goods will accelerate domestic clean tech manufacturing, enhance EV battery production, and strengthen India's renewable energy ecosystem. A robust EV infrastructure is crucial for industry growth and

seamless integration of electric mass mobility.”

“Additionally, the government's focus on connectivity and tourism infrastructure, along with income tax relief, will boost economic activity by increasing disposable income for the middle class. These initiatives will encourage more people to explore new destinations while choosing sustainable and eco-friendly transportation options like our NueGo service. At GreenCell Mobility, we remain committed to supporting India's sustainable development goals by driving the future of electric mass mobility and contributing to a greener, more connected nation.”

Satyakam Arya, Managing Director and CEO, Daimler India Commercial Vehicles, commented, “The Union Budget 2025-26 will be a game changer for India and the mobility sector in particular, helping us become a global leader in EV manufacturing and sustainable transportation. The decision to fully exempt 35 capital goods essential for EV battery manufacturing from Basic Customs Duty (BCD), along with complete tax exemptions on critical materials such as Lithium and Cobalt, will dramatically reduce production costs and foster a more robust local supply chain.”

He further added, “This emphasis on localising battery production will create technological advancements and generate more jobs. Together with the new income tax slabs, we expect higher disposable incomes and more discretionary spending power – two factors that will positively impact the overall economy. Also, with mining identified as one of the six domain areas for transformative reforms and the introduction of the State Mining Index, we see major growth potential for the sector in the coming years. The allocation under the National Critical Minerals Mission will also enhance

domestic production, and technology development and create a skilled workforce. Given DICV's strong commitment to sustainability, we particularly welcome and appreciate the Government's forward-thinking vision.”

Sudhir Mehta, Founder, EKA Mobility, commented, “We commend the government's forward-thinking budget, which emphasises sustainability, innovation, and domestic industrial growth. The Union Budget 2025 announcements underline the commitment to creating an environment that fosters economic growth while addressing major issues in the clean energy and mobility sectors. The Finance Minister's initiatives, including the National Manufacturing Mission and strategic exemptions on critical minerals for EV battery production, are crucial steps toward strengthening the cleantech ecosystem.”

He added, “Importantly, the budget exempts 12 more minerals, cobalt powder, lead, zinc, lithium-ion battery trash, and other essential inputs from Basic Customs Duty (BCD). There has also been a noticeable increase in the manufacturing of 35 new EV capital products. These programs demonstrate a strong commitment to sustainability, innovation, and greater industrial competitiveness, setting the framework for transformative progress in a variety of critical sectors.”

“The nation's energy revolution will be dependent on funding for small modular reactors and the government's target of 100 gigawatts of nuclear power by 2047. Long-term growth can be solidified by financial agreements that allow governments to expand their borrowing capacity, as well as indirect taxation initiatives targeted at increasing domestic value creation. The Budget 2025 accelerates the transition to a more sustainable and environmentally conscious future.”

X

"Wake up determined, go to bed satisfied" - Dwayne 'The Rock' Johnson

Smart Freight Centre India Conducted a Workshop on Zero Emission Trucks



As part of its nationwide initiative to promote the adoption of ZETs (Zero-Emission Trucks) in India's medium and heavy-duty truck industry, Smart Freight Centre India held a workshop on zero-emission trucks, reported Trucks Dekho. The workshop was supported by the EV Accelerator Cell of Kerala State Electricity Board Limited (KSEBL). Let's explore the vision of implementing ZETs in India.

According to the Smart Freight Centre India (SFC), this workshop was part of a pan-India campaign under NITI Aayog's e-FAST project, which aims to improve regional ecosystem readiness through curated knowledge-sharing and discussions on Zero Emission Trucks. e-FAST stands for electric freight accelerator for

sustainable transport, representing the country's first national freight platform dedicated to accelerating freight electrification.

The most recent workshop on zero-emission trucks addressed issues like operational and technical aspects, developments in the global ecosystem, e-truck initiatives from the Government of India, opportunities for city-level ZET adoption, operational risks, and deployment of SOPs.

SFC India worked with GIZ as a knowledge partner to conduct this workshop and improve Kerala's sustainable logistics ecosystem. It brought together important stakeholders from various ecosystems to talk about opportunities, problems, and workable solutions for quickening the adoption of ZET.

Considering the need for the electrification of the Indian freight transportation sector, many stakeholders have taken bold steps to accelerate the adoption of zero-emission trucks. Since over 40% of CO2 emissions are associated with road transport dominated by the trucking industry, it is essential to transition to more eco-friendly mobility options.

At present, the major obstacle in the journey towards ZETs is the infrastructure deficit with a lack of charging stations on the route. NITI Aayog has already created a ZET policy to boost the adoption of ZETs. Apart from the e-FAST initiative, the programmes like NITI GearShift Challenge initiative can revolutionise the trucking industry by adopting zero-emission trucks.

Ecofuel Starts to Offer Sustainable Fuel Solutions for Heavy Vehicle Market

Ecofuel, one of the leading suppliers of environmentally friendly fuel solutions for the automotive industry, announces its entry into the heavy vehicle market. It is a big step towards its objective of introducing green technologies to transform the transportation sector. Ecofuel has primarily succeeded in the passenger vehicle market, but it is now taking on the fascinating task of offering cleaner, more effective fuel technology solutions to heavy commercial vehicle users.

Because Ecofuel has extensive expertise in reducing emissions and improving fuel economy, its technology should be adopted and have a positive effect on the environment as well as the heavy vehicle sector as a whole. In addition to having low carbon consequences, it is thought that using CNG, LNG, and bio-CNG as conventional fuels will improve operational costs.

But the benefits of every solution that Ecofuel provides go beyond just reducing carbon emissions. In addition to enjoying a calm environment without encroaching on public space with noise, fleet operators will benefit from improved fuel economy and reduced running costs. It is consistent with India's policy to lessen its reliance on imported oil from other countries.

In the realm of eco-friendly transportation facilities, Ecofuel is the company that demonstrated a strong preference for the use of CNG, LNG, and bio-CNG for heavy vehicles as an additional fuel type. As usual, the



company is dedicated to working with different industry stakeholders to improve its solutions for the needs of the sector both now and in the future. For the industry and its business stakeholders, this helps to create a more effective and efficient future.

Virendra Vora, Founder and Chairman, Ecofuel, said, "Expanding into the heavy vehicle sector is a natural progression for Ecofuel as we continue our mission to make the world a cleaner, greener place. Our advanced fuel solutions, including CNG, LNG and bio-CNG, not only reduce emissions but also lower running costs for fleet operators. We are proud to offer solutions that contribute to a more sustainable and eco-friendly future," reported Trucks Dekho.

Since its incorporation in 2003, Mumbai-based Eco Fuel Systems has emerged as a major force in the country's CNG and LPG vehicle conversion market. The company provides state-of-the-art alternative

fuel solutions that meet the strictest requirements for quality, safety, and environmental responsibility.

The only distributor and importer of Lovato Gas SpA LPG, CNG, and LNG kits is Eco Fuel Systems. One of the top global participants in alternative fuel technologies for more eco-friendly mobility is Landi Renzo, S.p. A., a multinational company with its headquarters located in Italy and the Lovato brand.

For two-wheelers, cars, three-wheelers, boats, and commercial vehicles including trucks and buses, Eco Fuel Systems provides all-inclusive solutions. It ensures on-time installations, prompt response times, and continuous support nationwide thanks to a strong after-sales service network and a highly skilled technical staff. The company has established itself as a reliable partner for green vehicle conversions thanks to its commitment to sustainability, customer satisfaction, and cutting-edge technology.

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Euler Motors Collaborates with Tata Power Renewables to Build Fast-charging Infrastructure for Commercial EVs

Euler Motors, one of the leading Indian electric commercial vehicle manufacturers, has announced its partnership with Tata Power Renewables by signing a MoU (Memorandum of Understanding) to establish the fast-charging infrastructure for electric commercial vehicles in India. Accessible charging stations in the country are one of the major challenges in the commercial electric vehicle sector.

With this strategic collaboration, we can expect this major challenge can be addressed. In the presence of Ashish Tandon, Global Head, Customer Excellence at Euler Motors and Virendra Goyal, Head, Business Development-EV Business at Tata Power EV Charging Solutions Limited (TPEVCSL), the MoU was formally signed.

As per the agreement, Euler Motors will provide rent-free sites for the charging stations and Tata Power Renewables will install and maintain fast chargers made especially for the Euler Motors Vehicle's range. This partnership will allow customers of Euler Motors access to Tata Power Renewables' charging network via a smart card system that they can use on their daily trips.

Focussing on Euler Motors HiLoad EV, a three-wheeled commercial vehicle that can be fully charged in 30 minutes, is a noteworthy aspect of this collaboration. This partnership is unique since it emphasises the strategic positioning of charging

stations according to fleet duty cycles, which is an important factor for commercial EV operations. Additionally, Tata Power Renewables has promised to adapt chargers to meet

Focussing on Euler Motors HiLoad EV, a three-wheeled commercial vehicle that can be fully charged in 30 minutes, is a noteworthy aspect of this collaboration. This partnership is unique since it emphasises the strategic positioning of charging stations according to fleet duty cycles, which is an important factor for commercial EV operations

increased capacity needs when necessary.

Saurav Kumar, Founder and CEO, Euler Motors, said, "Charging infrastructure is a key ingredient to enable EV adoption, and fast charging is a customer preference as it enables greater on-road time for vehicles, resulting in lower TCO (Total Cost of Ownership) and higher ROI (Return On Investment). This partnership with Tata Power is a step forward in enabling customer confidence in EV

adoption and Euler Products that are uniquely designed with Fast charging options," reported Trucks Dekho.

Based in New Delhi, Euler Motors is claimed to be the only commercial EV manufacturer in India which offers fast charging options for both electric 3-wheeler and 4-wheelers. It focuses on using technological innovation in the electric vehicle market to meet the needs of commercial fleet operators.

The company has manufactured electric vehicles with advanced features like smart networking and rapid charging, especially for the logistics and commercial transportation industries. Its commercial vehicles are built to facilitate the shift to sustainable mobility while satisfying the growing demands of commercial operations.

One of the biggest integrated power firms in India is Tata Power, which is a member of the Tata Group. It was founded in 1915 and works in several areas, including renewable energy, transmission, distribution, and power generation. The company has added wind, solar, and electric vehicle charging infrastructure to its portfolio.

The company oversees EV charging stations and renewable energy projects throughout India through its subsidiary Tata Power Renewables. Tata Power offers charging options for both public and private use and runs a network of electric vehicle charging stations. To increase its network of EV charging stations, the company has partnered with many automakers and fleet managers.



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Kashmiri Gate	: 1564, Main Church Road, Kashmiri Gate, Delhi - 110006	9310659975	23867271	
Kamla Market	: 236, Asaf Ali Road side, Kamla Market, New Delhi - 110002	9350186924	23237429	
Okhla	: F-32/6, Okhla Industrial Estate, Phase-II, New Delhi - 110020	9312103405	26384881	
Okhla Indl Estate	: Shop No.7, Okhla Industrial Estate, Opp. Luxor Pen Company, Near Modo Flour Mill, New Delhi - 110020	9313540025	9990085312	
Noida	: F-62, Sector - 8, Near Dainik Jagran Press, Noida -201301	7838900483	0120-2422180	2422771
Faridabad	: 18/1, Mathura Road, Near Ajrounda Chowk, Faridabad - 121001	9350553301	9717773757	0129-2283542
Gurgaon	: Shiv Ashram Palam Gurgaon Road, Dundaheera Gurgaon - 122016 (Haryana)	8930198012	7995000449	
Gandhinagar	: 1123/55, Multani Mohalla, Gandhi Nagar, Delhi - 110031	8010082244		
Phoolbagh	: WZ-40/7, Phool Bagh, Rohtak Road, New Delhi - 110035	7838900136	28312286,	28312063
Nangloi	: 580/2/2, Goga Marg, Firni Road, Mundka, Delhi - 110041	9312064194	7995000433	
Naraina	: CB/382/11, Indira Market, Ring Road, Naraina, New Delhi - 110028	7995000434	9310657970	
Vishwash Nagar	: 10/127, 18, Quarter Road, Near Radha Krishan Mandir, Viswasnagar, Shahdara, Delhi - 110032	9312099713	7995000479	
U.P.Border	: Rawalpindi Garden, C/2/11, Opp. New Telephone Exchange, P.O.Chikamberpur, U.P.Border - 201 006 (UP)	7995000457		9313544020
Karolbagh	: 949/3, Naiwala, Karol Bagh, New Delhi - 110005	9313834836	7995000429	
Chajjupur	: 12/29, Main Chajjupur Gate, Babarpur Road, Shahadara, Delhi -110032	9350187302	22832404	
Sadar Bazar	: Shop No. 58, New Kutab Road, Sadar Bazar, Delhi - 110006	9350186138	7995000436	
Sanjay Gandhi	: BG-316, Sanjay Gandhi TPT Nagar, Near Delhi Dharam Kanta, Delhi - 110042		27832833	45170449
Kundli	: Shop No.11, Lakhmi Pyau, Kundli Border (Kamla Market) Sonapat (HR) 131028	7995000438	7428388316	9541905794
Rama Road	: 61, Rama Road, Near Bisleri, New Delhi - 110015	9310658047	7995000427	25410794
Manesar	: Shop No.4, Pepsi Dhaba, Near Apna Ghar, Delhi Jaipur Highway, Village Shikhapur, More, Manesar - 122001	7838900139	7995000453	7995000448
G.T.Karnal	: B-96, G.T.Karnal Road, Behind Telephone Exchange, G.T.Karnal Road, Delhi - 110033	9310657964	7995000433	
Narela	: Shop No.22, Chamanlal Market Main, Narela, Alipur Road, Bhorgarh, Delhi - 110040	7995000432	7995000428	
Bawana	: "Plot Khasra No.154/1/3, Opp.Indene Petrol Pump, Outer Firni Road, Pooth Khurd, Bawana Industrial Area, Delhi - 110 039 "	9310655231	7995000425	

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JEM Tez Electric Truck: The 1-tonne LCV that can Revolutionise the EV Sector

The electric commercial-vehicle revolution, with new technologies being introduced, is helping logistics companies expand their fleet operations across different urban applications. The evolution of electric vehicles is also helping small companies expand their business presence and drive significant profit outcomes. While the list of commercial-grade electric vehicles in the Indian market is growing gradually, one of the products that kickstarted this EV revolution in India in the commercial sector is Jupiter Electric Mobility's (JEM) Tez. This is deemed India's first 1-tonne battery-operated high-performance light commercial vehicle. Want to know more about this electric stallion? Here are the details of the JEM Tez, read on:

The JEM Tez electric 1-tonne commercial vehicle was first showcased at the Auto Expo 2023, being one of the main attractions of the motor show. With the unveiling of the Jem Tez, the company asserted that the vehicle is poised to enhance the last-mile operations of businesses that seek efficiency and performance from their trucks. With the unveiling of the Tez, the company was prepared to establish a significant market presence in the commercial vehicle sector. It even said in its release of adding strategic networks for quick and easy service of the Tez trucks in India. These were assured by JEM making the TEZ promising.

Moreover, the JEM Tez showcased at the Auto Expo 2023 came with multiple cool elements that made it a

promising product for the near future. It is propelled by a permanent magnet synchronous motor (PMSM) which is typically known for its reliability and efficiency. The company also claimed it to be a high torque generation-oriented motor that has a smaller frame size and no rotor current. These make it an ideal powertrain solution over the AC induction motors. As for power from this unit, JEM claims an output of 80 kW.

What's more interesting is its lithium-ion titanium-oxide (LTO) battery pack. This Log 9 Rapid X 15000 LTO battery setup is generally known for its efficiency and effectiveness. It is known for its stability under different temperature conditions and since it is not easy to generate lithium dendrites, the discharge voltage is also stable. All-in-all, this battery integration seemed unique at the time of the JEM Tez's unveil and perhaps continues to be to date.

In terms of dimensions, the JEM Tez does not fall short of space onboard. This is thanks to its long wheelbase measuring 2150 mm, also offering sufficient load body space to carry large goods. The 2.2-tonne gross vehicle weight Tez also came with a 1000 kg rated payload capacity. All these figures translate to its capacity to carry large goods with sufficient space. As for dimension figures of the whole truck, the Tez came with a body measuring 3970 mm in length, 1560 mm in width and 1900 mm in height. That's not it, the truck offers a range of 100 km with 20 minutes of charging time. These at the time made sense for last-mile operations. Moreover, the

truck also came with a 28 kWh LFP battery with a 200 km range.

Considering all these aspects, the JEM Tez with LTO can be a game changer for the EV sector which typically offers lithium-ion phosphate batteries onboard commercial vehicles. With just 20 minutes of charging time, enabling a 100 km range, the JEM Tez can take the market by storm, at least that is what the company expects and customers believe.

JEM also asserts that customers will have a seamless experience operating and using the vehicle for the long run. The company stated at the Expo 2023 that the life of the battery is 10-plus years. They assure that the vehicle comes with a buyback of Rs 2 lakhs up until 6 years and that the battery warranty is 5 years. With the launch expected to be soon, JEM says the Tez will be a game-changer in the light commercial vehicle market in India.

The ARAI approval with the respective certification no. AATB 0182 dated May 29, 2024, ensures compliance with the Central Motor Vehicle Rules. This makes the JEM Tez one step closer to being launched in the Indian market. As for the exact date, the company has not announced any particular dates. But, we can expect the launch to be pretty soon. However, this is just a speculation. Nevertheless, when launched, the JEM Tez will be a game changer in the electric commercial vehicle market. All-in-all, the JEM Tez remains a top-notch product for India and the company plans to export the vehicle to expand its presence globally.

x

"Belief creates the actual fact" - William James

सड़क निर्माण की गुणवत्ता

अप्रैल 2014 से दिसंबर 2024 तक लगभग 1,01,900 किलोमीटर राष्ट्रीय राजमार्गों (एनएच) का निर्माण/विकास किया गया है।

राष्ट्रीय राजमार्गों के औसत वार्षिक निर्माण में वर्ष 2004-2014 की तुलना में वर्ष 2014-2024 की अवधि के दौरान लगभग 130% की वृद्धि हुई है।

वर्तमान में, छत्तीसगढ़, राजस्थान और सभी उत्तर-पूर्वी राज्यों सहित पूरे देश में लगभग 32,366 किलोमीटर की कुल लंबाई वाली 1,366 परियोजनाएँ निर्माणाधीन (नियुक्त/शुरू) हैं, जिनमें परियोजना पूर्णता के विभिन्न चरणों में से कोई भी प्राप्त नहीं हुआ है और जिन्हें समाप्त/पहले ही पूरा करने पर विचार किया जा रहा है, उन्हें छोड़कर। इनमें से अधिकांश परियोजनाओं को वित्तीय वर्ष 2028 तक चरणों में पूरा करने का लक्ष्य है।

राष्ट्रीय राजमार्गों पर निर्माण कार्य सड़क और पुल कार्यों और भारतीय सड़क कांग्रेस (आईआरसी) कोड, दिशानिर्देशों और विशेष प्रकाशनों के लिए सरकार द्वारा निर्दिष्ट

गुणवत्ता और सुरक्षा मानकों सहित मानकों के अनुसार किए जाते हैं। ठेकेदार/रियायतकर्ता की यह प्राथमिक जिम्मेदारी है कि वह ऐसे विशिष्टताओं और मानकों का पालन करते हुए कार्यों को निष्पादित करे।

इसके अतिरिक्त, परियोजना चक्र के सभी चरणों, अर्थात् डिजाइन, निर्माण, संचालन और रखरखाव में सड़क सुरक्षा की जरूरत का ध्यान रखा जाता है। यह सुनिश्चित करने के लिए कि डिजाइन सुरक्षा मानकों को पूरा करता है, राष्ट्रीय राजमार्ग सुधार और उन्नयन परियोजनाओं के डिजाइन चरण में सड़क सुरक्षा ऑडिट किया जाता है। निर्माण चरण के दौरान, यातायात के सुरक्षित आवागमन के लिए निर्माण क्षेत्र सुरक्षा उपाय प्रदान किए जाते हैं। संचालन चरण के दौरान, यह सुनिश्चित करने के लिए समय-समय पर सड़क सुरक्षा ऑडिट किया जाता है कि मूल रूप से प्रदान किए गए सड़क सुरक्षा उपाय उचित स्थिति में हैं और यदि कोई हो, तो सुरक्षा उपायों की अतिरिक्त आवश्यकता का आकलन किया जा

सके।

यह सुनिश्चित करने के लिए कि कार्यों को ठेकेदार/कंशेसनर द्वारा निर्धारित विशिष्टताओं और मानकों के अनुसार निष्पादित किया जाता है, सलाहकारों (प्राधिकरण के अभियंता/स्वतंत्र अभियंता) की नियुक्ति की जाती है। निष्पादन एजेंसियों के अधिकारी भी रैंडम आधार पर कार्यों की गुणवत्ता जांच करते हैं। कुछ विशिष्ट कार्यों में, निष्पादन एजेंसियां थर्ड पार्टी गुणवत्ता लेखा परीक्षकों को भी नियुक्त करती हैं। ऐसी जांच/निरीक्षण के दौरान देखी गई कमियों, यदि कोई हों, तो आवश्यक सुधार/पुनर्निर्माण/प्रतिस्थापन के लिए कंशेसनर/ ठेकेदार के ध्यान में लाई जाती हैं।

उपरोक्त प्रक्रियाएँ छत्तीसगढ़ सहित देश के सभी राष्ट्रीय राजमार्ग कार्यों पर लागू होती हैं।

राजस्थान राज्य में जालोर और सिरोही जिलों के मुख्यालयों को मौजूदा राष्ट्रीय राजमार्ग नेटवर्क (एनएच-325 और एनएच-62) से जोड़ा गया है।

नए फास्टैग नियम पर स्पष्टीकरण

फास्टैग नियम में बदलाव के संबंध में कुछ पत्रों में प्रकाशित समाचारों के संदर्भ में भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) ने स्पष्टीकरण दिया है। समाचारों में कहा गया था कि वाहन के टोल पार करने के 60 मिनट पहले से अधिक समय तक और उसके 10 मिनट बाद तक सक्रिय नहीं रहने वाले फास्टैग से लेनदेन को अस्वीकार कर दिया जाता है। इसके संबंध में राष्ट्रीय राजमार्ग प्राधिकरण ने कहा है कि भारतीय राष्ट्रीय भुगतान निगम (एनपीसीआई) द्वारा जारी परिपत्र संख्या एनपीसीआई/2024-25/एनईटीसी/004ए, दिनांक 28.01.2025 का फास्टैग के ग्राहकों पर कोई असर नहीं पड़ेगा।

एनपीसीआई ने यह परिपत्र वाहन के टोल प्लाजा से गुजरने के दौरान फास्टैग की स्थिति पर उसके अधिग्रहणकर्ता बैंक और जारी करने वाले बैंक के बीच विवादों के समाधान की सुविधा के लिए जारी किया है। परिपत्र का उद्देश्य यह भी सुनिश्चित करना है कि फास्टैग से लेनदेन वाहन के टोल प्लाजा से गुजरने के उचित समय के भीतर हो ताकि ग्राहकों को देर से लेनदेन के कारण परेशान न होना पड़े।

सभी राष्ट्रीय राजमार्ग टोल प्लाजा आईसीडी 2.5 प्रोटोकॉल पर काम करते हैं जो वास्तविक समय में टैग की स्थिति बताता है, इसलिए फास्टैग ग्राहक टोल प्लाजा पार करने से पहले किसी भी समय उसे रिचार्ज कर सकते हैं। राज्यों के उच्च पथों पर कुछ टोल प्लाजा अभी

भी आईसीडी 2.4 प्रोटोकॉल पर काम कर रहे हैं, जिन्हें टैग स्थिति के नियमित अपडेट की आवश्यकता होती है। जल्द ही ऐसे सभी टोल प्लाजा को आईसीडी 2.5 प्रोटोकॉल पर स्थानांतरित करने की योजना बनाई जा रही है। फास्टैग ग्राहकों को अपने फास्टैग वॉलेट को ऑटो-रिचार्ज सेटिंग के तहत यूपीआई/करंट/बचत खाते से जोड़ने के लिए प्रोत्साहित किया जाता है, ताकि मैनुअल तरीके से रिचार्ज की आवश्यकता खत्म हो सके। इसके अलावा, ग्राहक टोल पर पहुंचने से पहले किसी भी समय यूपीआई, नेट बैंकिंग और अन्य कई तरह के भुगतान चैनलों का उपयोग करके अपने फास्टैग को रिचार्ज करना जारी रख सकते हैं।

राजमार्ग यात्रा और एनएचएआई वन पहल

सरकार ने नागरिकों के अनुभव को बेहतर बनाने और राष्ट्रीय राजमार्ग परियोजनाओं के निष्पादन में सुधार लाने के लिए 'राजमार्गयात्रा' और 'एनएचएआई वन' लॉन्च किया है।

'राजमार्गयात्रा' मोबाइल ऐप एक नागरिक-केंद्रित मोबाइल ऐप है जिसे राजमार्गों पर नागरिकों के सुगम और बेहतर अनुभव के लिए विकसित किया गया है, जो सूचना को अपडेट करने और शिकायत निवारण की निगरानी के लिए एक वेब-आधारित एप्लिकेशन के साथ एकीकृत है। 'एनएचएआई वन' ऐप राजमार्ग परियोजनाओं की प्रगति की निगरानी करता है, जिससे कृशल प्रबंधन और समय पर निष्पादन सुनिश्चित होता है। दोनों ऐप अलग-अलग उपयोगकर्ता आवश्यकताओं को पूरा करते हैं, 'राजमार्गयात्रा' यात्री अनुभव को बढ़ाने पर ध्यान केंद्रित करता है, और 'एनएचएआई वन' राजमार्ग परियोजनाओं के प्रबंधन को सुव्यवस्थित करता है, जिससे समग्र दक्षता में सुधार होता है और नागरिक शिकायतों और साइट पर परियोजना आवश्यकताओं दोनों का समाधान होता है।

'राजमार्गयात्रा' ऐप राजमार्ग, टोल प्लाजा, पेट्रोल पंप, अस्पताल, चार्जिंग स्टेशन, मौसम अपडेट आदि जैसी आस-पास की सुविधाओं के बारे में जानकारी प्रदान करता है। इससे नागरिक पहले से जानकारी के आधार पर फैसले

लेने और अपनी यात्राओं की प्रभावी ढंग से योजना बनाने में सक्षम होते हैं। ऐप निर्बाध टोल भुगतान के लिए फास्टैग सेवाओं के साथ एकीकृत है और व्यापक पहुंच के लिए बहुभाषी समर्थन प्रदान करता है। सुरक्षित ड्राइविंग आदतों को बढ़ावा देने के लिए, ऐप गति सीमा अलर्ट और आवाज सहायता बढ़ाने की कार्यक्षमता प्रदान करता है। यह प्लेटफॉर्म नागरिकों को राजमार्ग या टोल प्लाजा संचालन, गड़ों और रखरखाव, अनधिकृत कब्जे, सुरक्षा खतरों आदि के लिए जियो-टैग की गई तस्वीरों या वीडियो साक्ष्य के साथ मुद्दों को आसानी से रिपोर्ट करने और अपनी शिकायतों की स्थिति को ट्रैक करने की अनुमति देता है, जिससे राजमार्ग से संबंधित मुद्दों के प्रबंधन में पारदर्शिता और जवाबदेही को बढ़ावा मिलता है।

एनएचएआई वन मोबाइल ऐप एनएचएआई के पांच मुख्य आंतरिक कार्यों का एक मिश्रण है, जैसे कि फील्ड स्टाफ उपस्थिति, राजमार्ग रखरखाव, सड़क सुरक्षा ऑडिट, शौचालय रखरखाव और निरीक्षण के लिए अनुरोध (आरएफआई) के माध्यम से दैनिक निर्माण ऑडिट। एनएचएआई वन ऐप का उपयोग अंतिम मील के आंतरिक हितधारकों जैसे आरओ/पीडी, कंशेसनर/ठेकेदार, ईई/आईई, सड़क सुरक्षा लेखा परीक्षक और टोल प्लाजा पर शौचालय पर्यवेक्षकों द्वारा किया जाता है।

एनएचएआई वन ऐप हितधारकों द्वारा सीधे साइट से राजमार्ग परियोजना प्रबंधन में सुविधा प्रदान करता है। दोनों ऐप से रिकॉर्ड किया गया सभी डेटा जियो-टैग और टाइम स्टैम्प है।

दोनों ऐप राजमार्ग यात्रियों को सुविधा बेहतर बनाने और राष्ट्रीय राजमार्ग परियोजनाओं के निष्पादन और निगरानी में परिचालन दक्षता में सुधार करने में मदद करते हैं।

राजमार्गयात्रा ऐप को गूगल प्ले स्टोर पर 3,48,632 डाउनलोड के साथ 12,000 समीक्षाओं के आधार पर 4.4-स्टार रेटिंग मिली है और एप्ल स्टोर पर डाउनलोड 74,471 हैं। एनएचएआई वन ऐप के लिए आंतरिक हितधारकों की प्रतिक्रिया आम तौर पर सकारात्मक है।

कुछ उपयोगकर्ताओं ने तकनीकी समस्याओं जैसे कि ऐप क्रैश होना और लाइव डेटा अपडेट करने में देरी होना की जानकारी दी। इन समस्याओं को संबंधित डेवलपमेंट टीमों द्वारा समय-समय पर नियमित अपडेट और सिस्टम अनुकूलन के माध्यम से संबोधित किया जाता है।

नागरिकों को बेहतर सेवा देने और राष्ट्रीय राजमार्ग परियोजनाओं के निष्पादन में सुधार लाने के लिए दोनों ऐप्स को उपयोगकर्ता की प्रतिक्रिया के आधार पर लगातार बेहतर बनाया जा रहा है, जिसमें नई सुविधाएँ जोड़ी जा रही हैं।

ब्लाइंड स्पोर्ट्स की संख्या में कमी

सड़क परिवहन और राजमार्ग मंत्रालय में सरकार मुख्य रूप से राष्ट्रीय राजमार्गों (एनएच) के विकास, संचालन और रखरखाव के लिए जिम्मेदार है। राष्ट्रीय राजमार्गों पर कुछ स्थानों को घातक और गंभीर चोटों से जुड़ी दुर्घटनाओं की एक निश्चित संख्या के आधार पर ब्लैक स्पॉट के रूप में पहचाना जाता है। सरकार ने ऐसे ब्लैक स्पॉट पर तत्काल अल्पकालिक उपाय किए हैं, जैसे कि सड़क चिह्नक, साइनेज, क्रैश बैरियर, रोड स्टड, डेलीनिएटर, अनधिकृत माध्यिका खुले स्थानों को बंद करना, यातायात को शांत करने के उपाय आदि। दीर्घकालिक उपाय जैसे कि सड़क ज्यामिति में सुधार, जंक्शन सुधार, कैरिजवे का स्पॉट चौड़ीकरण, अंडरपास/ओवरपास का

निर्माण आदि, स्थायी सुधार उपायों के रूप में साइट जांच के अनुसार ऐसे ब्लैक स्पॉट पर भी किए जाते हैं। राष्ट्रीय राजमार्गों पर कुल 13,795 ब्लैक स्पॉट की पहचान की गई है, जिनमें से 9,525 ब्लैक स्पॉट पर अल्पकालिक सुधार उपाय पूरे कर लिए गए हैं और 4,777 ब्लैक स्पॉट पर स्थायी सुधार पूरे कर लिए गए हैं।

सभी सड़क संबंधी कार्य भारतीय सड़क कांग्रेस के मानकों, दिशानिर्देशों, मैनुअल, अभ्यास संहिता और सड़क और पुल कार्यों के विनिर्देशों के अनुसार किए जाते हैं। डिजाइन, निर्माण, संचालन और रखरखाव चरणों के दौरान आवश्यक सड़क सुरक्षा उपाय किए जाते हैं। इसके अलावा, सड़क सुरक्षा सुनिश्चित करने के

लिए डिजाइन, निर्माण, राष्ट्रीय राजमार्ग परियोजनाओं के पूर्व-उद्घाटन चरण के साथ-साथ मौजूदा राष्ट्रीय राजमार्गों पर सभी राष्ट्रीय राजमार्गों के नियमित सुरक्षा ऑडिट के लिए दिशानिर्देश जारी किए गए हैं। निर्माण की वांछित गुणवत्ता प्राप्त करने के लिए, ईपीसी अनुबंधों में प्राधिकरण अभियंता द्वारा गुणवत्ता नियंत्रण परीक्षणों की 100% जांच, नमूना आधार पर गुणवत्ता जांच, गुणवत्ता के संबंध में अनुबंध/कंशेसन समझौते के प्रावधानों का कड़ाई से कार्यान्वयन, विफलताओं/दोषपूर्ण कार्यों के लिए ठेकेदारों और सलाहकारों पर जुर्माना लगाना आदि जैसे उपाय किए गए हैं।

केंद्रीय सड़क परिवहन एवं राजमार्ग मंत्री ने स्वचालित एवं कुशल मशीन-सहायता प्राप्त निर्माण पर हितधारक परामर्श कार्यशाला को संबोधित किया

केंद्रीय सड़क परिवहन एवं राजमार्ग मंत्री नितिन गडकरी ने कहा, “राष्ट्रीय राजमार्ग हमारी राष्ट्रीय संपत्ति हैं और हमने उनकी गुणवत्ता और सुरक्षा बढ़ाने पर बहुत जोर दिया है। हमने निर्माण की गुणवत्ता बढ़ाने और हमारी प्रणाली में पारदर्शिता बढ़ाने के लिए ठेकेदारों की जिम्मेदारी तय करने के उपाय किए हैं।”

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) द्वारा नई दिल्ली में आयोजित हितधारक परामर्श कार्यशाला को संबोधित करते हुए, गडकरी ने कहा, “प्रौद्योगिकी एक महान सक्षमकर्ता है और स्वचालित और कुशल मशीन-सहायता प्राप्त निर्माण को अपनाया सही दिशा में एक कदम है। हमने लखनऊ-कानपुर एक्सप्रेसवे पायलट परियोजना में सफलता हासिल की है और जल्द ही हम इस तकनीक को अन्य परियोजनाओं में भी लागू करेंगे।”

सड़क परिवहन और राजमार्ग राज्य मंत्री अजय टम्टा अपने संबोधन में ने कहा, “भारत ने विश्व स्तरीय सड़कों और राजमार्गों के विकास में उल्लेखनीय प्रगति की है, जिससे हमारे बुनियादी ढांचे में उल्लेखनीय वृद्धि हुई है। इस परिवर्तन में प्रत्येक हितधारक की महत्वपूर्ण भूमिका है। जैसे-जैसे हम आगे बढ़ेंगे, संसर, उपग्रह और वास्तविक समय की निगरानी जैसी उन्नत तकनीक का लाभ उठाना प्रगति को गति देने के लिए महत्वपूर्ण होगा। निरंतर तकनीकी प्रगति के साथ हम भारत के सड़क बुनियादी ढांचे को दृष्टिकोण 2047 के साथ संरेखित करने और हमारे राष्ट्रीय राजमार्ग नेटवर्क को

विश्व स्तर पर ले जाने के लिए प्रतिबद्ध हैं।” सड़क परिवहन एवं राजमार्ग सचिव वी. उमाशंकर ने कहा, “आज हम जो सड़कें और राजमार्ग बना रहे हैं, वे आने वाले कई वर्षों तक हमारे देश की सेवा करेंगे। इसलिए, निर्माण का समय और गुणवत्ता दो महत्वपूर्ण मापदंड हैं जिन पर हम ध्यान केंद्रित कर रहे हैं। संघनन सड़क निर्माण के महत्वपूर्ण पहलुओं में से एक है और आज उपलब्ध तकनीक हमें संघनन से संबंधित चुनौतियों का समाधान करने में सक्षम बनाती है। मुझे यकीन है कि इस कार्यशाला में विचार-विमर्श से महत्वपूर्ण जानकारी मिलेगी जो हमें राष्ट्रीय राजमार्ग निर्माण को बढ़ाने के लिए एआईएमसी तकनीक को अपनाने में सहायता करेगी।”

एनएचएआई के सदस्य (प्रशासन) विशाल चौहान ने अपने स्वागत भाषण में इस बात पर जोर दिया कि इस हितधारक परामर्श कार्यशाला से प्राप्त इनपुट एआई-एमसी प्रौद्योगिकी को एकीकृत करके पारंपरिक एनएच निर्माण विधियों को डेटा-संचालित दृष्टिकोण में बदलने में योगदान देंगे। साथ ही, एनएचएआई के सदस्य (परियोजनाएं) अनिल चौधरी ने कार्यशाला के दौरान आयोजित हितधारक परामर्श पर संक्षिप्त जानकारी प्रस्तुत की।

‘स्वचालित और कुशल मशीन-सहायता प्राप्त निर्माण’ (एआईएमसी) प्रौद्योगिकी का लाभ उठाकर राष्ट्रीय राजमार्ग निर्माण कौशल को बढ़ाने के लिए, एनएचएआई ने परामर्श कार्यशाला का आयोजन किया,

जिसका उद्देश्य ‘राष्ट्रीय राजमार्ग परियोजनाओं में स्वचालित और कुशल मशीन-सहायता प्राप्त निर्माण (एआईएमसी) को अपनाने’ के लिए हाल ही में जारी मसौदा नीति को बढ़ाने के लिए विचार-विमर्श करना और सुझाव देना था।

हाल ही में, एनएचएआई लखनऊ-कानपुर एक्सप्रेसवे पर एआईएमसी की पायलट परियोजना को सफलतापूर्वक लागू कर रहा है, जिसमें जीपीएस से सहायता प्राप्त मोटर ग्रेडर, इंटेलिजेंट कॉम्पैक्टर और स्ट्रिंगलेस पेवर जैसी स्वचालित और कुशल मशीनों का उपयोग किया गया है। इस परियोजना में प्रदर्शित एआईएमसी की प्रभावकारिता के मूल्यांकन के आधार पर, परियोजना हितधारकों से फीडबैक के साथ और अंतर्राष्ट्रीय दिशा-निर्देशों/विनिर्देशों पर विचार करते हुए, एनएचएआई कुछ और ग्रीनफील्ड एक्सप्रेसवे/एक्सप्रेस-कंट्रोल्ड कॉरिडोर परियोजनाओं के निर्माण के लिए एआईएमसी को लागू करेगा।

मसौदा नीति देश भर में राष्ट्रीय राजमार्ग विकास को बदलने में स्वचालित और कुशल मशीन-सहायता प्राप्त निर्माण के विभिन्न पहलुओं और क्षमताओं को रेखांकित करती है।

सड़क परिवहन एवं राजमार्ग मंत्रालय, एनएचएआई, एनएचएआई डीसीएल, प्रौद्योगिकी प्रदाताओं, रियायतदाताओं, परामर्शदाताओं, मशीन उपकरण निर्माताओं और अन्य हितधारकों के वरिष्ठ अधिकारी भी इस अवसर पर उपस्थित थे।



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प्रयुक्त कमर्शियल वाहन ऋण

- ✓ वर्किंग कैपिटल का लाभ उठाने के लिए मौजूदा फ्री वाहन का उपयोग करें।
- ✓ पेशकशों के विस्तृत सूची - पुनर्वित्त, पुर्नखरीद, टॉप-अप, रीफाईनेन्स और बैलेंस ट्रान्सफर ऋण।
- ✓ लोन अवधि 60 महीने तक।
- ✓ बड़े फ्लीट ऑपरेटरों से लेकर पहली बार उपयोग करने वाले।
- ✓ फ्रेट बुकिंग कम्पनी के लिए विशेष योजनायें।

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

ड्रॉप-लाइन ओवर ड्राफ्ट लिमिट

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

अधिक जानकारी के लिए सम्पर्क करें।

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



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
UNSTARRED QUESTION NO-1864
ANSWERED ON- 11/12/2024
GNSS BASED TOLL SYSTEM

1864. SHRI V. VIJAYASAI REDDY:

DR. SYED NASEER HUSSAIN:

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

- (a) the current implementation status of the Global Navigation Satellite System (GNSS) based toll system, including funds allocated, Expression of Interest (EOI's) received and the timeline proposed for its nationwide implementation;
- (b) the impact of the pilot projects conducted in Haryana and Karnataka;
- (c) the Ministry's plans for increasing consumer accessibility and adoption;
- (d) whether the GNSS toll system will have built-in mechanisms to ensure transparency in pricing and to prevent overcharging of road users, and if so, the details thereof; and
- (e) the manner in which the Ministry plans to transition from existing toll systems?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) The Government has initiated the implementation of barrier free tolling using available Technology based Electronic Toll Collection (ETC) System as an added facility along with FASTag. Request for Proposal (RFP) to implement barrier-free user fee collection system on the project "Dwarka Expressway" has been invited/floated, with the possibility of implementing it on other fee plazas in a phased manner depending upon the outcomes and efficacy of the implementation on Dwarka Expressway. Presently, Global Navigation Satellite System (GNSS) based user fee collection system is not operational anywhere on National Highways.

(b) The pilot project was conducted to test the efficacy of the Automotive Industry Standard (AIS) 140 Vehicle Location Tracking (VLT) Devices for Global Navigation Satellite System (GNSS) based user fee collection. The results of the pilot project revealed that fully compliant AIS 140 VLT Devices with certain modification are suitable for GNSS based Tolling in India.

(c) & (d) Does not arise as GNSS based user fee collection system is not operational anywhere on National Highways.

(e) It has been decided to initially implement barrier free Electronic Toll Collection (ETC) System with available technology and use of existing fee plaza infrastructure, along with FASTag payment mechanism, at selected sections of National Highways.



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- ✔ 200+ containerized company-owned
- ✔ Ambient and Refrigerated vehicles

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- ↗ Oil & Gas
- ↗ Project logistics
- ↗ Telecom

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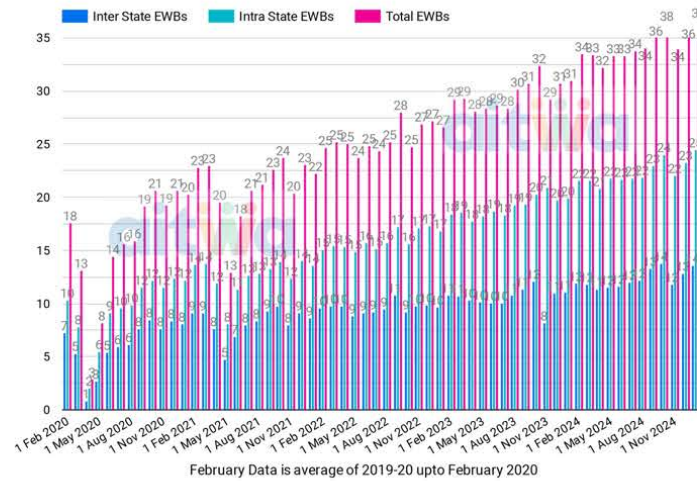
Eway Bill Dashboard

Developed & compiled by

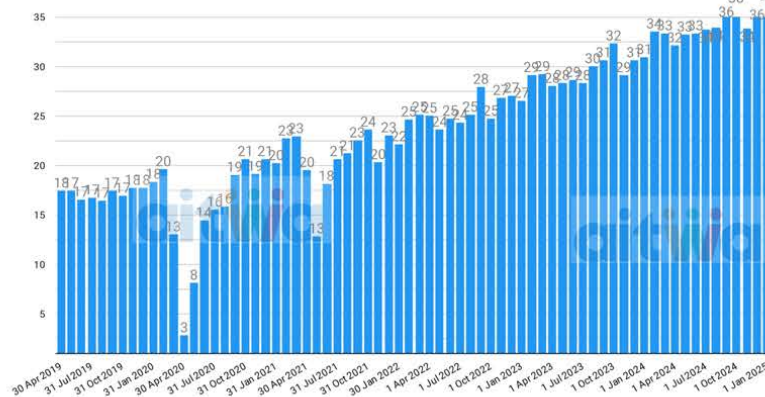


Last updated on 7th February 2025 | Data as on 31st January 2025

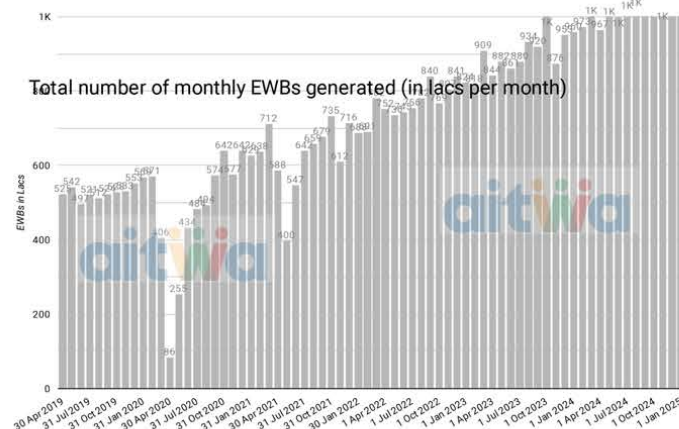
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



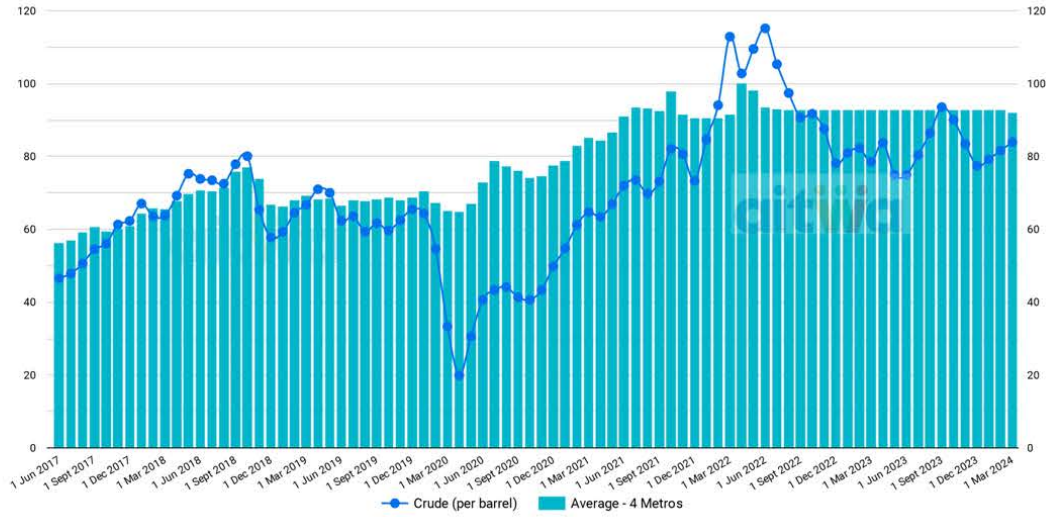
Total number of monthly EWBs generated (in lacs per month)



Diesel Dashboard

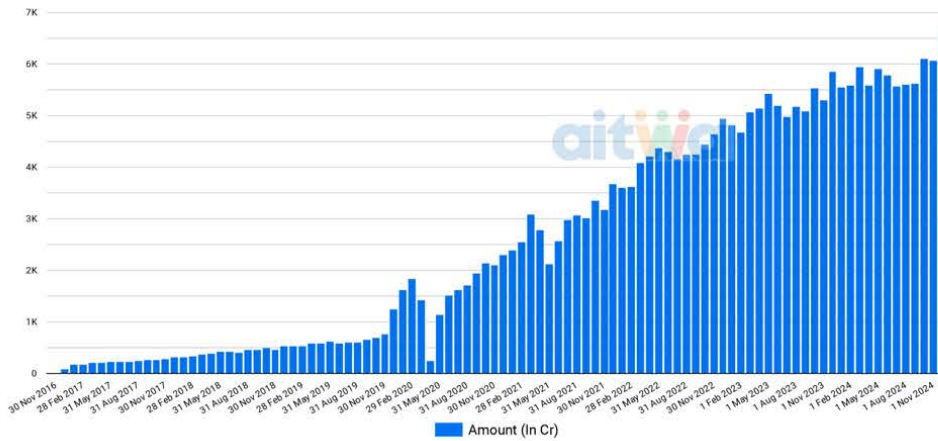
Last updated on 21st March 2024 | Data as on 21st March 2024

Diesel Price Average of 4 metros since 2017



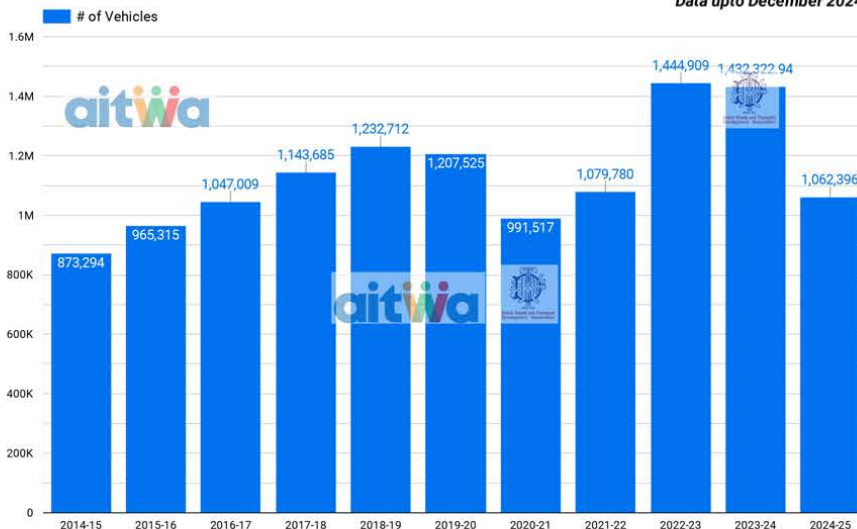
Toll Collection Dashboard

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



National Permit Vehicles in India

Data upto December 2024



**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 FIN. RAW	Coal Thermal & Steam	Coal Coking & Others	Containers Tonnage	TEUs	Other Misc. Cargo	TOTAL	% VAR. AGAINST 2023-24
KOLKATA	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	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	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	13595	429	22	10008	123649	
	TRF APRIL-JAN., 2024	31318	1585	21361	422	4430	12606	159	10	7283	119851	3.17
VISAKHAPATNAM	TRF APRIL-JAN., 2025	18407	1156	9598	985	1360	8119	8652	540	13226	67533	
	TRF APRIL-JAN., 2024	15444	1428	12774	1492	1435	8763	9281	566	10747	67328	0.30
KAMARAJAR(ENNORE)	TRF APRIL-JAN., 2025	4331	152	-	-	-	18914	11017	571	3408	39813	
	TRF APRIL-JAN., 2024	4094	136	-	-	-	18163	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	13085	655	3432	33938	
	TRF APRIL-JAN., 2024	411	998	-	730	648	8022	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	2053	156	650	36809	
	TRF APRIL-JAN., 2024	21588	2274	3984	474	46	5274	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	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	6056	373	31801	121824	
	TRF APRIL-JAN., 2024	53494	9082	1108	2814	238	15317	7142	403	19900	109274	11.48
ALL PORTS	TRF APRIL-JAN., 2025	206979	27943	40132	8027	8713	106287	159689	11189	92016	698644	
	TRF APRIL-JAN., 2024	203220	25743	50082	7179	7701	106038	150234	10163	73273	677906	3.06
% Variation from previous year												3.06

Source: I.P.A.

Must-know Tips to Clean a Truck Faster

As a logistics or supply chain management business, keeping the truck fleet clean is important as it reflects your business attitude and approach. Moreover, cleaning trucks not only resonates with the business identity but also helps improve the trucks' longevity. This is because cleaning the vehicle components reduces wear and tear.

But, how a truck is cleaned also plays a key role in ensuring efficient running and reducing downtime affecting profits. This is because it is important to remove tar, dirt, and stains, along with seasonal deposits such as salt, insect and leaf residues in the right manner. It may otherwise affect parts. So, TrucksDekho shares how to clean a truck properly. Read on...

As a driver or fleet owner, the best way to manually clean a truck is by using a pressure washer. Additionally, having a pressure washer with 2000 psi of water pressure can help you clean the truck easily. Also, a soap dispenser can make your life easier.

Moreover, when washing, you need to make sure to clean the body with water first before covering your vehicle with soap. Also, it is better to use a wash brush with a long extending telescopic arm to easily reach areas where you cannot otherwise. You may also need a brush with soft bristles to ensure scratch-free cleaning. If you are ready to chip in more, it is also ideal to get a wash mitt to avoid scratches. A clean cloth will also do the job.

Next, it is important to use the right chemicals to clean the truck completely. Chemicals used for washing a truck are similar to the ones used on other vehicles. But, they have different pH levels and concentrations

of chemicals. The main purpose of using chemicals is to often deal with dirty cleaning tasks for thoroughly cleaning the trucks which operate in harsh running conditions. However, a pre-soak is necessary to get the trucks clean.

As for what pre-soak is, it is a type of chemical used to remove stubborn dirt and grime from the surface of the truck body. It is applied before starting the washing process. The formulation removes stains and brake dust, effectively cleaning the surface of the components. Additionally, after cleaning the body of the truck, it is also important to use surface protectants as a coating to protect the paint.

As mentioned before, washing a truck not only ensures that the vehicle is clean but also makes sure that the vehicle is in good condition to avoid potential hazards and downtime. It is a gratifying experience as well for drivers. It also plays a key role in preventive maintenance. So, let's explore how to clean a truck quickly:

Begin With Pre-soak: Start with using pre-soak to remove the stubborn dirt from the surface of the vehicle, before scrubbing.

Use Appropriate Chemical Solutions: Next, apply automotive cleaning chemical solutions or truck-specific soap solutions. Do not use household detergents as they can harm the paint surface.

Gentle Scrubbing: Use a foam dispenser and a clean and soft cloth to gently clean the surface of the truck and its components. Use a brush with a telescopic arm as an alternative to a ladder to safely clean the vehicle.

Rinse With Water: Up next, it is important to rinse the body surface of the truck before the soap or chemical

solution applied dries up. Not rinsing the body surface to remove the solution can leave residue and damage the surface.

Inspect The Vehicle: Finally, after washing the vehicle, inspect the truck so that no spot is left behind. Check the mirrors, windows and body parts of the vehicle to see whether they are thoroughly cleaned.

Cleaning the interior of the truck is also important just like cleaning the exterior of the vehicle. Most drivers find it their second home. If you too do so, it is always a good idea to clean it for gratification. Here are a few tips on how to clean a truck's interior:

Initial Cleaning Step: The first thing to do to quickly clean up the interior of your truck is to remove trash and debris inside the cabin. Then make sure to vacuum or use a dirt cleaning brush to clean the carpet. But be sure to remove the floor mats and wash them as well.

Clean The Surface: Next, wipe down the surfaces inside the cabin such as the dashboard, door panels and handles, gear shifter, gear boot, and windows from the inside. Use suitable cleaning solutions ideal for trucks to make the interior squeaky clean.

To sum up, when cleaning a truck's exterior, it is important to ensure thorough cleanup using the right chemical solutions and tools. This helps reduce the truck cleaning time and improves uptime performance. Also, it is important to clean the interior of the vehicle where you as a driver spend most of your time. All-in-all, by closely considering your budget and without the requirement for high-end tools, you can still make the cleaning process easy.

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