



Parivahan Pragati | परिवहन प्रगति

Monthly Magazine of All India Transporters Welfare Association

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



The Human Element in Sustainable Logistics sector

India's Logistics Revolution: Growth, Challenges, and the Road Ahead

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Tata Motor Begins Trial of Hydrogen-powered Heavy-duty Trucks

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Driving Toward Sustainability: How Logistics Is Reducing Carbon Emissions

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EDITOR-IN-CHIEF: S. N. Arya

EDITOR: Ashok Gupta

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Employee Training Programs in the Logistics Sector, A Must!

The importance of having a trained and skilled workforce is paramount for any organization. For transportation and logistics companies this is even crucial as people who join the industry are not as talented or qualified as people who join other industries.

The reason why employee training is very important in today's fast-moving logistics world. Also, when an employee joins a company or a team the process of onboarding is too slow. This reduces productivity, as the recruit tries to cope with the rest of the team. This is where the significance of employee training is felt desired.

While the onboarding process can

keep moving and the new employee keeps waiting for the logistics manager's free time to get trained, online training can be introduced to newcomers to educate them about the fundamentals of this industry. This can teach them the successful execution of shipment, various terms used in logistics, and the paperwork required in this sector.

No doubt, employee training programs help in greater productivity and a high level of workforce retention. Also, the newly recruited workers get an opportunity to be acquainted with vital industry topics in advance which prepares them for the industry challenges.

We all understand the logistics sector



Ashok Gupta

is in the midst of a true digital revolution. From production to distribution, and delivery order, the industry is harnessing advanced technologies to drive greater transparency, resilience, sustainability and security. Therefore, it becomes paramount to train new employees with the latest software technologies used in the industry.

For logistics companies, technology will only continue to reshape them by enabling autonomous operations, real-time visibility, data-driven decision-making and greener supply chains.

In this regard, 5G enables faster data transmission and enhances IoT and real-time tracking capabilities in logistics. It allows the logistics industry to advance its operational efficiency, improve tracking capabilities and lead the way regarding innovative logistics technology.

A digital twin is another tool that can transform logistics by creating virtual replicas of physical systems, allowing companies to simulate and optimise operations.

Cloud computing is a core technology that enables centralised data storage, real-time visibility and scalable





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solutions across operations. Companies utilising this technology benefit from enhanced scalability, data centralisation, and real-time insights.

Warehouse Management Systems (WMS) is yet another method widely adopted across logistics. It is designed to streamline operations, including through automated picking, sorting and inventory management.

Big data and analytics are also harnessed in logistics. This is to enable data-driven decision-making for demand forecasting, inventory management and customer insights.

Autonomous vehicles and drones are introduced to the logistics sector as they can improve efficiency, expand delivery options, reduce costs, optimize routes and offer faster, more reliable service.

Blockchain enhances transparency, security and traceability by providing real-time updates and secure transaction records, and therefore has become a preferred tool in the logistics sector.

IoT is also playing a crucial role in modern logistics, as it enables real-time tracking, improves fleet management, enhances warehouse operations and streamlines supply chains.

AI and machine learning are undeniably transforming logistics, enabling more efficient and predictive systems. Because of them, the logistics sector has improved forecasting optimised route planning and high-performing warehouse automation.

This transformation is so rapid that by the time a company adapts to one innovation, another one is knocking at the door. Algorithms used for optimization today may be replaced tomorrow by autonomous systems powered by machine learning. Keeping up with this pace isn't easy for any organization, but there's no alternative to staying competitive. Logistics is no longer just about

“moving goods from one place to another”; it's about doing so at the right time, at the right cost, and even in a way that protects the environment.

However, no matter how fast technology advances, humans remain at the heart of the process. Yes, robots don't get tired, and their error margins are lower. Then, the flexibility and creativity brought by the human factor cannot be replicated by any algorithm. Therefore, building a strong bridge between these two extremes is very crucial. Technology exists to make human jobs easier, and error-free and to make them more efficient and productive, not to replace them. When humans and technology work hand in hand, logistics isn't just about transforming processes — it's about uplifting them to a whole new employee experience.

Moreover, today's companies are smart to understand that replacing existing assets is way more expensive than retaining the present set-up. This gives a solid reason to invest in training employees. As per a study by Gallup, while replacing a worker can cost the organization almost 150% of the yearly salary of that worker, retaining, lowers the employee turnover rate and allows the company to have a proficient workforce. Moreover, your employees will know that the organization is invested in them. This is one important factor that motivates your workforce not to leave your organization.

Further, we all know how fast the transportation and logistics industry is evolving. To keep pace with the changes in the industry, training once workforce is very vital to cope with regulations and technology in this sector. A well-designed logistics training course keeps the learners updated with the needs of logistics and helps them secure their position in the industry.

Transportation and logistics companies can also inspire and engage their employees to have online courses

to benefit them. After all, in this competitive business environment, a certification course can come with great advantages. It can help employees adopt new work models and master the use of new software. In other words, it will help logistics companies get a competitive edge and maintain their relevance in a constantly evolving supply chain.

A trained employee is generally more productive- showing a greater level of work output than an untrained worker. In other words, training boosts the skills and proficiency of the employees and helps to increase the quality and quantity of work output. Relevant and consistent training programs can help companies to enhance their performance and boost their operational efficiency.

Besides, employee training prepares employees to take up new roles and responsibilities. Their skill set is enhanced to take up bigger roles or to fill in higher positions. This is very useful for a company since finding and hiring new talents requires time and expenses. Moreover, your existing employees are already familiar with the intricacies of your operations and work processes. Therefore, they can start working instantly.

Training, apart from nurturing the hard and soft skills of workers, elevates their morale and job satisfaction. It motivates employees to brainstorm and come up with new solutions to logistical problems. Also, it enhances the work atmosphere and encourages the team to stick to the company's standards. Additionally, better job satisfaction also inspires them to better serve their clients.

At last, per my viewpoint, I can surely say that employee training is the most convenient way to prepare a workforce for the logistical challenges in today's competitive market. Online courses can be even handier as this engages employees to be ready beforehand and prepare market-ready within a short duration.



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In the Logistics Sector, People are the Core!



Today, the transportation and logistics sector is facing multiple challenges – including skilled labour shortages, a gender gap in leadership, and the need to balance technological advancements with human capital.

However, the multifaceted impact of people in this sector and how people have helped to script the success story of the entire logistics landscape is very critical in today's context.

Everyone can see how the logistics sector is currently navigating significant shifts: a shortage of skilled workers, the imperative to attract new talent, and the growing concern for worker well-being. These challenges

are compounded by a lack of diversity in leadership and the ongoing struggle to manage a diverse workforce. Addressing these issues through human-centric approaches is very important.

For sure, this will enhance work-family balance and foster trust between employees and supervisors. This also will drive innovation and improve operational outcomes. Investment in automation and other technological advancements should complement, not replace, human workers. Even in the era of a digital world, where scientific innovations and artificial intelligence are at the forefront, the success of these



Ashok Goyal
National President, AITWA

operations remains heavily reliant on the human element.

The significant role of PEOPLE also has relevance to the UN Sustainable Development Goals, particularly - Good Health and Well-being, Gender Equality, Decent Work and Economic Growth, and Reduced Inequalities.

However, to realise this, companies will have to understand the team dynamics in logistics. Research shows that team members' reactions to changes in team processes and their responses to fairness concerns significantly impact overall performance. The theory of strategic core and procedural justice literature offers valuable insights into these dynamics, highlighting the importance of helping behaviour in retail logistics.

Also, the companies will have to address the issues of ethnic identity and discrimination, particularly in ride-hailing services. Managers can overcome these challenges through education and training, focusing on the impact of ethnic identity. This approach will not only combat discrimination but also enhance the theoretical understanding of ethnicity's role in logistics.

Besides, the ongoing workforce shortage in supply chain management can be defeated by highlighting the need for an environment that can



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support employee retention policy. Research at the individual worker level underscores the importance of trust in supervisors. Balanced safety and operational routines significantly influence worker behaviour, ensuring safe and effective outcomes.

In addition, promoting gender diversity and work-family balance is vital in the supply chain industry.

Companies will have to encourage work-family balance and retain talented women, fostering a more inclusive workforce.

Understanding that professionals possess a range of surface-level attributes - gender, age, race - and deep-level traits - skills, values - is critical for grasping how these diversity dimensions influence a company's ability to make informed decisions about hiring, staffing, and training

Surveys on women executives in male-dominated sectors reveal strategies for managing work-family conflicts. Companies will have to encourage work-family balance and



retain talented women, fostering a more inclusive workforce. Understanding that professionals possess a range of surface-level attributes -gender, age, race - and deep-level traits - skills, values - is critical for grasping how these diversity dimensions influence a company's ability to make informed decisions about hiring, staffing, and training.

Moreover, we know logistics work is evolving now, so, the inclusion of formal organizations from the social community, and private household trade is important. This will reflect a shift towards a mix of paid and unpaid activities, highlighting the diverse nature of logistics work. The actor-sphere-resource-value conceptualization provides a comprehensive framework to understand these dynamics.

Further, the integration of AI chatbots in Operations and Supply Chain

Management is an exciting development. These chatbots can improve customer service and streamline operations. But while practically implying these tools to one's system we must be very careful. The rapid spread of chatbots calls for a balanced view of their role, which is vital for both academics and practitioners in this digital age.

In short, companies will have to understand and accept that people are the core of logistics, operations, and supply chain management. From driving innovation and enhancing team dynamics to addressing ethnic identity, promoting gender diversity, and understanding the various dimensions of logistics work, the human element is integral to success. By focusing on these aspects, the logistics sector can enhance performance, foster innovation, and build a more inclusive and dynamic workforce.



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The Heartbeat of Logistics – Humans!

In the dynamic world of logistics, where the seamless movement of goods is crucial to global commerce, the role of technology in transforming the industry is inevitable. At the same time, there is another element that remains irreplaceable: the human element. They are the people who run every logistics operation. They are the professionals who bring essential qualities of adaptability, problem-solving, and communication that technology alone cannot reproduce.

The ever-changing logistics sector is also challenged by multiple variables, from weather conditions to traffic patterns; and customs regulations to supply chain disruptions. This is where the human touch becomes paramount. A human's capacity to assess situations, make informed decisions on the fly, and creatively solve problems becomes very crucial. Technology can predict but humans understand the context and make the right choice.

Critical decision-making is an integral part of logistics, often involving the delicate balance of time, cost, and customer satisfaction.

Also, humans, with their capacity for empathy and real-time judgment, can strike a balance between time, cost, and customer satisfaction. Isn't it the part of critical decision-making process, when an experienced logistics professional communicates with stakeholders for an alternative route or solution where a shipment is delayed due to unforeseen circumstances?

Additionally, humans excel in identifying inefficiencies and spotting

opportunities for improvement that might not be immediately deceptive through automated systems. Humans' power of domain knowledge, logical reasoning, and a deep understanding of the bigger picture becomes invaluable.

Besides, we all know, that logistics is not just about moving goods; it is also about building and maintaining

Besides, we all know, that logistics is not just about moving goods; it is also about building and maintaining relationships with suppliers, carriers, partners, and customers. For this, meaningful interactions and interpersonal skills are essential; it is then one can build trust and develop understanding to collaborate

relationships with suppliers, carriers, partners, and customers. For this, meaningful interactions and interpersonal skills are essential; it is then one can build trust and develop understanding to collaborate. Communication skills come in handy to negotiate contracts, address concerns, and managing expectations as well.

Therefore, there is a need to implement logistics training in every



Abhishek Gupta
General Secretary, AITWA

logistics company. This will help **gain a competitive advantage**.

A well-trained team on the latest industry trends, technologies, and best practices always help logistics companies to improve warehouse operations, meet customer needs better, and adjust to changing markets.

A training program for logistics teams will provide the necessary skills and knowledge to deliver better service than the competition. Also, it is easier to hunt your competitors' top talents when you can offer them extensive learning and development opportunities.

Logistics training also improves consumer relationships, as one may include a customer relationship management strategy outlining the company's mission, values, and tone of voice to ensure a consistent customer experience from every interaction. Scenario role-play can further enhance their skills.

Additionally, hosting regular training workshops is a good idea to keep your logistics employees informed on the changing market and customer demands and adapt quickly. A company must remember that a well-

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trained employee can build strong customer relationships and provide solutions to customer needs quickly and efficiently. This helps to build customer loyalty and trust, leading to increased sales and customer satisfaction.

Logistics training also establishes more efficient workflows, as training program helps employees understand the complex and changing business environment. It gives them the tools to work more efficiently, which leads to better results and improved workflows. The training program can be used to document and communicate standard operating procedures (SOPs) and crisis management scenarios — so that your logistics workers don't have to spend time developing new workflows.

Logistics training drives logistics tool adoption. Companies can deploy digital solutions, such as data analytics software, forecasting technology, e-signature tools, etc. to deliver quality service and stay competitive. Since employees will be introduced to critical business software and address digital adoption problems in your organization, training becomes even more crucial.

Logistics training can help retain the workforce. Companies can avoid the pain of hiring new employees by



retaining the existing people. With 94 per cent of employees willing to stay at a company longer if it invests in their learning and development, creating an employee training program must be a top priority for every company.

In brief, technology will continue to evolve in the logistics landscape, and so will the role of humans. People are irreplaceable but their roles will shift toward more strategic and value-added tasks. With routine tasks being automated, logistics professionals can focus on areas that require creative problem-solving, relationship management, and strategic decision-making.

Furthermore, decisions related to sustainability, social responsibility, and humanitarian considerations are

best made by individuals who understand the nuances and potential implications.

With a proper training program, individuals working in the logistics sector can be up-skilled and also taught about values. We will have to understand that while technology can bring efficiency, speed, and accuracy to operations, it is the adaptability, decision-making abilities, problem-solving skills, and interpersonal interactions of human professionals that truly drive the industry's success.

Humans will remain the heartbeat of logistics, no matter how far the logistics sector evolves. People will always be the key to unlocking the full potential of this vital industry.

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the eyes of strangers.*

Brahma Kumaris



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The Human Element – the Driving Force Behind the Logistics Sector



Pradeep Singal
Chairman, AITWA

In an age where automation, artificial intelligence, and robotics dominate headlines, the logistics sector is often portrayed as a realm of machines, algorithms, and autonomous vehicles. However, beneath the high-tech exterior lies a powerful and irreplaceable force: the human element. The logistics industry, at its core, remains a people-powered enterprise. From warehouse staff and truck drivers to logistics managers and customer service agents, human involvement is essential for the smooth and efficient functioning of global supply chains.

Frontline workers—truck drivers, warehouse staff, and delivery personnel—are undeniably the face of the logistics industry. They are the ones who ensure goods are picked, packed, shipped, and delivered on

schedule. Even with advancements in warehouse automation and route optimization tools, these roles still require a physical presence, quick thinking, and adaptability—traits machines can't fully replicate. Human judgment remains essential when handling damaged items, navigating traffic disruptions, or meeting unique customer delivery needs.

The vital role of these workers became especially clear during global crises like the COVID-19 pandemic. While digital systems enabled remote coordination, it was the unwavering commitment of frontline logistics personnel that kept supply chains running through extraordinary challenges.

However, logistics management goes far beyond coordinating physical operations—it demands strategic thinking, accurate forecasting, and

sound decision-making, all of which rely heavily on human insight and experience. Logistics managers interpret data, negotiate with suppliers, mitigate risks, and adjust supply chain strategies in response to changing market conditions. They are constantly working to strike a balance between cost-effectiveness and high-quality service, requiring a combination of sharp analytical skills and strong business instincts.

Equally important are interpersonal abilities. Logistics managers lead teams, engage with stakeholders throughout the supply chain, and navigate conflict resolution. These responsibilities call for emotional intelligence and a deep, intuitive understanding that can't be captured by numbers alone.

In logistics, customer satisfaction hinges not only on speed and accuracy but also on communication and trust. Therefore a human touch is essential in customer service. Representatives and support teams in this field address inquiries, offer updates and set realistic expectations. They infuse empathy into their interactions, easing frustrations, resolving concerns, and

guaranteeing a seamless experience from start to finish. Even in an increasingly digitized environment, customers value personal interaction when problems arise. A Chabot can track a package, but a human agent can explain a delay with understanding and assurance, maintaining the brand's reputation and customer loyalty.

In this age of technology, AI, IoT, and robotics are revolutionizing logistics by enhancing efficiency and visibility, but they serve as tools that augment—not replace—human capabilities. While automation handles repetitive tasks with precision, it still depends on people to design intelligent systems, analyze data, and make informed, context-sensitive decisions. As globalization and the rise of e-commerce add complexity to supply chains, the demand for skilled professionals who can adapt quickly and think critically is more vital than ever. Moreover, as logistics becomes more complex with globalization and e-commerce growth, the need for skilled professionals who can navigate this landscape with agility and critical thinking becomes even more essential.

Here are a few challenges that technology brings —particularly when it comes to the role of human workers. Let us have a closer look at the key areas where technology and the human element are under pressure:

Automation vs. Human Labor: For sure, robotic systems and automated solutions for picking and packing are minimizing the need for manual work in warehouses. Further, emerging technologies like self-driving trucks and drones are posing a threat to traditional delivery roles. Isn't this transition a risk for displacing workers and shrinking the availability of entry-level jobs? Now, it will be up to the logistics companies to effectively

retrain and upskill workers as machines take over routine tasks.

Data-Driven Decisions vs. Human Intuition: AI and advanced analytics are increasingly making decisions once based on human experience—such as route planning, inventory management, and demand forecasting. While these systems excel in speed and scale, they can lack nuanced judgment or contextual understanding. Now the companies will have to strike a balance between

AI and advanced analytics are increasingly making decisions once based on human experience—such as route planning, inventory management, and demand forecasting. While these systems excel in speed and scale, they can lack nuanced judgment or contextual understanding

machine efficiency and human insight, especially in complex or high-stakes scenarios.

Customer Service Automation: We have witnessed that AI-powered chatbots and virtual service agents have already started replacing human representatives. Agreed that these tools are cost-effective and scalable but do these systems can provide empathy or problem-solving skills that some situations require? Customer Service still requires the human touch because customer relationships still matter.

Increased Surveillance and Pressure: Tools like telematics,

wearables, and real-time tracking are boosting transparency and performance monitoring. However, excessive monitoring can erode employee morale and a sense of autonomy. Logistics companies must ensure a balance between productivity and employees' privacy and dignity.

Shifting Decision-Making Power: In this age of technology, as AI systems take on more decision-making roles, human long-sightedness is likely to be diminished, leading to issues when these systems encounter unexpected scenarios or fail. Companies must ensure humans stay 'in the loop' to maintain accountability and flexibility.

After discussing several points above, all of us must have realized that in today's scenario, when technology triggers the bullet, logistics workers, despite their importance, often face high stress, long hours, and limited recognition. There is a growing need for better training, working conditions, and career development opportunities in the sector.

Investing in people—not just technology—is key to building resilient and adaptive supply chains. This includes continuous upskilling, fostering collaboration between human workers and digital tools, and nurturing a culture that values human insight.

True, the logistics sector may be evolving rapidly through technology, but the human element remains its heartbeat. From hands-on execution to high-level decision-making, it is people who drive innovation, ensure reliability, and deliver value across the supply chain. As the industry moves forward, recognizing and empowering its human workforce will be just as important as embracing the next big tech breakthrough.

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"Your most unhappy customers are your greatest source of learning." - Bill Gates, Co-founder, Microsoft

Tata Motors And HPCL Launch Genuine DEF Solution

Tata Motors, one of India's largest commercial vehicle manufacturers, and Hindustan Petroleum Corporation Ltd. (HPCL) have joined hands to introduce genuine diesel exhaust fluid (DEF) for trucks. The co-branded DEF solution enhances commercial vehicle performance, efficiency, and longevity for high customer profitability. Produced in BIS-approved manufacturing facilities that meet industry standards, the co-branded Genuine DEF is available at HPCL's extensive retail network of 23,000 fuel stations in India.

For those scratching their heads as to what DEF does: it is a liquid solution used to reduce the amount of harmful gases created by diesel powered engines. DEF is an aqueous urea solution made with 32.5 percent urea and 67.5 percent deionised water. It is released into the selective catalytic reduction (SCR) unit to lower the concentration of nitrogen oxides (NOx) emitted by a diesel engine.

DEF is an essential part of the now popular BS6-compliant diesel engines outfitted in trucks. DEF plays a key role in reducing harmful emissions by breaking down potentially harmful nitrogen oxides into safer and cleaner nitrogen and water. By using the co-branded Genuine DEF, customers can conveniently enhance vehicle efficiency while ensuring compliance of emission and environmental norms. Tata Motors in its release said that the co-branded DEF partnership underscores the two brands' commitment to environmental sustainability.

Girish Wagh, executive director, Tata Motors, said, "This collaboration with HPCL marks another step forward in our commitment to provide innovative and sustainable solutions for the



commercial vehicle industry. The introduction of our co-branded Genuine Diesel Exhaust Fluid ensures that Tata Motors' customers can now access it even more easily across the country, and achieve optimal performance while complying with the highest environmental standards. We are delighted to partner with HPCL in offering a product that not only enhances vehicle efficiency but also contributes to making the environment cleaner," reported TrucksDekho.com.

Amit Garg, director, marketing, Hindustan Petroleum Corporation Ltd., said, "At HPCL, we are committed to driving innovation and sustainability in the mobility sector. Our partnership with Tata Motors for co-branded Diesel Exhaust Fluid (DEF) is a significant step toward reducing emissions and supporting cleaner transportation solutions. By

leveraging our extensive distribution network of 23,000 plus retail outlets and Tata Motors' technological expertise, we aim to provide customers with a high-quality, accessible, and eco-friendly solution that contributes to a greener future."

According to HPCL, the company has a solid supply chain and state-of-the-art manufacturing facility, including refineries and terminals, for ensuring the availability of the co-branded DEF solution across urban and rural markets. The two companies are ready to meet the demand for their Genuine Diesel Exhaust Fluid solution, ramping up the production of the product if needed. With a strong focus on sustainable mobility and emission reduction, HPCL and Tata Motors are focused on playing a pivotal role in shaping a greener and sustainable future for India's last-mile and long-lead transportation sector.

CV Sales in India to Bounce Back; Wholesales Forecasted to Rise by 3-5 Percent in FY26

In the financial year 2025 (FY25), particularly in the first half, the Indian commercial vehicle (CV) sector saw stagnation largely attributed to a decrease in demand; during the general elections. But, the slump in CV wholesales is about to change as per the latest forecasts provided by ICRA. They are anticipating a 3-5 percent year-on-year growth in wholesale CV volumes for FY26. According to ICRA, the growth will be influenced by a diverse set of factors including the rise of construction and infrastructure establishments, rise in rural demand, and an increase in CV adoption as a result of government mandates.

Kinjal Shah, senior vice president and co-group head, ICRA, said, "The strategically made moves in ensuring infrastructure development, allocation of budget, the growth of the mining sector, and improved roadway connectivity will increase the demand for commercial vehicles. Furthermore, the replacement demand for medium and heavy commercial vehicles (M&HCVs), with a fleet age of around 10 years, is expected to further boost sales and adoption of commercial vehicles going forward," reported Trucks Dekho.com.

ICRA also provided a breakdown of what to expect in FY26 in terms of growth of the CV sector. ICRA provided a statement that the M&HCV truck category is expected to witness a marginal YOY volume growth of 0-3 per cent in FY26, which previously saw a minor downfall or negative

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trend in FY25. The segment clocked a 7 per cent YOY dip in the first nine months of FY25, with commercial vehicle segments; tippers, haulage trucks, and tractor-trailers witnessing a decline of 11 per cent and 5 per cent, respectively. On the other hand, light commercial vehicles (LCVs) are projected to grow by 3-5 per cent in FY26 after facing a slight contraction in FY25. The dip was caused by slower momentum in e-commerce activities and strong competition from the likes of electric three-wheelers that are compact solutions.

ICRA also stated that it is anticipating the commercial vehicle sectors' credit

metrics to gradually improve, with total debt/OPBITDA and interest ratios estimated to have a stronghold to increase 1.0-1.2 times and 8.0-8.5 times, respectively, in FY26. This is said to be an improvement from the previous FY24 and FY23 reports that saw a decline. Nevertheless, ICRA reports that diesel propelled trucks dominate the CV industry with an 88 per cent market share in YTD FY25. Meanwhile, alternative fuel vehicles running on compressed natural gas (CNG), liquefied natural gas (LNG), and electric vehicles (EVs) are gradually gaining traction in terms of adoption among fleet owners or customers.

As an industry, the CV sector faces few challenges brought about by the AC mandate or regulations to ensure installation of air-conditioned cabins in trucks from October 2025. With these, prices of trucks are expected to go high by Rs 20,000 to a range of Rs 30,000 for OEM equipment integration. However, ICRA projects the financial outcomes of the sectors to remain stable, showcasing the operating profit margins (OPM) for original equipment manufacturers (OEMs) to remain within the range of 11-12 per cent in FY25 and FY26. The sector is projected to remain financially healthy with low raw materials costs and price adjustments of products, services and materials. Overall, the CV sector is projected to grow with financial stability, also introducing new technologies in electrically propelled vehicles.

Magenta Mobility to Expand its Business with Over 100 Units of Pro X Trucks



In a strategic partnership to further improve the adoption of electric mobility solutions in the logistics sector, Eicher Trucks and Buses (a business unit of VE Commercial Vehicles), commences the supply of Eicher Pro X trucks to Magenta Mobility. Leading in the logistics sector, Magenta Mobility is committed to enhancing its operations and adopting innovative solutions to drive the logistics sector to new heights. Aligning with this goal, Eicher has initiated a phased plan and will initially deliver 100 units of Pro X trucks to Magenta Mobility. The first lot of Eicher Pro X trucks feature a 1.7-tonne rated payload capacity and will be deployed across Magenta Mobility's key markets, including Mumbai, Delhi NCR, Bangalore, Hyderabad, and Chennai. The two companies aim to enhance their business performance.

Unveiled at the Bharat Mobility Global Expo 2025, the Eicher Pro X range resonates with the company's

commitment to delivering innovative solutions. With the unveiling of the Pro X truck, Eicher marked its entry into the rapidly growing 2-3.5 tonne commercial vehicle segment. But wondering what makes it a unique solution? To begin with, the vehicle is developed closely considering the requirements of the logistics in key sectors such as e-commerce, FMCG, and parcel and courier service. The vehicle is also deemed a strategic solution for businesses since Eicher provides an uptime centre with 24/7 monitoring, AI/ML-driven remote diagnostics, and FOTA-enabled telematics for seamless updates.

Additionally, integrated with the 'My Eicher' app, the Pro X trucks can ensure uptime performance, backed by a nationwide network of 1000 plus touchpoints, 470 plus service centres, and around 7000 spare parts outlets. Moreover, with the adoption of this mini truck, Magenta Mobility, with a fleet of over 2,600 electric vehicles across 18 plus cities, is anticipating a

business expansion to meet the demands of its customers. It is focused on strengthening its footprint in key markets across India with the adoption of such e-trucks.

S S Gill, chief commercial officer, VE Commercial Vehicles, said, "Through this association with Magenta Mobility, we are driving the future of smart logistics with advanced, eco-friendly transportation solutions. The Eicher Pro X range is designed to meet the growing demand for high-performance, energy-efficient vehicles in the mid-mile and last-mile delivery sectors and aligns with Magenta Mobility's focus on decarbonizing last mile mobility," reported TrucksDekho.com.

Maxson Lewis, founder and CEO, Magenta Mobility, said, "Partnering with Eicher Trucks and Buses and integrating the Eicher Pro X trucks into our fleet marks a pivotal moment in our commitment to transforming last-mile logistics in India. This collaboration not only strengthens our ability to offer efficient, sustainable, and reliable transportation solutions but also aligns with our vision of delivering high-performance, eco-friendly options for our diverse customer base."

The unveiling of the Eicher Pro X attracted eyeballs at the Bharat Mobility Global Expo 2025 since the vehicle offers the longest certified range in this segment rated at 249 km/single charge. With a charging time of less than 55 minutes using a DC fast charger, the Eicher Pro X is designed to ensure high-uptime performance. With features like regenerative braking, hill hold assist, and ECR29 - 02 European safety norms, the Eicher Pro X seems to be an ideal solution for businesses that need a high-performance mini truck. Moreover, with a battery warranty of 5 years or 1,50,000 km, the Pro X can be an ideal business solution. These aspects of the Eicher Pro X helped the truck quickly gain the reputation of being a solid solution.

Tata Motors To Hike Truck Prices By 2 Percent

Commercial vehicle manufacturing companies in India are growing significantly thanks to technological integrations and solid aggregate incorporations, enabling the production of high-performance trucks. According to ICRA, commercial vehicle sales in India are even expected to bounce back with wholesales forecasted to rise by 3-5 Percent in FY26. However, due to certain offsets associated with the rise in input costs and a rise in material expenditure, Tata Motors announces a price increase of up to 2 percent, across its commercial vehicle range, effective 1st April 2025, reported TrucksDekho. The price increase is claimed to be due to the offset of the rise in input costs and will vary as per individual models and variants.

Tata Motors Limited (BSE: 500570; NSE: TATAMOTORS), a USD 44 billion organisation, is a globally renowned automobile manufacturer of cars, utility vehicles, pickups, trucks, and buses, offering an extensive range of integrated and smart mobility solutions. With 'Connecting Aspirations' at the core of its brand promise, Tata Motors is India's market leader in commercial vehicle manufacturing, offering an extensive range of trucks. During the 16th Apollo CV Awards 2025, Tata Motors Commercial Vehicles (TMCV) received 11 awards including the prestigious CV Maker of the Year. The company also attained significant recognition for its corporate social responsibility initiatives.

The price hike of commercial vehicles does not come as a surprise since Tata Motors has increased prices in the past



due to the same offset. But, the company is not stepping back from offering cutting-edge mobility solutions crafted for high-performance output. Moreover, Tata Motors has announced a price hike to produce quality products without cutting back on orders to meet the demand. However, the company saw a 17.29 percent YoY drop in retail sales of commercial vehicles from 32,555 units sold in February 2024 to 26,925 units sold in February 2025. Despite this decline in monthly sales in the sector, the company secured its highest market share of 32.53 percent in February 2025.

The price hike will be made effective

from 1st April 2025 meaning that now is the right time to get a commercial-grade truck from Tata Motors. Fuelled by state-of-the-art research centres located in India, the UK, the US, Italy, and South Korea and engineering and tech-enabled automotive solutions, the commercial-grade vehicles from Tata Motors remain cutting-edge business solutions for customers. So, purchasing a Tata truck is deemed an effective solution by the company for customers seeking profitability. If you would have to ask us, considering the reputation Tata Motors has built over the years, and thanks to its extensive 3S networks, choosing a Tata truck can be an ideal solution for businesses.

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Trackon Expands Franchise Network in South India to Boost Last-mile Cargo Delivery



The customer-focused logistics company Trackon has announced the expansion of its franchise network in South India to improve last-mile deliveries and boost business growth. To increase its footprint in South India's quickly expanding logistics market, Trackon aims to onboard 1,500 additional franchises there. Tamil Nadu, Karnataka, Telangana, Andhra Pradesh, and Kerala are given special attention.

In 2023, Xpressbees, a logistics company specialising in e-commerce, paid cash for the acquisition of Trackon, a courier service based in New Delhi. For most of its business, Trackon has concentrated on the country's northern and western regions. A major factor in Trackon's expansion and the reason its yearly revenue has crossed Rs 500 crore is its franchise model.

The company now has more than 15,000 pin codes and more than 6500 franchise partners. In order to optimise franchise operations, Trackon is also

The company now has more than 15,000 pin codes and more than 6500 franchise partners. In order to optimise franchise operations, Trackon is also investing in technology as part of its expansion strategy

investing in technology as part of its expansion strategy. Real-time delivery updates, automatic dispatch management, and AI-driven tracking systems are all being integrated by the company.

Sharing the company's vision, Rajesh Kanase, CEO, Trackon, said, "Our expansion in South India is a strategic move to meet the increasing demand for reliable, cost-effective and efficient logistics services in the region. By empowering local entrepreneurs with business opportunities and equipping them with advanced technology and logistical support, we are not only expanding our network but also contributing to regional economic growth," reported TrucksDekho.

Trackon began with a group of enthusiastic people who were driven by quality and innovation to provide a customer-centric paradigm shift in the nation's current courier services. Trackon started its journey in 2001 with the goal of offering the most affordable, reliable, convenient, and trustworthy package delivery services in the country.

NHLML and IWAI Signs MoU for State-of-art Multi-Modal Logistics Park in Varanasi

A significant Memorandum of Understanding (MoU) between National Highways Logistics Management Limited (NHLML) and Inland Waterways Authority of India (IWAI) was signed in the presence of Union Minister of Road Transport and Highways, Nitin Gadkari and Union Minister of Ports, Shipping and Waterways, Sarbananda Sonowal.

The MoU is to develop a state-of-the-art Multi-Modal Logistics Park (MMLP) in Varanasi, Uttar Pradesh.

Highlights of MMLP

- The 150-acre park is strategically connected to NH7 via a 650m access road and is just 1.5 km from the NH7-NH2 junction.
- It will seamlessly integrate with the Eastern Dedicated Freight Corridor through a 5.1 km railway line from Jeonathpur Station and National Waterway-1 and is located 30 km from Lal Bahadur Shastri Airport.
- The project promises significant investment and employment opportunities, strengthening India's logistics sector, enhancing trade efficiency, and driving economic growth.
- This initiative is a testament to India's commitment to developing its logistics sector and reinforcing its position as a global economic powerhouse.

An IWAI official said the economic survey had said currently the cost of logistics across sectors is around 20%. "The aim of the government is to make



it at 7-8%. Projects like this will help in this regard," reported Hindustan Times.

The first such multimodal logistics park came up in Chennai in November

2022 which integrated maritime transport with multiple ports located in the vicinity such as Chennai Port at 50 km, 80 km from Ennore Port, and 87 km from Kattupalli Port.

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India's Logistics Revolution: Growth, Challenges, and the Road Ahead

A strong and efficient logistics system is crucial for India's economic growth. Moving goods smoothly across different transportation modes—such as rail, road, air, and waterways—is key to making logistics faster and more cost-effective. We will explore the major efforts driving India's logistics transformation, the role of government policies, public-private partnerships, key challenges, and how technology is reshaping the industry.

Why Logistics Matters for Economic Growth

A well-organized logistics system helps reduce costs and speeds up the movement of goods. India's logistics sector is currently worth \$282 billion and is expected to grow to \$500 billion by 2030. However, logistics costs in India are high—about 14-18% of the GDP, compared to the global average of 8%. Reducing these costs will make India more competitive in global markets and boost economic growth.

Government Initiatives to Improve Logistics

The Indian government has launched several initiatives to improve logistics efficiency:

1. PM Gati Shakti National Master Plan – This plan helps different ministries work together for better infrastructure planning. It aims to improve efficiency and reduce costs using digital tools like real-time tracking and mapping.

2. National Logistics Policy (NLP) – This policy focuses on improving

different aspects of logistics, such as transportation, warehousing, and order processing, with the goal of reducing costs to global standards by 2030.

3. Dedicated Freight Corridors (DFCs) – These are special railway networks that will speed up freight movement. The Western (1,506 km) and Eastern (1,875 km) corridors aim to cut transit times by 50% and lower costs.

4. Multimodal Logistics Parks (MMLPs) – The government plans to build 35 logistics hubs to connect road, rail, air, and water transport. This project, under Bharatmala Pariyojana, has an investment of INR 50,000 crore.

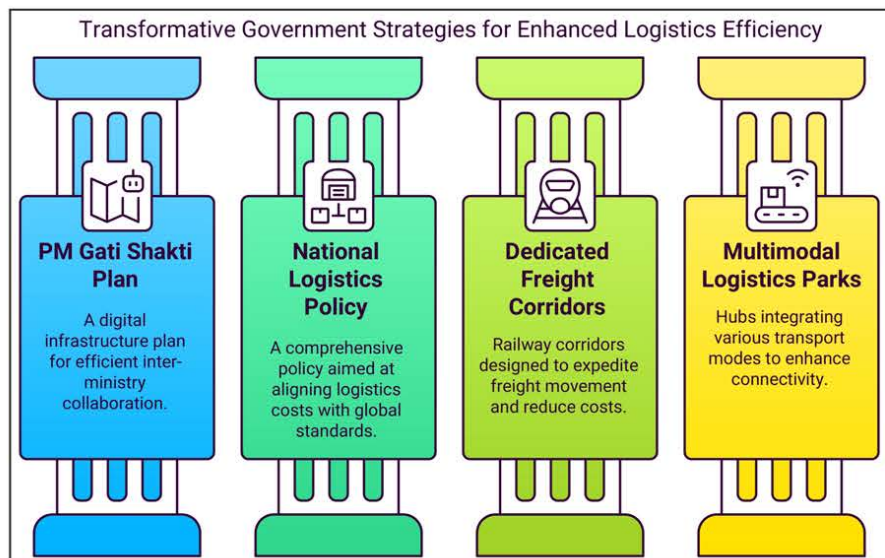
while private companies bring investment, technology, and expertise. Private players are expected to help develop logistics parks and manage other infrastructure projects. Expanding PPPs will reduce the burden on government funding and create more efficient logistics networks.

Challenges in the Logistics Sector

Despite progress, India's logistics sector still faces several challenges:

1. High Logistics Costs – India's logistics costs are higher than the global average due to a heavy reliance on road transport (65% of freight), inefficient fleet management, and inconsistent infrastructure.

2. Unorganized Industry – Around



Role of Public-Private Partnerships (PPPs)

For India's logistics system to succeed, the government and private sector must work together. The government provides policies and infrastructure,

85% of logistics businesses operate informally, leading to inefficiencies in workforce management and operations.

3. Land Acquisition Issues – Finding land for infrastructure development is

Overcoming Key Hurdles in India's Logistics Landscape

**High Logistics Costs**

Represents the financial burden due to inefficiencies and infrastructure issues.

**Unorganized Industry**

Highlights the dominance of informal operations leading to inefficiencies.

**Land Acquisition Issues**

Illustrates the difficulties in securing land for infrastructure development.

**Lack of Standardization**

Emphasizes the absence of uniformity in logistics practices.

**Regulatory Complexities**

Depicts the intricate permit processes causing delays.

a major hurdle. Using technology like GIS mapping can help identify suitable locations more easily.

4. Lack of Standardisation – There is no uniformity in logistics assets, equipment, or service standards, leading to inefficiencies across the supply chain.

5. Regulatory Complexities – Complex permit processes and coordination between different departments cause project delays. A single-window clearance system could simplify approvals and speed up development.

Technology's Role in Transforming Logistics

Technology is playing a big role in making logistics more efficient and transparent. Some key advancements include:

1. Unified Logistics Interface Platform (ULIP) – This system connects different logistics data sources, helping businesses track shipments and manage supply chains better.

2. GIS-based Planning – Using digital maps helps in smarter

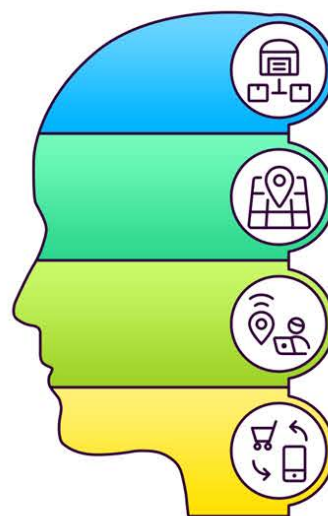
infrastructure planning and real-time monitoring of projects.

3. Digital Tracking Systems – GPS-based tracking of goods improves delivery accuracy and reduces delays.

4. E-commerce Integration – More businesses are using digital platforms to streamline logistics operations and improve efficiency.

government policies, private sector collaboration, and technological advancements. Reducing logistics costs, organizing the industry, and improving infrastructure will be key to making India a global logistics powerhouse. With continued efforts in multimodal integration, public-private partnerships, and digital innovation, India is well on its way to

Transforming Logistics with Technology

**Unified Logistics Interface Platform**

Connects data sources for better shipment tracking

GIS-based Planning

Enhances infrastructure planning and project monitoring

Digital Tracking Systems

Improves delivery accuracy with GPS tracking

E-commerce Integration

Streamlines operations through digital platforms

Conclusion

India's logistics sector is undergoing a major transformation, driven by

building a world-class logistics network that supports economic growth and global trade.

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"It's not about ideas. It's about making ideas happen." - Scott Branson, Co-founder, Behance

3rd Party Insurance: A Burden on Truck Owners?

In the vast and vital logistics ecosystem, truck owners form the backbone of supply chains, transporting goods across cities, states, and even international borders. While their role is indispensable, the operational challenges they face are numerous—rising fuel prices, maintenance costs, toll fees, and regulatory compliance. One recurring concern that often sparks debate among truck owners is third-party insurance. Originally intended as a safety net for road users, this mandatory coverage is increasingly seen as a financial burden on those who own and operate trucks.

What is Third-Party Insurance?

Third-party insurance is a legal requirement for all vehicle owners under the Motor Vehicles Act in many countries, including India. This policy covers damages or injuries caused to a third party (someone other than the vehicle owner or driver) in case of an accident. It does not, however, cover damages to the insured vehicle or injuries to the driver/owner.

For truck owners, the premiums for third-party insurance are significantly higher than for private vehicles due to the increased risk associated with commercial usage and the potential for larger liability claims.

Why It Feels Like a Burden

1. Escalating Premium Costs

Over the years, third-party insurance premiums have steadily increased. Insurance Regulatory and Development Authority (IRDAI) revisions often lead to annual hikes, especially for heavy goods vehicles. For many small fleet owners or single-truck operators, this becomes a recurring expense that eats into already thin profit margins.



2. No Direct Benefit to the Owner

Unlike comprehensive insurance, third-party policies offer no protection for the truck itself. So in the event of an accident, the owner must cover the cost of repairs out of pocket, even though they are required by law to pay for third-party coverage. This one-sided nature of the policy often leads to frustration among operators.

3. Lack of Flexibility

Truck operators have little to no say in choosing the structure or pricing of third-party insurance. The rates are standardized and regulated, with no negotiation possible. For those with a good driving history or safety record, there is no reward or discount, which feels unfair.

4. Compliance and Penalties

Failure to maintain valid third-party insurance can result in heavy fines, vehicle impoundment, or even legal action. This makes it non-negotiable, forcing owners to pay the premium even if they struggle to afford it, especially during off-season periods when business slows down.

Is There a Way Forward?

While third-party insurance is crucial

for protecting the public interest, the current model could be made more balanced for commercial vehicle owners. Here are some suggestions:

- **Tiered Premiums:** Offering variable premiums based on driving history, safety records, and region of operation can ease the burden.

- **Government Subsidies or Support:** Small truck owners could benefit from financial support or tax deductions to offset mandatory insurance costs.

- **Bundled Policies:** Creating combined packages with limited own-damage coverage might offer better value without significantly increasing premiums.

In short, third-party insurance serves a necessary purpose in ensuring accountability on the roads, but for truck owners—especially those running small operations—it often feels like just another cost with no return. Policymakers and insurers must work together to rethink how these policies are structured, priced, and delivered so that safety doesn't come at the cost of financial viability for the very people who keep our economy moving.

Tata Motor Begins Trial of Hydrogen-powered Heavy-duty Trucks

In a landmark development towards India's vision of achieving net-zero emissions by 2070, Union Minister of Road Transport and Highways, Nitin Gadkari, Union Minister of New and Renewable Energy Pralhad Joshi flagged off the first-ever trials of hydrogen-powered heavy-duty trucks launched by Tata Motors in New Delhi.

Speaking on the occasion Nitin Gadkari said, "Hydrogen is the fuel of the future with immense potential to transform India's transportation sector by reducing emissions and enhancing energy self-reliance. Such Initiatives will accelerate the transition to sustainable mobility in heavy-duty trucking, and move us closer to an efficient, low-carbon future. I congratulate Tata Motors for taking the lead in this significant step towards enabling hydrogen-powered green and smart transportation."

Union Minister of New and Renewable Energy, Pralhad Joshi said, "Hydrogen is an important fuel for India's transition to a sustainable and zero-carbon future. The beginning of this trial is a significant step forward in showcasing the potential of green hydrogen in decarbonizing India's transportation sector. This initiative, part of the National Green Hydrogen Mission, reflects our commitment to driving innovation and achieving India's energy independence while contributing to global climate goals. I applaud Tata Motors for taking the lead in this pioneering effort."

The historic trial, marks a significant step towards sustainable long-distance cargo transportation in the country, as Tata Motors underscores its commitment to leading the charge in sustainable mobility solutions, aligning



with India's broader green energy goals. The company was awarded the tender for this trial, which is funded by the Ministry of New and Renewable Energy under the National Green Hydrogen Mission. It marks a significant step forward in assessing the real-world commercial viability of using hydrogen powered vehicles for long distance haulage as well as setting-up the requisite enabling infrastructure for their seamless operation.

The trial phase will span up to 24 months and involves deployment of 16 advanced hydrogen-powered vehicles with varying configurations and payload capacities. These trucks, equipped with new age Hydrogen Internal Combustion Engines (H2-ICE) and Fuel Cell (H2-FCEV) technologies, will be tested on India's most prominent freight routes, including those around Mumbai, Pune, Delhi-NCR, Surat, Vadodara, Jamshedpur and Kalinganagar.

Girish Wagh, Executive Director, highlighted Tata Motors' preparedness saying, "Tata Motors is deeply honored to be at the forefront of driving India's transformation towards greener, smarter, and sustainable mobility. As a company with a long-standing commitment to nation-building, we have continuously embraced innovation to develop mobility solutions that contribute to India's growth and development. Today, with the commencement of these hydrogen truck trials, we are proud to further this legacy by pioneering the transition to clean, zero emission energy for long haul transportation. We are grateful to the Government of India for their visionary leadership in making this possible, and we remain committed to playing our part in building sustainable, future ready mobility solutions that will deliver better performance and efficiency."

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Top Diesel Trucks to Consider In 2025



Long-lead and last-mile cargo transport businesses rely significantly on truck fleets crafted for efficiency to enhance business operations and profitability. In this regard, they prefer heavy-duty diesel-propelled commercial vehicles with high-torque performance and high range efficiency. Several truck manufacturing companies are preferred by such businesses for inducting heavy-duty trucks. While the list is huge, popular truck brands that such companies prefer are Tata Motors, Ashok Leyland, Mahindra, BharatBenz and Eicher, among other truckmakers. What makes these truck manufacturers the best in the game? To understand why they are the best and to help you folks make an informed decision, TrucksDekho lists the top 5 diesel trucks from these brands in India. Read on:

First and foremost, we have included the Tata 712 SFC, an intermediate and light motor commercial vehicle. It is one of the best fleet business solutions currently available in Tata Motors' truck portfolio. The 712 SFC is a high-torque and fuel-efficient commercial-

grade truck that is designed for diverse fleet business applications. Particularly, the Tata 712 SFC or popularly known as the semi-forward cabin outfitted truck, is propelled by a 2956 cc, 4-cylinder, in-line water cooled direct injection TCIC diesel engine. This engine paired with a G550 5-speed manual transmission enables the vehicle to deliver a fuel efficiency of approximately 8-9 kmpl in ideal operating conditions. This powertrain unit also enables the truck to churn out 99.90 hp in light mode and 123.37 hp in heavy mode. As for torque output, this truck is capable of generating 300 Nm in light mode and 360 Nm in heavy mode. Additionally, the Tata 712 SFC comes in Cab and HSD variants. In terms of applications, this 7490 kg gross vehicle weight rated truck is suitable for transporting fruits and vegetables, laterite stones, market loads, cement, industrial goods and LPG cylinders, among others.

The Tata 712 SFC rolls off the showroom floor carrying a price tag starting from Rs 16.98 lakh, ranging up to Rs 17.65 lakh (ex-showroom prices). All-in-all, the aspects

discussed here make it a versatile and cost-effective solution for carrying out inter and intra city cargo transport operations.

Next on the list of the best diesel trucks currently available in India is the Ashok Leyland Partner Super 914, an intermediate commercial-grade motor vehicle. The Ashok Leyland Partner Super 914 is a top-notch product from the company designed as a modular solution ideal for a variety of applications. The truck is outfitted with solid powertrain aggregates to meet the demands of different business applications. Precisely, the Ashok Leyland Partner Super 914 is equipped with a ZD30 BS6 diesel engine with i-Gen6 technology. This engine unit is paired with a 6-speed manual transmission, and combined this powertrain enables the vehicle to deliver approximately 8-8.5 kmpl of fuel efficiency. That's not all, the truck is also capable of high power and torque production. The engine unit churns out 140 hp of power and 360 Nm of maximum torque output. The Partner Super 914 comes in two variants: Cab and HSD. These variants are available in 3425 mm, 3955 mm,



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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।

4500 mm and 4900 mm wheelbase options.

In terms of pricing, the 9150 kg gross vehicle weight (GVW) Ashok Leyland Partner Super 914 comes with a price tag starting from Rs 20.50 lakh (ex-showroom). As for applications suitable, the truck is ideal for transporting fruits and vegetables, fast-moving consumer goods, auto parts, poultry and dairy products, white goods and textile products, among others. These make it a versatile solution ideal for helping businesses drive profitability.

Up next is the Mahindra Furio 14, another popular intermediate commercial vehicle in India. The Mahindra Furio 14 is designed for high-torque production and efficiency to enhance the profit outcomes of businesses that utilise such trucks for a variety of applications. This is because the Furio 14 incorporates a mDi Tech, 4 cylinder, BS6 compliant diesel engine. This engine unit is paired with a slick shifting and efficient 6-speed manual transmission, enabling high torque generation. To pinpoint, the Mahindra Furio 14 is capable of delivering 138.12 hp of power and staggering 525 Nm of torque. Also, the powertrain enables the truck to deliver a fuel efficiency of approximately 5.5 to 6.5 kmpl. To meet the different business requirements of customers, the truck is also offered in three different wheelbases for customers to choose from: 4500 mm, 5100 mm and 5450 mm. Prices for this 14,050 kg GVW Mahindra Furio 14 start from Rs 22.57 lakh and go up to Rs 23.59 lakh (ex-showroom prices). In terms of applications, the truck is suitable for transporting market loads, auto parts, textile goods, fruits and vegetables, parcels and couriers, among others.

Another popular diesel powered intermediate commercial vehicle is the BharatBenz 1117R. To begin with, the BharatBenz 1117R is a popular solution thanks to its tested and proven

powertrain tuned for efficiency and high-torque generation. The BharatBenz 1117R incorporates a

The BharatBenz 1117R incorporates a 4D34i BS6 compliant diesel engine. This engine is mated to a smooth-shifting and highly efficient G85 5-speed manual transmission system

4D34i BS6 compliant diesel engine. This engine is mated to a smooth-shifting and highly efficient G85 5-speed manual transmission system. Precisely, this powertrain configuration is capable of generating 167.62 hp of power and 520 Nm of maximum torque output. As for fuel efficiency, the truck is tuned to deliver a figure of approximately 6-8 kmpl in ideal operating conditions. For different business applications, the 1117R is offered in wheelbases measuring: 3360 mm, 3760 mm, 4250 mm and 4800 mm. These make the 11120 kg gross vehicle weight BharatBenz 1117R ideal for multiple applications which involve transporting market loads, fruits and vegetables, LPG cylinders, auto components and white goods, among others. As for pricing, the BharatBenz 1117R comes with a price tag ranging from Rs 21.46 lakh to Rs 23.76 lakh (ex-showroom).

Last but not least, we have included the Eicher Pro 2110 6S intermediate commercial vehicle on this listical of the best 5 Diesel trucks in India. This is because the Eicher Pro 2110 6S is engineered to produce high-performance figures that translate to heavy-duty operations. The truck is powered by an E474, 4-cylinder

common rail system integrated BS6 compliant diesel engine designed for high performance output. This engine mated to an ET 40S6, 6-speed manual transmission is capable of churning out 140 hp of power and 400 Nm of maximum torque output. Thanks to this powertrain configuration, the vehicle also delivers a fuel efficiency of approximately 6-7 kmpl. That's not all, the Eicher Pro 2110S comes in three wheelbase options to meet diverse requirements of customers: 4300 mm, 4400 mm, and 5150 mm. Due to these configurations, the truck is ideal for transporting beverages, cement, fast moving consumer goods, food grains, fruits and vegetables, and white goods, among others. Prices for the 11,990 kg GVW Eicher Pro 2110 6S start at Rs 23.00 lakh and range up to Rs 25.00 lakh (ex-showroom). All-in-all, the Eicher Pro 2110 6S is a solid solution.

Intermediate commercial vehicles are the ideal solution for carrying out cargo transport operations within intra-city and inter-city locations. They are constructed on solid aggregates with a modular design, to be a strategic solution, for businesses that have diverse requirements. Nevertheless, given that the Tata 712 SFC is a high-torque diesel truck with an in-house developed and tested powertrain unit, featuring low maintenance requirements, it is a cost effective solution for businesses that seek profitability. Meanwhile, the Ashok Leyland Partner Super 914 is a perfect solution constructed on a modular chassis with rigidity for companies that need a long-term solution. On the other hand, the Mahindra Furio 14 and BharatBenz 1117R are crafted for continuous operations thanks to their tried and tested powertrain units. Finally, the Eicher Pro 2110 6S is for those who need a premium truck, without compromising on performance, priced as an affordable commercial vehicle.

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Mahindra Zeo is Here to Debunk EV Truck Myths



With the deeper penetration of electric trucks in the industry, especially for last-mile mobility, it is clear that EVs are the future of mobility. But myths around affordability, battery life, charging infrastructure, savings, etc. are still keeping buyers from opting an EV. Well, no more as TrucksDekho debunks such myths around EV trucks with a vehicle that is leading the last-mile mobility segment with segment-leading features and performance, Mahindra Zeo. Read on...

Myth: EV batteries don't last long

It is the exact opposite. At Mahindra LMM, all the batteries that go in your Zeo undergo stringent testing and come with a 7-year or 1.5 lakh kilometres warranty. The advanced battery technology in the Mahindra Zeo ensures that the battery lasts long. Thus, this myth that EV batteries don't last long is NOT TRUE!

Myth: The maintenance cost of EVs is high

Again, exactly the opposite, the maintenance cost of EVs is much lower than the traditional ICE vehicles. This is due to the less number of moving parts. The maintenance cost for Mahindra Zeo is as low as 15 paise per km which is almost half of the cost for ICE vehicles. Thus, the myth that maintenance cost of EVs is high is NOT TRUE!

Myth: You cannot save much while driving an EV

Even though the initial cost of EVs is a bit higher than that of traditional vehicles, the total cost of ownership is much lower. A customer can save more than ₹7 lakh in 7 years with the Mahindra Zeo! That means, an yearly savings of over ₹1 lakh! Moreover, due to the lower maintenance cost and running cost, Mahindra Zeo offers a much lower TCO. Thus, the myth that you cannot save much with an EV is

NOT TRUE!

Myth: India is still behind when it comes to EV charging infrastructure

We're in 2025 and India is growing at a rapid pace. Electric infrastructure in India is growing rapidly as well. Mahindra offers multiple charging options with the Zeo. You can choose from home charging, public charging, and wall box charging. For DC fast charging, Mahindra Zeo comes with CCS2 charging capability which makes it possible for a user to charge it across 10,000+ public charging points spread across the country. With an already massive charging infrastructure which is rapidly growing, India is ready to embrace the EV future. Thus, the myth about India being behind when it comes to the EV charging infrastructure is NOT TRUE.

Myth: Only big companies and corporations can afford electric vehicles

With attractive pricing, finance and

leasing options, lower total cost of ownership, and lower running cost, Mahindra Zeo is meant for everyone, whether you're a small fleet owner, single vehicle owner, or a large company. Thus, the myth that electric vehicles are not meant for everyone is NOT TRUE!

Myth: EVs are not safe

EVs like Mahindra Zeo are built keeping safety in mind. Zeo complies with the strict AIS038 safety standards and comes with an IP67-rated motor and battery. Moreover, the advanced battery technology offers safety from overheating, fire hazards, etc. Even, the charging system is shockproof. This means that the EVs like Mahindra Zeo are completely safe. Thus, the myth that EVs are not safe is NOT TRUE.

Myth: EVs offer a limited range only

Mahindra Zeo comes with a real-world range of 160+ km. This range is more than enough for daily LMM operations and offers peace of mind. Therefore, choosing the right EV is what you should focus on. Thus, the myth that EVs offer a limited range is NOT TRUE.

Myth: Performance of EVs is poor

Mahindra Zeo comes with class-leading 114Nm torque and 30kW peak power. It also offers 32% gradability, which is the best in the segment. It can

easily climb up steep slopes and offers more than adequate power to cruise through the traffic. It comes with eco

Mahindra Zeo comes with class-leading 114Nm torque and 30kW peak power. It also offers 32% gradability, which is the best in the segment. It can easily climb up steep slopes and offers more than adequate power to cruise through the traffic. It comes with eco and power mode, and during our testing, even the Eco mode had enough power

and power mode, and during our testing, even the Eco mode had enough power. Moreover, it comes with features such as creep mode and hill hold assist that can be really helpful. Therefore, choosing the right EV is what you need to do. And if you

choose Mahindra Zeo, the myth that the performance of EVs is poor is NOT TRUE.

Myth: EVs cannot carry high payload

EVs like Mahindra Zeo are designed to carry high payloads as these vehicles are going to be used in such operations where high payload is required. Mahindra Zeo offers a high-rated payload capacity of 765kgs which makes it capable for all LMM operations. Thus, the myth that EVs cannot carry high payload is NOT TRUE.

Myth: EVs take forever to charge

Mahindra Zeo offers DC CCS2 fast charging which means it can be charged at public stations. Zeo offers a range of more than 100 kms with just 1 hour of DC fast charging. You also get multiple charging options such as 3.3kW AC home charger or 6.6kW AC wall-mounted charger. Mahindra Zeo is meant for business and downtime cannot be an option. Thus, the myth that EVs take forever to charge is NOT TRUE.

Therefore, it is clear that the EVs are the future as they offer low TCO, running cost, and maintenance costs. Plus, the charging infrastructure is in place to support the rapid expansion of EVs. With EVs like Mahindra Zeo leading the LMM space, it is safe to say that the future is electric.

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***When you burn with the fire of anger,
smoke gets into your eyes.***

Brahma Kumaris

Managing Traffic Congestion in Delhi



The Government in the Ministry of Road Transport and Highways (MoRT&H) is primarily responsible for development and maintenance of National Highways (NHs) in the country. Concerned States including National Capital Territory (NCT) of Delhi are responsible for development and maintenance of State roads.

The problem of increasing traffic congestion on the roads in Delhi is a complex issue involving diverse socio-economic issues, population growth, increasing number of vehicles, etc.

At present, the operational length under Delhi Metro network is 395 km and more than 71 lakh passengers utilize Delhi Metro Rail Corporation (DMRC) network everyday. To assess the impact of shift of passengers from road to metro, The Energy and Resources Institute (TERI) was engaged by DMRC to conduct a study.

As per the study, number of vehicles reduced from the roads on daily basis for the year 2024 was 6,44,252.

Delhi Traffic Police conducted a survey in March, 2024 in which problem of traffic congestion was found in 134 location/stretches, primarily due to ongoing construction works by various civic agencies, encroachment and heavy volume of traffic. These were shared with concerned agencies in March, 2024 for taking up necessary remedial measures.

Besides this, Delhi Traffic Police also shared the lists of 128 bad conditioned/potholed roads and 97 damaged / encroached footpaths to the respective civic agencies in October 2024 for necessary remedial measures.

Government has taken up the comprehensive exercise of widening, upgradation and development of the arterial NH network in and around the

NCT of Delhi, by taking up road projects of more than about Rs.51,000 Crore towards building new road infrastructure in and around NCT of Delhi. The projects completed and taken up in and around NCT of Delhi are annexed.

The NHs projects completed and taken up in and around NCT of Delhi :-

Projects Completed:

- Eastern Peripheral Expressway (EPE) – 135 km
- Delhi Meerut Expressway – 82 km
- Dwarka Expressway (PKG-3 & 4) - 18.96 km
- 6-Lane UER-II (Urban Extension Road) (PKG-3 & 4) - 39.26 km
- DND Interchange – Kalandikunj (along Yamuna) -Faridabad-Ballabgarh-Sohana (Pkg- 2 & 3) – 50 km
- Delhi to Panipat – 70 km
- 6-Lane Gurgaon to Sohna – 21 km
- Flyover & Underpass on Delhi-Gurugram
- 8 lane corridors from Dhaula-kuan to Airport – 3 km
- Elevated U-Turn near Ambiance Mall - 2.78 km

Projects taken up:

- 6-Lane UER-II (Urban Extension Road) (PKG-1 & 2) - 36.74 km
- Dwarka Expressway (PKG-1 & 2) - 10.1 km
- 6 lanes of Delhi (Akshardham) to intersection of Eastern Peripheral Expressway (Provisionally Completed) - 31.6 km
- Connectivity between IGI airport to Jewar Airport and also to Delhi Mumbai Expressway – 32 km
- DND Interchange – Kalandikunj (along Yamuna) -Faridabad-Ballabgarh-Sohana (Pkg-I) – 9 km
- 4L Connector from Delhi Meerut Expressway (Km 50.000 of Pkg IV) to Km 8.520 of NH-235, (DME, PKG-V) - 14.6 km

Dwell Time Performance (February 2025): PAN India



Pipavav	
Import	Export
57.9	122.3

Hazira	
Import	Export
31.3	121.6

Mundra	
Import	Export
23.4	104.2

Nhava Sheva (JNPA)	
Import	Export
25.1	72.8

Kandla	
Import	Export
44.6	75.2

Tuticorin	
Import	Export
25.9	67.0

Kochi	
Import	Export
33.2	82.6

New Mangalore	
Import	Export
49.7, 42.2*	83.3, 61.1*

Kattupalli	
Import	Export
55.7	84.1

Ennore	
Import	Export
51.7	112.3

Chennai	
Import	Export
43.1	82.0

Kolkata	
Import	Export
41.9	91.7

Visakhapatnam	
Import	Export
58.9	72.6

Haldia	
Import	Export
80.2	123.2

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

NHAI Debars 14 Agencies for Irregular activities in Fee Collection at Toll Plazas

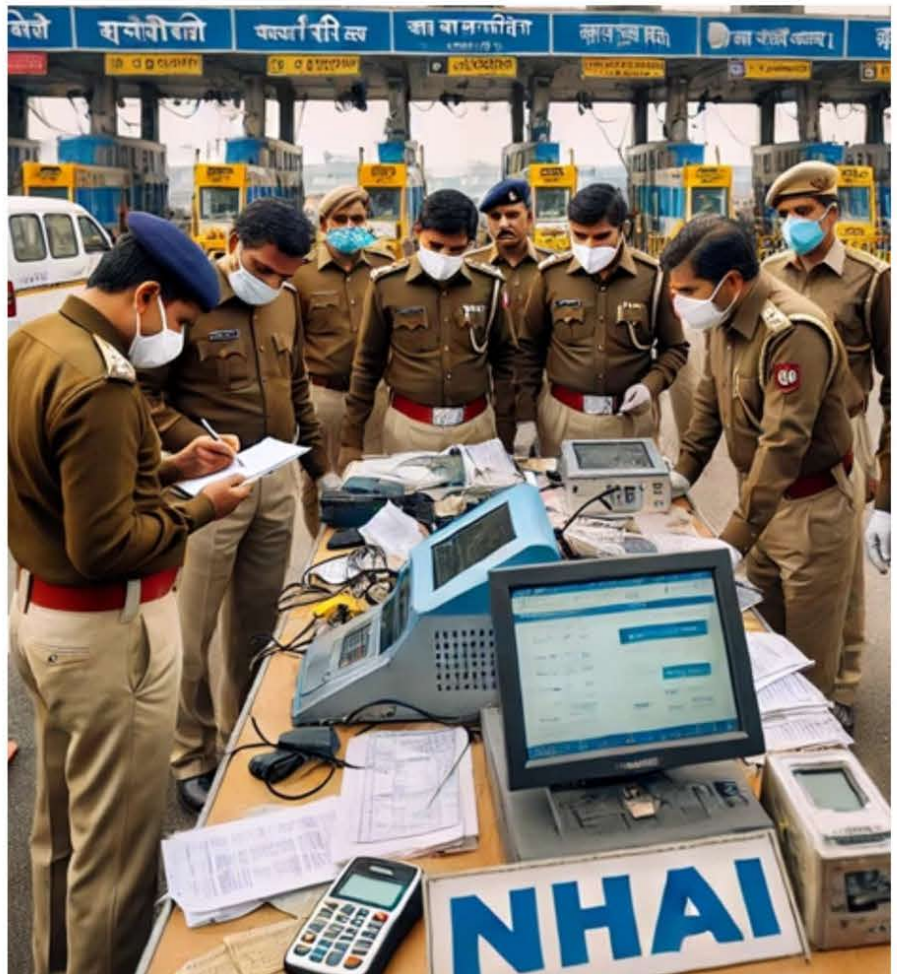
In an unprecedented action to strengthen and establish a robust user fee collection at the toll plazas, NHAI has debarred 14 User Fee Collection Agencies for Irregular activities in Fee Collection at Toll Plazas. Raids at the Atraila Shiv Ghulam Toll Plaza in Mirzapur district of Uttar Pradesh was conducted by UP Special Task Force. Based on the FIR, NHAI took prompt action and served 'Show Cause Notice' to the defaulting agencies.

The replies submitted by the fee collection agencies were not found to be

The replies submitted by the fee collection agencies were not found to be satisfactory. The agencies have been debarred for violation of the provisions of the contract agreement.

'Performance Securities' worth over Rs. 100 crores of the defaulting agencies have been forfeited and are being en-cashed for breach of the contract

be satisfactory. The agencies have been debarred for violation of the provisions of the contract agreement. 'Performance Securities' worth over Rs. 100 crores of the defaulting



agencies have been forfeited and are being en-cashed for breach of the contract.

The 14 agencies debarred by NHAI include, M/s A. K. Construction, M/s Alok Buildtech Pvt. Ltd., M/s Anil Kumar Shukla, M/s Ashish Agarwal, M/s Innovision Ltd., M/s M. B. Construction, M/s Maa Narmada Traders, M/s R. K. Jain Infra Projects, M/s SPC Infrastructure Pvt. Ltd., M/s T. Suryanarayana Reddy, M/s Vanshika Construction, M/s Westwell Iron & Steel Pvt. Ltd., M/s Bhola Nath Rajpati Shukla and M/s Shiva

Buildtech Pvt. Ltd.

In order to ensure seamless operation of the toll plazas that were managed by debarred agencies, NHAI will intimate the defaulting agencies to hand over the Toll plazas to a new agency that will be appointed by the authority.

NHAI is committed to follow the highest standards in highway operations and any lapses will be dealt with zero tolerance. Action will be taken against the defaulters, and they will be debarred from NHAI projects with severe penalties.

NHAI Completes Largest InvIT Monetization of Over Rs. 18,000 Crore



National Highways Infrastructure Trust (NHIT), the Infrastructure Investment Trust (InvIT) set up by NHAI in 2020 to support the Government of India's monetization programme has successfully concluded fourth round of fund-raising at an Enterprise Value of about Rs.18,380 crore, making it the largest monetization transaction in the history of Indian roads sector. With completion of this round, the total realized value across the four rounds stands at over Rs. 46,000 crore.

In this round, NHIT has successfully raised ~Rs. 8,340 crore in unit capital from marquee domestic and international investors along with Rs. 10,040 crore in debt from domestic lenders. These funds will be used for the acquisition of National Highway stretches viz. Anakapalle – Narsannapeta, Gundugolanu –

Kovvuru & Chittoor – Mallavaram stretches in Andhra Pradesh, Bareilly – Sitapur & Muzaffarnagar – Haridwar stretches in UP/ Uttarakhand, Gandhidham – Mundra stretch in Gujarat and Raipur – Bilaspur stretch in Chhattisgarh, at a concession value of Rs. 17,738 crore (including premium of Rs. 97 crore). The investors subscribed to the units through a book-building process at a cut-off price of Rs.133.50 per unit, reflecting a premium over the Dec 31, 2024 NAV of Rs.131.94 per unit.

The issue attracted strong demand from both existing and new investors. Several domestic pension/provident funds, viz., EPFO, L&T PF, Rajasthan Rajya Vidyut Karamchari PF, Indian Oil Corporation PF; insurance companies including Axis Max Life Insurance; banks/financial institutions including NaBFID, Axis Bank, IndusInd Bank; and mutual/

investment funds like Nippon India, Baroda BNP Paribas, Nuvama and White Oak Capital participated in the issue. In addition, NHIT's existing foreign investors, Canada Pension Plan Investment Board and Ontario Teachers' Pension Plan Board participated in the book building to their maximum limit.

A significant development in this round is subscription by the Employees' Provident Fund Organisation (EPFO) of Rs. 2,035 crore. This is the first ever investment by EPFO in an InvIT. Also, NHAI subscribed to its share of ~15% of the units at the same price.

With completion of this round, NHIT will hold a diversified portfolio of 26 operating toll roads (41 toll plazas) with an aggregate length of 2,345 km spread across 12 states with concession periods ranging between 20 to 30 years.

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Basic Truck Repair Tips

Must Know for Every Truck Driver

Being a truck driver comes with more than just knowing how to navigate long hauls and busy roads—it also requires a level of mechanical know-how. While not every issue on the road can be solved without a mechanic, there are several basic truck repairs that every driver should be familiar with to ensure safety, avoid downtime, and keep deliveries on schedule.

Here are some essential steps every truck driver should know for handling basic truck repairs:

Know Your Truck Inside and Out

Before hitting the road, drivers should become familiar with their truck's systems, including the engine, transmission, braking system, and electrical components. Reading the truck's manual can help understand where everything is and what routine maintenance is needed.

Key Tips:

- Memorize the location of key components.
- Understand warning lights and error codes.
- Keep a maintenance log for recurring issues.

Conduct Pre-Trip Inspections

Daily inspections are crucial for spotting potential issues before they become bigger problems. These checks can prevent unexpected breakdowns and are often legally required for commercial drivers.

Checklist:

- Inspect tyres for wear, pressure, and damage.
- Check oil, coolant, and brake fluid levels.
- Ensure all lights, signals, and mirrors are working.
- Examine belts and hoses for signs of wear or leaks.
- Test brakes and air pressure systems.

How to Replace a Flat Tire

A flat tyre can bring any trip to a halt,

especially in remote areas. Knowing how to safely replace a truck tyre can save time and stress.

Steps:

- Pull over on level ground and secure the truck.
- Use warning triangles to alert other drivers.
- Loosen lug nuts before lifting the truck with a jack.
- Replace the tyre and tighten the lug nuts in a star pattern.
- Recheck lug nuts after driving a few miles.

Jumpstarting a Dead Battery

Dead batteries are common, especially in colder climates. With a set of heavy-duty jumper cables, drivers can get back on the road without waiting for roadside assistance.

Steps:

- Park the assisting vehicle close enough and turn off both engines.
- Connect the cables: red to positive (+), black to negative (-).
- Start the assisting vehicle, then start the truck.
- Let the truck run for a few minutes before disconnecting cables in reverse order.

Fixing Minor Electrical Issues

Blown fuses and broken bulbs are small issues that can cause big problems on the road, especially when it comes to safety or passing inspections.

Steps:

- Locate the fuse box and identify the blown fuse.
- Replace it with one of the same amperage.
- Carry spare fuses and bulbs at all times.

Dealing with Air Brake Problems

Air brake systems are critical for large trucks. If air pressure drops or a leak occurs, it's essential to act quickly.

Tips:

- Monitor the air pressure gauge regularly.

- Listen for hissing sounds indicating air leaks.

- Check air lines for damage or disconnection.

- If unsure, park safely and call for assistance—air brake issues can be serious.

Replacing Belts and Hoses

A broken serpentine belt or radiator hose can stop a truck in its tracks. Carrying spares and knowing how to replace them can prevent long delays.

Steps:

- Let the engine cool completely.
- Release belt tension using the tensioner pulley.
- Remove the damaged belt or hose and install the new one.
- Ensure proper alignment and fit before restarting the engine.

Carry a Reliable Tool Kit

A well-stocked tool kit is a truck driver's best friend. It should include basic hand tools, fuses, bulbs, electrical tape, zip ties, gloves, and a flashlight.

Recommended Tools:

- Socket set and wrenches
- Screwdrivers (flathead and Phillips)
- Tire pressure gauge
- Pry bar
- Multimeter for electrical testing

When to Call for Help

While basic repairs can be handled solo, knowing your limits is important. Some issues, like engine failure or transmission problems, require professional service. Don't risk your safety or further damage by trying to fix something beyond your skill level.

In the end, we can establish that truck drivers don't need to be certified mechanics, but having a solid understanding of basic repairs and maintenance can make a big difference on the road. By learning these essential steps and being prepared with the right tools and knowledge, drivers can reduce downtime, stay safe, and keep their wheels turning.



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Paving the Way to Progress

Indian Roads for Seamless Movement

India, with its vast and diverse landscape, is home to one of the largest road networks in the world, stretching over 6.3 million kilometres. These roads form the lifeblood of the nation's transport system, connecting urban cities to remote villages, facilitating trade, ensuring mobility, and fostering national unity. As the country continues to grow economically and demographically, the importance of developing and maintaining roads for seamless movement has never been more crucial.

The Importance of Roads in India

Roads play a vital role in India's economy and daily life. They handle about 60% of freight and 85% of passenger traffic. Unlike railways or airways, roads offer door-to-door connectivity, making them indispensable for last-mile delivery, agricultural transport, and emergency services. Roads also promote tourism, social integration, and access to education and healthcare, especially in rural and underdeveloped regions.

Recent Developments and Initiatives

The Government of India, under various schemes and missions, has prioritized road development to ensure smoother, faster, and safer travel:

1. Bharatmala Pariyojana:

Launched in 2017, this flagship initiative aims to develop over 83,000 kilometres of highways by improving efficiency in freight and passenger movement across the country. It

focuses on economic corridors, border roads, and international connectivity.

2. Pradhan Mantri Gram Sadak Yojana (PMGSY):

This program has been instrumental in providing all-weather road connectivity to rural areas, significantly transforming the socio-economic conditions of millions.

3. Expressways and Greenfield Highways:

Projects like the Delhi-Mumbai Expressway, Purvanchal Expressway, and Ganga Expressway are examples of high-speed, access-controlled corridors that drastically reduce travel time and promote industrial growth.

4. Smart Technology Integration:

Intelligent Transport Systems (ITS), automated tolling, and traffic monitoring are being incorporated to enhance road safety and efficiency.

Challenges in Achieving Seamless Movement

Despite the progress, several challenges continue to impede seamless movement:

- **Poor Maintenance:** Many roads, especially in rural areas, suffer from neglect and poor upkeep, leading to potholes and unsafe driving conditions.

- **Traffic Congestion:** Urban areas face severe traffic bottlenecks, reducing productivity and increasing pollution levels.

- **Safety Concerns:** India records one of the highest numbers of road accidents globally, largely due to inadequate safety measures, poor road engineering, and lack of enforcement.

- **Land Acquisition and Environmental Hurdles:** Road projects often get delayed due to legal and environmental clearances.

The Road Ahead

To truly achieve seamless movement across India, a multi-pronged approach is essential:

- **Sustainable Road Construction:** Embracing eco-friendly materials and green technologies can reduce the environmental impact of road development.

- **Enhanced Public-Private Partnerships (PPP):** Encouraging private investment in road infrastructure can lead to faster and more efficient project execution.

- **Focus on Road Safety:** Awareness campaigns, strict enforcement of traffic laws, and better road design can significantly reduce accidents.

- **Integrated Transport Planning:** Roads should be part of a broader mobility ecosystem that includes rail, air, and waterways, enabling multimodal connectivity.

As we conclude, we have discovered that the Indian roads are not just paths for vehicles—they are conduits of change, progress, and hope. As India aspires to become a \$5 trillion economy, its roads will play a pivotal role in driving the nation forward. Investing in better road infrastructure not will only ensure seamless movement, economic vitality, and improved quality of life for all citizens but also make a statement of India's arrival in the world's map of prosperous nations.

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"The value of an idea lies in the using of it." - Thomas Edison, Co-founder, GE



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Secunderabad - 500 003, (Telangana)
Ph.: 27845400, 27841603, Fax : 040-27848869

DELHI BOOKING OFFICE

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	

DELHI REGIONAL OFFICE

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Driving Toward Sustainability: How Logistics Is Reducing Carbon Emissions

The logistics sector—often considered the backbone of global trade—is undergoing a green revolution. With mounting pressure from governments, consumers, and climate scientists, logistics companies are rethinking their strategies to significantly reduce carbon emissions. From cleaner vehicles to smarter routing and greener warehouses, here's how the logistics sector is stepping up to meet the climate challenge.

Electrification of Fleets

One of the most impactful steps in reducing emissions is transitioning from diesel-powered trucks to electric vehicles (EVs). Major logistics players like UPS, DHL, and FedEx are already incorporating electric delivery vans and trucks into their fleets. Electric vehicles produce zero tailpipe emissions and, when charged with renewable energy, drastically lower a company's carbon footprint.

Last-mile delivery, in particular, is a key focus area for electrification due to its predictable routes and shorter distances.

Adoption of Alternative Fuels

While full electrification is still a long-term goal, many companies are turning to **alternative fuels** as an interim solution. Biofuels, compressed natural gas (CNG), liquefied natural gas (LNG), and even hydrogen are being used to power larger, long-haul vehicles. These fuels can reduce greenhouse gas emissions significantly compared to traditional diesel.

Smart Route Optimization

Thanks to advances in artificial intelligence (AI) and machine learning, logistics companies are improving route planning to reduce fuel consumption. Route optimization software analyzes real-time data such as traffic, weather, and delivery schedules to minimize travel distances and idling time.

Even marginal improvements in route efficiency can lead to significant emissions savings when applied at scale.

Sustainable Warehousing

Warehouses, once seen as energy-hungry facilities, are also becoming greener. New warehouses are being designed with energy-efficient systems, solar panels, rainwater harvesting, and natural lighting. Automation and smart energy management systems help reduce electricity consumption.

Some logistics firms are even turning to **carbon-neutral warehousing**, where all emissions are either eliminated or offset.

Modal Shift: Road to Rail and Sea

Rail and maritime transport generally have a much lower carbon footprint than trucks, especially over long distances. Companies are increasingly shifting freight from road to rail or sea where possible. This **modal shift** reduces congestion, fuel use, and overall emissions.

Intermodal transportation solutions, which combine different modes of transport in a single journey, are also being adopted for maximum

efficiency.

Carbon Offsetting and Net-Zero Goals

While reduction remains the priority, many logistics firms are investing in **carbon offsetting** programs—like reforestation, renewable energy, and carbon capture projects—to compensate for emissions they can't yet eliminate.

Industry leaders are publicly committing to **net-zero emission goals**, often targeting 2030 or 2050. These pledges include comprehensive plans to green every part of the supply chain.

Digitalization and Data-Driven Decisions

Digital platforms now allow for better tracking of emissions across entire supply chains. Real-time analytics help identify inefficiencies and carbon hotspots. By using **IoT sensors, blockchain, and cloud computing**, companies can make more informed, eco-friendly decisions at every step—from procurement to final delivery.

As the logistics sector looks ahead to make a mark, sustainability is no longer optional for it—in fact, it's a business imperative. As regulations tighten and public awareness grows, companies that prioritize green innovation will not only reduce their environmental impact but also gain a competitive edge.

The logistics sector still has a long road ahead, but with technology, investment, and commitment, it's on track to deliver a cleaner, greener future.

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ABOUT US

ATC Supply Chain Solutions Private Limited provides a diverse portfolio of transportation, warehousing, and parcel booking services. Our headquarters are located in Delhi, and we have controlling offices at Chennai, Guwahati, and Kolkata that provide services pan India to serve some of the largest Indian players. ATC has the competence to provide customized logistics support for complex project movements.

WHY CHOOSE US?

The company is IBA approved with code no.DLA-2281 is MSME registered, and also has FSSAI registration for transportation of edible and pharmaceutical products.

- ✓ ATC has 120+ offices along with warehousing space
- ✓ 200+ containerized company-owned
- ✓ Ambient and Refrigerated vehicles

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

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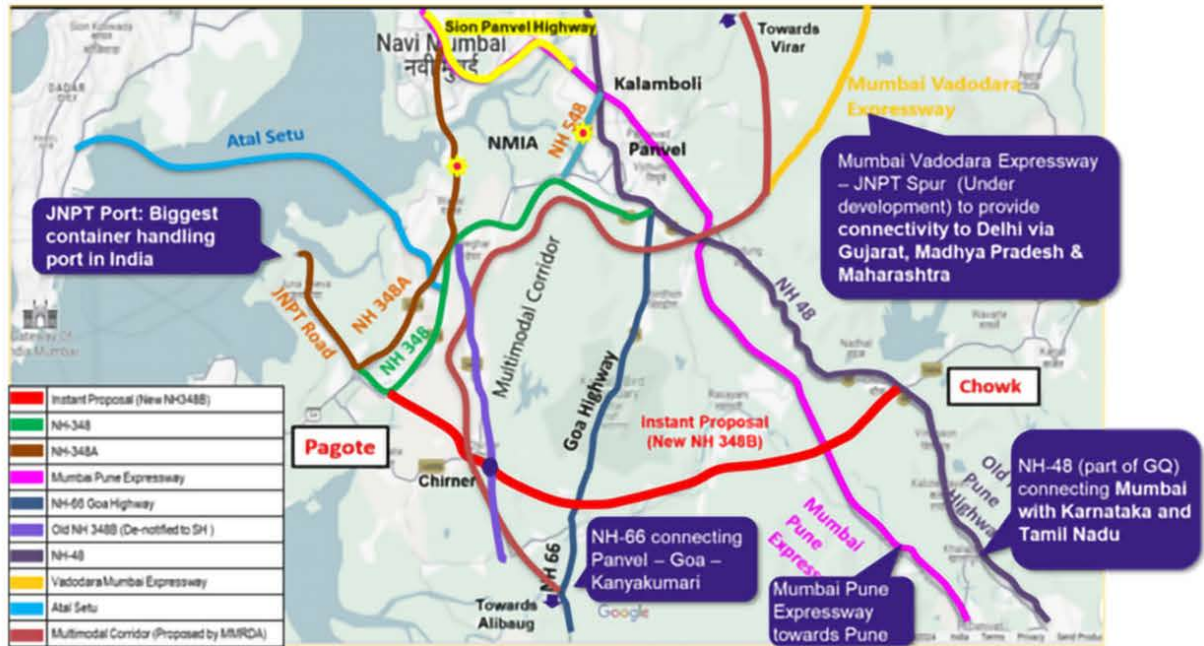


🏠 Chandra Shekhar Bhawan, 13B, Rauz Avenue,
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☎ (011) 23234453, 23230650, 40108545/84 | Mobile: (+91) 9953655343

✉ admin.del@atclindia.com 🌐 www.atclindia.com

कैबिनेट ने महाराष्ट्र में जेएनपीए पोर्ट (पगोटे) से चौक (29.219 किमी.) तक बीओटी (टोल) मोड पर 6-लेन एक्सेस नियंत्रित ग्रीनफील्ड राजमार्ग के निर्माण को मंजूरी दी



प्रधानमंत्री नरेन्द्र मोदी की अध्यक्षता में आर्थिक मामलों की मंत्रिमंडलीय समिति ने महाराष्ट्र में जेएनपीए पोर्ट (पगोटे) से चौक (29.219 किमी.) तक 6 लेन की एक्सेस नियंत्रित ग्रीनफील्ड हाई स्पीड राष्ट्रीय राजमार्ग के निर्माण को मंजूरी दे दी है। इस परियोजना को 4500.62 करोड़ रुपये की कुल पूंजी लागत पर बिल्ड, ऑपरेट और ट्रांसफर (बीओटी) मोड पर संपन्न किया जाएगा।

देश में बड़े और छोटे बंदरगाहों को बुनियादी ढांचे से जोड़ने वाली सड़क का विकास पीएम गतिशक्ति राष्ट्रीय मास्टर प्लान सिद्धांतों के तहत एकीकृत बुनियादी ढांचा नियोजन के मुख्य फोकस क्षेत्रों में से एक है। जेएनपीए बंदरगाह पर कंटेनर की संख्या में वृद्धि और नवी मुंबई अंतर्राष्ट्रीय हवाई अड्डे के विकास के साथ, इस क्षेत्र में राष्ट्रीय राजमार्ग

कनेक्टिविटी को बढ़ाने की जरूरत महसूस की गई।

वर्तमान में, महाराष्ट्र के पलासपे फाटा, डी-पॉइंट, कलंबोली जंक्शन, पनवेल जैसे शहरी क्षेत्रों में भारी भीड़भाड़ के कारण जेएनपीए पोर्ट से एनएच-48 के धमनी स्वरूप चतुर्भुज (जीक्यू) खंड और मुंबई-पुणे एक्सप्रेसवे तक वाहनों को जाने में 2-3 घंटे लगते हैं, जहां लगभग 1.8 लाख पीसीयू/दिन ट्रैफिक रहता है। 2025 में नवी मुंबई हवाई अड्डे के शुरू होने के बाद, सीधी कनेक्टिविटी की जरूरत और भी बढ़ने की उम्मीद है।

तदनुसार, यह परियोजना इन कनेक्टिविटी जरूरतों को पूरा करने और जेएनपीए बंदरगाह तथा नवी मुंबई अंतर्राष्ट्रीय हवाई अड्डे को जोड़ने की लॉजिस्टिक दक्षता में सुधार करने के लिए डिजाइन की

गई है।

यह परियोजना जेएनपीए बंदरगाह (एनएच 348) (पगोटे गांव) से शुरू होती है और मुंबई-पुणे राजमार्ग (एनएच-48) पर समाप्त होता है, जबकि मुंबई पुणे एक्सप्रेसवे और मुंबई गोवा राष्ट्रीय राजमार्ग (एनएच-66) को भी यह जोड़ती है।

पहाड़ी इलाकों में घाट खंड के बजाय सहाय्यी से होकर गुजरने वाली दो सुरंगें वाणिज्यिक वाहनों की आवाजाही को आसान बनाने के लिए प्रदान की गई हैं, जिससे बड़े कंटेनर ट्रकों को तेज गति से आवागमन में आसानी सुनिश्चित होती है।

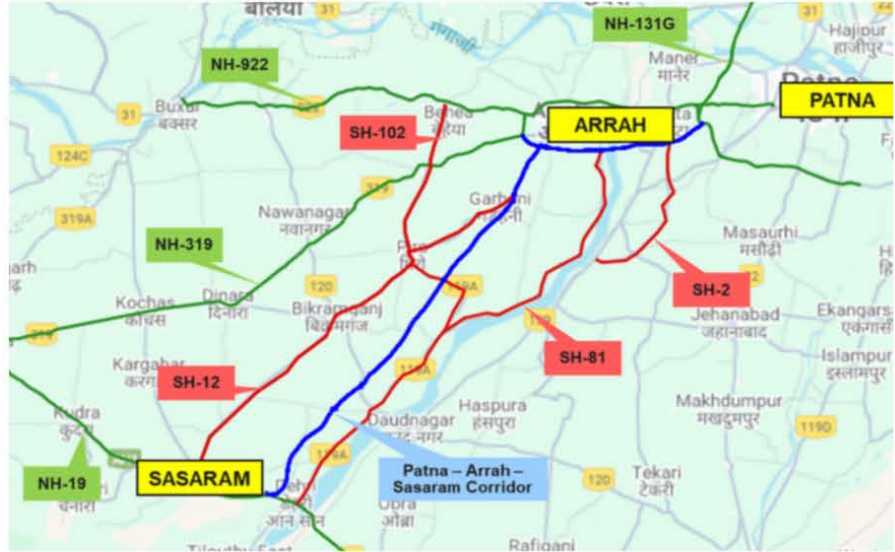
नया 6 लेन ग्रीन फील्ड प्रोजेक्ट कॉरिडोर बेहतर बंदरगाह कनेक्टिविटी की ओर ले जाएगा, जिससे सुरक्षित और कुशल माल ढुलाई में मदद मिलेगी। यह परियोजना मुंबई

कैबिनेट ने बिहार में हाइब्रिड एन्युटी मोड (एचएएम) पर 4-लेन ग्रीनफील्ड और ब्राउनफील्ड पटना-आरा-सासाराम कॉरिडोर (एनएच-119ए) (120.10 किमी) के निर्माण को मंजूरी दी

प्रधानमंत्री नरेन्द्र मोदी की अध्यक्षता में आर्थिक मामलों की मंत्रिमंडलीय समिति (सीसीईए) ने बिहार में पटना से सासाराम (120.10 किमी) तक 4-लेन एक्सेस कंट्रोल ग्रीनफील्ड और ब्राउनफील्ड पटना-आरा-सासाराम कॉरिडोर के निर्माण को मंजूरी दे दी है। इस परियोजना को हाइब्रिड एन्युटी मोड (एचएएम) पर विकसित किया जाएगा, जिसकी कुल पूंजी लागत 3,712.40 करोड़ रुपये होगी।

वर्तमान में, सासाराम, आरा और पटना के बीच संपर्क मौजूदा राज्य राजमार्गों (एसएच-2, एसएच-12, एसएच-81 और एसएच-102) पर निर्भर है और आरा शहर सहित भारी यातायात के कारण यात्रा में 3-4 घंटे लगते हैं। वर्तमान में सासाराम, आरा और पटना के बीच संपर्क मौजूदा राज्य राजमार्गों (एसएच-2, एसएच-12, एसएच-81 और एसएच-102) पर निर्भर है और आरा शहर सहित भारी भीड़भाड़ के कारण इसमें 3-4 घंटे लगते हैं। बढ़ती भीड़भाड़ को कम करने के लिए मौजूदा ब्राउनफील्ड राजमार्ग के 10.6 किलोमीटर के अपग्रेडेशन के साथ एक ग्रीनफील्ड कॉरिडोर विकसित किया जाएगा। यह आरा, ग्राहिणी, पीरो, बिक्रमगंज, मोकर और सासाराम जैसे स्थानों में घनी आबादी वाले क्षेत्रों की जरूरतों को पूरा करेगा।

परियोजना के अनुरूप एनएच-19, एनएच-319, एनएच-922, एनएच-131जी और एनएच-120 सहित प्रमुख परिवहन गलियारों के साथ एकीकृत है, जो औरंगाबाद, कैमूर और पटना को निर्बाध संपर्क प्रदान करता है। इसके अतिरिक्त यह परियोजना 2 हवाई अड्डों (पटना के जय प्रकाश नारायण अंतर्राष्ट्रीय हवाई अड्डा और आगामी बिहिता हवाई अड्डा), 4 प्रमुख रेलवे स्टेशनों (सासाराम, आरा, दानापुर, पटना) और 1 अंतर्देशीय जल टर्मिनल (पटना) को भी कनेक्टिविटी प्रदान करेगी और पटना रिंग रोड तक सीधी पहुंच बढ़ाएगी, जिससे माल और



यात्रियों की तीव्र आवाजाही हो सकेगी।

पटना-आरा-सासाराम कॉरिडोर के पूरा होने पर यह क्षेत्रीय आर्थिक विकास में महत्वपूर्ण भूमिका निभाएगा, जिससे लखनऊ, पटना, रांची और वाराणसी के बीच संपर्क में सुधार होगा। यह परियोजना सरकार के आत्मनिर्भर भारत के दृष्टिकोण के अनुरूप है, जिसका उद्देश्य बिहार में रोजगार सृजन और सामाजिक-आर्थिक विकास को बढ़ावा देते हुए बुनियादी ढांचे को बढ़ाना है। इस परियोजना से 48 लाख मानव दिवस रोजगार का सृजन होगा तथा पटना और उसके आसपास के क्षेत्रों में विकास, उन्नति और समृद्धि के नए रास्ते खुलेंगे।

परियोजना विवरण:

- परियोजना का नाम - 4-लेन ग्रीनफील्ड और ब्राउनफील्ड पटना-आरा-सासाराम कॉरिडोर
- कॉरिडोर - पटना-आरा-सासाराम (एनएच-119ए)
- लंबाई (किमी) - 120.1
- कुल सिविल लागत (करोड़ रुपये में) - 2,989.08
- भूमि अधिग्रहण लागत (करोड़ रुपये में) - 718.97
- कुल पूंजी लागत (करोड़ रुपये में) - 3,712.40

• मोड - हाइब्रिड एन्युटी मोड (एचएएम)

• प्रमुख जुड़ी सड़कें - राष्ट्रीय राजमार्ग - एनएच-19, एनएच-319, एनएच-922, एनएच-131जी, एनएच-120 और राज्य राजमार्ग - एसएच-2, एसएच-81, एसएच-12, एसएच-102

• आर्थिक / सामाजिक / परिवहन संपर्क स्थापित किए जाएंगे - हवाई अड्डे: जय प्रकाश नारायण अंतर्राष्ट्रीय हवाई अड्डा (पटना), बिहिता हवाई अड्डा (आगामी); रेलवे स्टेशन: सासाराम, आरा, दानापुर, पटना और अंतर्देशीय जल टर्मिनल: पटना

• जुड़े हुए प्रमुख शहर/कस्बे - पटना, आरा, सासाराम

• रोजगार सृजन की संभावना - 22 लाख मानव-दिवस (प्रत्यक्ष) एवं 26 लाख मानव-दिवस (अप्रत्यक्ष)

• वित्तीय वर्ष 2025 में वार्षिक औसत दैनिक यातायात (एएडीटी) - अनुमानित 17,000-20,000 यात्री कार इकाइयाँ (पीसीयू)

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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 ट्रांसफर 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

- ✓ ट्रांसपोर्टर्स 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 ब्यौरे में दी गई किसी बात पर भरोसा करते हुए किसी के द्वारा किए गए किसी नुकसान या खर्च किए गए डोमन के लिए कोई आदत या जिम्मेदारी नहीं लें। साइट पर प्रदान की गई सामग्री या सूचना और/या तीसरे पक्ष के कृत्यों/चूक के कारण।



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
UNSTARRED QUESTION NO. 1538
ANSWERED ON 12/03/2025
REDUCTION IN NUMBER OF BLIND SPOTS

1538. **SHRI ARUN SINGH:**

DR. MEDHA VISHRAM KULKARNI:

SHRI JAGGESH:

SHRI IRANNA KADADI:

Will the Minister of **Road Transport and Highways** be pleased to state:

- (a) the expected timeline for completing permanent rectification of the remaining black spots out of 13,795 that have been identified on National Highways;
- (b) whether Government has any mechanism for public participation in identifying black spots;
- (c) the steps being taken to ensure better coordination between the Centre and States to reduce accidents on National Highways;
- (d) whether Government is considering the use of AI-based monitoring or sensor-based technology to identify black spots and enhance real-time road safety measures, if so, details thereof; and
- (e) the total complaints/ suggestions regarding dangerous roads stretches that have been addressed?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) Certain locations on National Highways (NHs) are identified as black spots based on occurrence of certain number of accidents involving fatalities and grievous injuries. Government has taken steps for immediate short-term measures on such black spots like road markings, signages, crash barriers, road studs, delineators, closure of unauthorized median openings, traffic calming measures, etc. Long-term measures like improvement of road geometrics, junction improvements, spot widening of carriageway, construction of underpasses/overpasses, etc. are also taken on such black spots as permanent rectification measures.

Rectification of black spots is a continuous process and temporary measures are taken on immediate basis. Out of total 13,795 black spots identified on the NHs in the country, long-term rectification has been completed on 5,036 black spots.

(b) The blackspots are identified by the Government based on the accident reports received from the concerned State Governments, meeting the criteria of occurrence of certain number of accidents involving fatalities and grievous injuries.

(c) In exercise of the powers conferred under Section 215 of the Motor Vehicles Act, 1988, vide Notification dated 07.08.2023, National Road Safety Council has been constituted under the Chairmanship of Hon'ble Union Minister of Road Transport and Highways having official Members of Ministers- in -charge of Road Transport of all States/UTs and Senior Officers from State/UTs, among others. Besides, review meetings are held with the senior officers of States/ UTs from time to time.

(d) & (e) Electronic Detailed Accident Report (e-DAR) Project has been established as a central repository for reporting, management and analysis of road accidents data. Government has also issued guidelines in February, 2024 for taking advance action for removal of accident spots on National Highways reported on e-DAR platform thereby enhancing real-time road safety measures.

Printed from

THE TIMES OF INDIA

Government mulling to make mandatory for vehicle owners, DL holders to update address as per Aadhaar

TNN | Jan 27, 2025, 10.37 PM IST



NEW DELHI: The road transport ministry is considering to bring a new rule to make it mandatory for vehicle owners and driving licence (DL) holders to update their address (Aadhaar), mobile phone number and other details, a move aimed at reining in violators going scot-free and evading penalty.

Sources said the ministry is considering making it a part of the proposed amendments to the Motor Vehicle Act. "There is a need to have some mechanism to track people who are violating rules, particularly frequent offenders, posing risk to other road users. Changing mobile number and applying for a new DL is the easiest way to evade paying penalty and face action," an official said.

Recently, union road transport secretary V Umashankar gave a hint of the proposed move while speaking at a conference on road safety. He said, "More than Rs 12,000 crore worth of e-challans issued remain unpaid, essentially because the database through which we are enforcing the e-challan system is not good. So, we need to clean up the database and make it more perfect."

Citing that some DLs and vehicle registration certificates (RCs) on Sarathi and Vahan databases may date back to the 1960s and 70s, and the 1980s and 90s respectively. The old databases has no mobile and Aadhaar numbers. "May be the address is not the same, which means we need to think of certain touch points at which it becomes mandatory for vehicle owners or licence holders to update their details," Umashankar said.

He said this will help agencies to know whom to reach and where to reach, and if an e-challan penalty remains unpaid after a certain time, then RC or DL holder becomes cut off from other service requirements. "May be his insurance goes up, registration gets invalidated, cancelled or suspended," the secretary said.



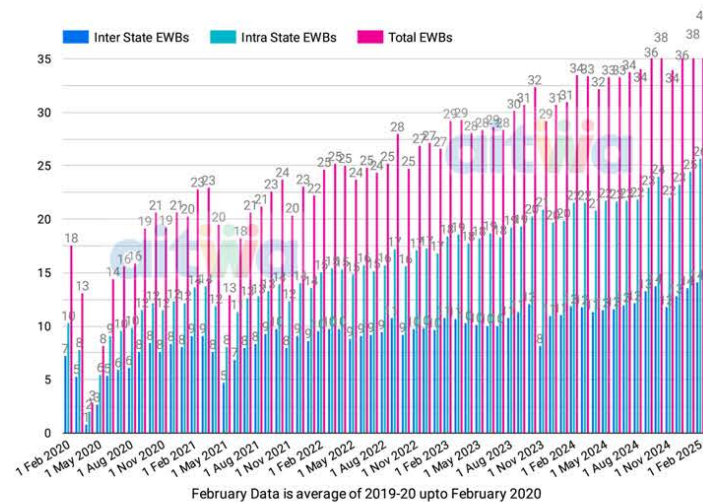
Eway Bill Dashboard

Developed & compiled by

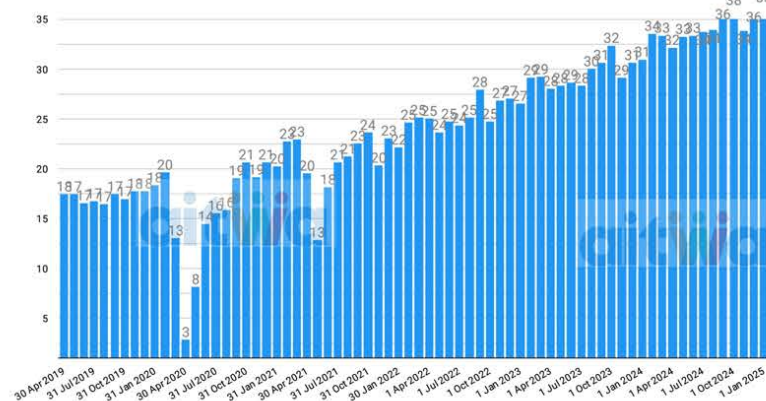


Last updated on 12th March, 2025 | Data as on 28th February 2025

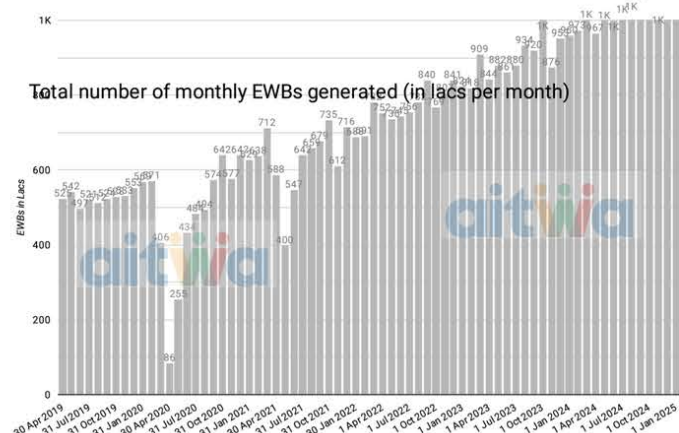
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



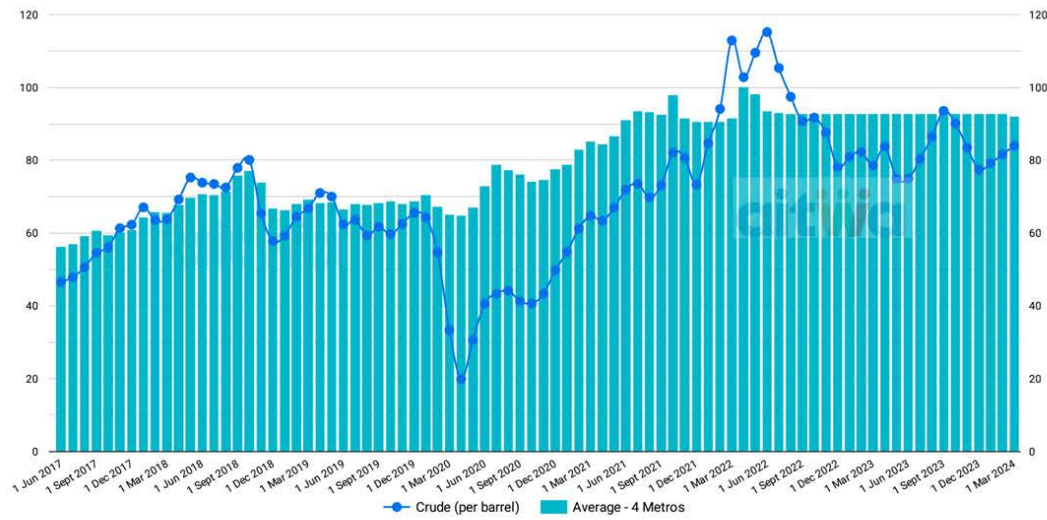
Total number of monthly EWBs generated (in lacs per month)



Diesel Dashboard

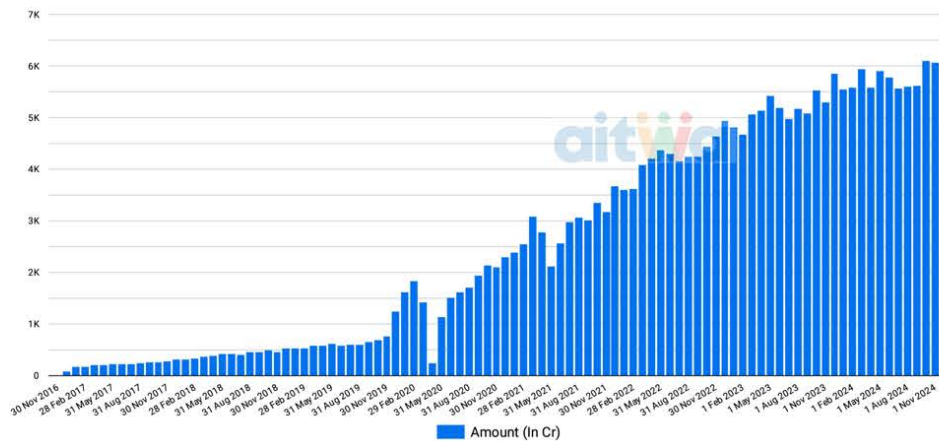
Last updated on 21st March 2024 | Data as on 21st March 2024

Diesel Price Average of 4 metros since 2017



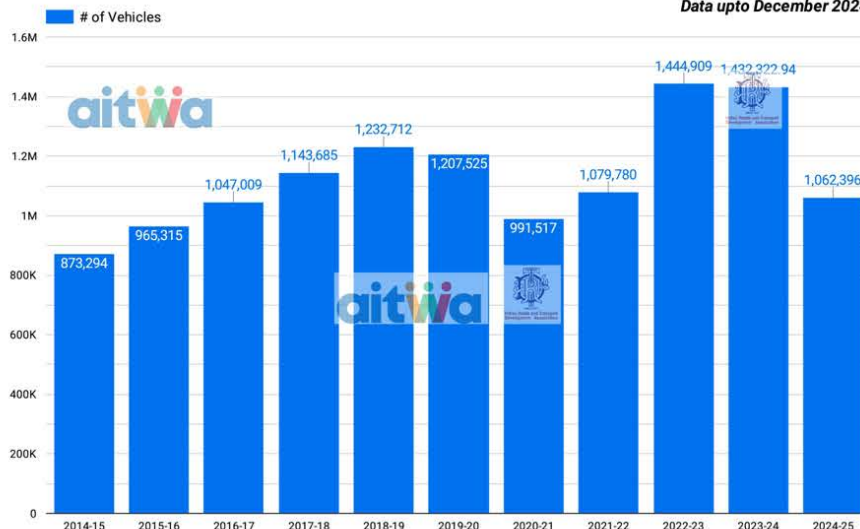
Toll Collection Dashboard

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



National Permit Vehicles in India

Data upto December 2024



TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)							
S. no.	Airport	For The Month			For The Period April To Oct.		
		Oct. 2024	Oct. 2023	% Change	2024-25	2023-24	% Change
(A) 18 International Airports							
1	Amritsar	234.9	347.0	-32.3	2022.9	0.1	-
2	Ayodhya	0.0	0.0	-	0.0	0.0	-
3	Bhubaneswar	808.9	878.8	-7.9	5293.6	5995.1	-11.7
4	Chennai	32766.1	27754.0	18.1	219563.3	194807.1	12.7
5	Coimbatore	1232.9	926.0	33.1	7217.4	4841.0	49.1
6	Goa	486.2	432.0	12.5	2991.9	3218.1	-7.0
7	Imphal	513.0	56.0	-	3426.8	1059.3	223.5
8	Kolkata	15222.7	13445.6	13.2	101839.0	83602.2	21.8
9	Kozhikode	1836.1	1489.0	23.3	12803.3	10455.0	22.5
10	Kushinagar	0.0	0.0	-	0.0	0.0	-
11	Port Blair	706.8	545.0	29.7	4505.3	3181.8	41.6
12	Rajkot (Hirasar)	57.8	0.0	-	386.8	0.0	-
13	Srinagar	755.5	689.0	9.6	6427.8	5919.4	8.6
14	Surat	625.1	463.0	35.0	4200.9	3383.8	24.2
15	Tiruchirappalli	684.0	560.0	22.1	3727.3	3796.0	-1.8
16	Tirupati	11.8	5.0	-	55.0	18.0	205.4
17	Varanasi	669.8	442.0	51.5	3911.5	2850.5	37.2
18	Vijayawada	130.7	109.0	19.9	683.9	413.1	65.6
Total		56742.1	48140.5	17.9	379371.6	325563.3	16.5
(B) 6 PPP International Airports							
19	Ahmedabad	9753.8	10261.0	-4.9	61072.1	61519.3	-0.7
20	Guwahati	2391.6	1578.0	51.6	14798.1	11941.5	23.9
21	Jaipur	2228.1	1797.1	24.0	12905.9	11345.5	13.8
22	Lucknow	1907.0	2009.6	-5.1	13296.8	12078.1	10.1
23	Mangalore	187.8	207.0	-9.3	1647.7	1181.0	39.5
24	Thiruvananthapuram	2047.0	1602.7	27.7	13766.6	11215.8	22.7
Total		18515.4	17455.4	6.1	117487.2	109281.3	7.5
(C) 7 JV International Airports							
25	Bangalore (BIAL)	44336.0	37763.0	17.4	301596.0	250471.0	20.4
26	Delhi (DIAL)	101756.9	88953.0	14.4	651472.4	567445.4	14.8
27	Hyderabad (GHIL)	15105.4	13615.5	10.9	98973.6	86301.3	14.7
28	Kannur (KIAL)	382.3	265.3	44.1	2770.5	2118.1	30.8
29	Kochi	5101.6	5147.9	-0.9	37440.8	34957.4	7.1
30	Mumbai (MIAL)	78728.8	68787.3	14.5	525804.1	464724.5	13.1
31	Nagpur	856.0	808.0	5.9	5198.1	4578.6	13.5
Total		246266.9	215340.0	14.4	1623255.4	1410596.2	15.1
(D) 2 ST Govt./Pvt. INTL Airports							
32	Goa (MOPA)	283.9	168.6	68.4	1631.6	491.0	-
33	Shirdi	5.7	8.9	-35.9	38.9	198.1	-80.4
Total		289.7	177.5	63.1	1670.5	689.1	-
(E) 11 Custom Airports							
34	Agartala	499.2	178.6	-	3327.7	1227.6	-
35	Aurangabad	124.2	95.0	30.7	553.4	434.3	27.4
36	Bagdogra	819.4	722.0	13.5	5664.1	5006.9	13.1
37	Chandigarh	1412.4	776.5	81.9	9198.8	4149.6	-
38	Gaya	0.0	0.0	-	0.0	0.0	-
39	Indore	990.1	909.0	8.9	6048.5	5975.1	1.2
40	Madurai	361.7	352.0	2.8	2066.6	1666.2	24.0
41	Patna	856.6	962.0	-11.0	5434.5	5521.8	-1.6
42	Pune	4161.3	3731.0	11.5	23891.2	22226.0	7.5
43	Vadodara	153.2	213.0	-28.1	875.6	1436.0	-39.0
44	Visakhapatnam	293.0	313.0	-6.4	2409.1	2425.2	-0.7
Total		9671.1	8252.1	17.2	59469.5	50068.7	18.8
(F) 69 Domestic Airports							
45	Akanpur (Jalandhar)	0.0	0.0	-	0.0	0.0	-
46	Agatti	0.1	5.7	-98.2	0.1	35.7	-99.7
47	Agra	7.2	6.0	20.3	27.2	24.0	13.2
48	Barapani (Shillong)	0.0	0.0	-	0.0	0.0	-
49	Bareilly	0.0	0.0	-	0.0	0.0	-
50	Belagavi	2.2	1.0	-	14.8	1.0	-
51	Bhatinda	0.0	0.0	-	0.0	0.0	-
52	Bhavnagar	0.0	0.0	-	0.0	0.0	-
53	Bhopal	230.8	234.0	-1.4	1427.3	1625.8	-12.2
54	Bhuj	0.3	0.0	-	1.8	0.0	-
55	Bhuntar (Kulu/Mandi)	0.0	0.0	-	0.0	0.0	-
56	Bikaner	0.0	0.0	-	0.0	0.0	-
57	Coochbeher	0.0	0.0	-	0.0	0.0	-
58	Cuddapah	0.0	0.0	-	0.0	0.0	-
59	Darbhangha	40.8	99.0	-58.8	294.9	342.5	-13.9
60	Dehradun	192.3	178.0	8.0	1426.0	1447.2	-1.5
61	Deoghar	0.0	0.0	-	0.0	0.0	-
62	Dimapur	105.5	146.6	-28.1	727.2	870.2	-16.4
63	Diu	0.0	0.0	-	0.0	0.0	-
64	Gaggal (Kangra)	0.0	0.0	-	0.0	0.0	-

Freight (in MT.)

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

Source: A.A.I.

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

(*) TENTATIVE (IN '000 TONNES)

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers		Coal		Containers		Other Misc. Cargo	TOTAL	% VAR. AGAINST 2023-24
					FIN.	RAW	Thermal & Steam	Coking & Others	Tonnage	TEUs			
KOLKATA Kolkata Dock System	TRF APRIL-FEB., 2025	0	537	-	527	21	-	1182	8859	563	3493	14999	
	TRF APRIL-FEB., 2024	283	412	29	710	6	-	2434	9071	590	2749	15694	-4.43
Haldia Dock Complex	TRF APRIL-FEB., 2025	8867	5377	434	149	453	233	13645	2937	168	10602	42697	
	TRF APRIL-FEB., 2024	8816	4747	1661	96	369	-	19201	1870	101	8705	45465	-6.09
TOTAL: SMP, KOLKATA	TRF APRIL-FEB., 2025	9247	5914	434	676	474	233	14827	11796	731	14095	57696	
	TRF APRIL-FEB., 2024	9099	5159	1690	806	375	0	21635	10941	691	11454	61159	-5.66
PARADIP	TRF APRIL-FEB., 2025	33067	1612	20993	2045	5880	46349	14730	478	24	11095	136249	
	TRF APRIL-FEB., 2024	34354	1747	23790	422	4998	44602	14208	174	11	8041	132336	2.96
VISAKHAPATNAM	TRF APRIL-FEB., 2025	20439	1264	10665	1120	1516	8437	6365	9290	578	14607	73703	
	TRF APRIL-FEB., 2024	16912	1548	14085	1629	1551	9284	6523	10149	618	11787	73468	0.32
KAMARAJAR(ENNORE)	TRF APRIL-FEB., 2025	4742	165	-	-	-	20817	2264	12170	631	3673	43831	
	TRF APRIL-FEB., 2024	4415	146	-	-	-	19804	1992	11903	616	2630	40890	7.19
CHENNAI	TRF APRIL-FEB., 2025	12372	1270	860	-	202	-	-	32066	1661	3191	49961	
	TRF APRIL-FEB., 2024	13317	1302	714	-	268	-	-	28188	1461	3408	47197	5.86
V.O.CHIDAMBARANAR	TRF APRIL-FEB., 2025	458	1255	-	559	772	8937	7422	14400	720	3994	37797	
	TRF APRIL-FEB., 2024	428	1057	-	797	710	8983	7788	13410	671	4270	37443	0.95
COCHIN	TRF APRIL-FEB., 2025	22205	425	-	-	223	-	-	10334	762	990	34177	
	TRF APRIL-FEB., 2024	21950	598	-	-	190	-	-	9170	679	1034	32942	3.75
NEW MANGALORE	TRF APRIL-FEB., 2025	25783	2780	1825	496	58	5799	1606	2233	168	731	41311	
	TRF APRIL-FEB., 2024	24104	2583	4349	486	46	6156	822	2576	180	849	41971	-1.57
MORMUGAO	TRF APRIL-FEB., 2025	515	365	3421	239	-	2342	6177	-	-	3075	16134	
	TRF APRIL-FEB., 2024	518	384	4727	137	-	3496	6007	-	-	3865	19134	-15.68
MUMBAI	TRF APRIL-FEB., 2025	37123	1772	5661	424	66	7310	-	5	-	10122	62483	
	TRF APRIL-FEB., 2024	36565	1588	4919	393	87	7272	-	156	15	10275	61255	2.00
J.N.P.A.	TRF APRIL-FEB., 2025	3111	2312	-	-	-	-	-	76384	6629	2040	83847	
	TRF APRIL-FEB., 2024	3149	2299	-	-	-	-	-	70980	5836	1620	78048	7.43
DEENDAYAL	TRF APRIL-FEB., 2025	58514	11046	1336	3879	369	16025	559	6845	420	35252	133825	
	TRF APRIL-FEB., 2024	57870	10125	1768	3107	285	16150	540	7888	435	21736	119469	12.02
ALL PORTS	TRF APRIL-FEB., 2025	227576	30180	45195	9438	9560	116249	53950	176001	12324	102865	771014	
	TRF APRIL-FEB., 2024	222681	28536	56042	7777	8510	115747	59515	165535	11213	80969	745312	3.45
% Variation from previous year													3.45

Source: I.P.A.

Road Safety Needs to be Enhanced with Newer Technologies

Union Minister for Road Transport and Highways Nitin Gadkari highlighted the immediate need for improved road safety measures to put in place and called upon the road construction industry to develop strategies to enhance road safety by adopting newer technologies and sustainable recyclable construction materials.

Speaking after inaugurating two-day Global Road Infratech Summit & Expo (GRIS) with the theme “Vision Zero: Sustainable Infratech and Policy for Safer Roads,” in New Delhi, Gadkari observed that most of the road accidents that happen in the country are due to poor civil engineering practices in road design, construction, and management and improper road signages and marking systems. He suggested that they can be rectified by emulating from what is being practiced in countries like Spain, Austria and Switzerland.

India witnessed 4,80,000 road accidents, 1,80,000 deaths, and about 4,00,000 serious injuries. Out of these 1,40,000 accident deaths are in the age of 18-45 years and affecting mostly two-wheeler riders and pedestrians. These accidents contribute to an economic loss of 3 % to GDP, Gadkari noted.

Holding engineers largely responsible for the rise in road accidents due to poor planning and design of roads, the Union Minister also pointed to substandard detailed project reports (DPRs). With road safety a top priority, the government aims to reduce accident rates by 50% by 2030, he added.

Gadkari urged the industry and



government to collaborate in finding solutions to prevent road accidents, emphasising the importance of education in building safer infrastructure and promoting awareness on safer driving habits. He also highlighted the need for stronger

law enforcement and responsive emergency medical services.

The summit being organised by the International Road Federation-India Chapter (IRF-IC) is crafted to inspire innovation, showcase cutting-edge solutions from industry providers, foster knowledge exchange, and open valuable networking opportunities for experts and decision-makers from government bodies and private organisations.

The summit through the conference-cum-expo mode, aims to deliver a holistic experience that educates, inspires, and drives progress in the industry by seamlessly blending the formats”, said K K Kapila, President Emeritus, International Road Federation (IRF) a global road safety body working for better and safer roads worldwide.

Susanna Zammataro, Director General, IRF, Geneva, Lt. Gen. Harpal Singh, President, IRF -India Chapter and Akhilesh Srivastva, Vice President, IRF, also spoke on the occasion.



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