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Monthly Magazine of All India Transporters Welfare Association

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

Building Bridges: Supply Chain Resilience and Strategic Partnerships in India's Logistics Evolution

New Bridge Over the Kosi to Offer
Freedom From Flood Fear

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Driving India Toward 2047:
MoRTH's 2025 Landmark Achievements

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GST Slab Rationalisation: A Game-Changer for
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Government Revises Norms For How Commercial Vehicle
Width Is Measured & Mandates Some Safety Features

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Thriving Amid Uncertainty: India's Journey Toward Resilient Supply Chains

Hello Friends,

In this edition, we will discuss the role of **Supply Chain Resilience and Strategic Partnerships in India's Logistics Evolution**. How Supply Chain has turned Vulnerabilities into Opportunities by Strengthening India's transport backbone through collaboration and innovation will also be touched upon. Hope you will have a great reading and imbibe a lot of knowledge.

India's supply chain landscape is among the most complex in the world—shaped by vast geography, diverse consumer behaviour, fragmented supplier bases, and uneven infrastructure maturity across regions. This diversity, while a source of long-term strength, also makes resilience a critical determinant of business continuity and competitiveness. In an environment marked by fluctuating demand, climate volatility, geopolitical uncertainty, and regulatory shifts, building resilient supply chains is no longer optional; it is essential for navigating India's unpredictable market conditions and sustaining growth.

Recent global events have starkly illustrated how fragile and interconnected supply chains truly are. The COVID-19 pandemic disrupted production, logistics, and demand simultaneously across continents, with over 80 per cent of organisations reporting negative impacts and 68 per cent taking more than three months to recover operations. These vulnerabilities were compounded by subsequent disruptions such as the Suez Canal blockage in 2021, the

Panama Canal drought in 2022, and prolonged instability in the Red Sea between 2023 and 2024. Even today, nearly nine out of ten companies continue to face operational challenges, underscoring that volatility has become structural rather than episodic.

In response, resilience has moved to the top of the corporate agenda. Companies are reassessing long-held

In response, resilience has moved to the top of the corporate agenda. Companies are reassessing long-held assumptions around efficiency, scale, and cost optimisation, shifting instead toward robustness, redundancy, and adaptability

assumptions around efficiency, scale, and cost optimisation, shifting instead toward robustness, redundancy, and adaptability. Buffer inventories, diversified sourcing strategies, alternative transport routes, and investments in real-time visibility and advanced planning tools are becoming standard practice. By early 2024, over 70 per cent of organisations had strengthened dual-sourcing strategies, while around 60 per cent were regionalising supply bases to enhance structural resilience. This global recalibration has opened a strategic window for India.

India is increasingly emerging as a



Ashok Gupta

preferred supply chain hub as companies seek to diversify risk and reduce overdependence on single geographies. The country's young and skilled workforce, pro-manufacturing policy environment, and advantageous location offer a compelling alternative to highly concentrated supply chain models. With proximity to major markets across Asia, the Middle East, and Africa, India enables efficient regional production and distribution. These strengths have already reinforced its position in sectors such as electronics, pharmaceuticals, automotive, engineering goods, and speciality manufacturing.

Strategic partnerships such as the Resilient Supply Chain Initiative launched with Japan and Australia in 2021 have further elevated India's role in global value chains. Multinational firms are expanding manufacturing and sourcing footprints, drawn by competitive costs, deep talent availability, and steadily improving infrastructure. Large-scale programmes such as Bharatmala and Sagarmala are strengthening road and port connectivity, while the development of logistics corridors and multimodal hubs is improving

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Economic momentum adds further weight to this transformation. India grew by an estimated 8 to 8.5 per cent in FY2023–24, making it one of the fastest-growing major economies globally. With nominal GDP projected to reach USD 4.19 trillion in 2025, the country is already the world's fifth-largest economy. A rapidly expanding middle class is driving consumption across electronics, automobiles, pharmaceuticals, and consumer goods, while India's growing integration into global trade is reinforcing its role as both a production base and an export hub.

To sustain growth and build long-term resilience, the government has prioritised industrial diversification and self-reliance through initiatives such as Make in India, Production-Linked Incentive schemes, and Startup India. These policies have delivered tangible outcomes, with India now the world's third-largest producer of pharmaceuticals and the leading vaccine manufacturer. New industrial corridors and special economic zones across multiple states are fostering manufacturing clusters,

New industrial corridors and special economic zones across multiple states are fostering manufacturing clusters, strengthening supplier ecosystems, and reducing geographic concentration risk within global supply chains

strengthening supplier ecosystems, and reducing geographic concentration risk within global supply chains.

Infrastructure investment remains the backbone of resilience. In 2023–24, approximately Rs 10 trillion (around USD 120 billion) was allocated to transport and infrastructure development. Port modernisation under Sagarmala, highway expansion through Bharatmala, dedicated freight corridors, and integrated planning under the PM Gati Shakti National Master Plan and the National

Logistics Policy are steadily improving multimodal connectivity, predictability, and coordination across transport networks.

These efforts are reflected in India's improving logistics performance. The country's ranking in the World Bank's Logistics Performance Index rose to 38th globally in 2023, with a stated ambition to enter the top 25 by 2030 while reducing logistics costs to below 10 per cent of GDP. With ports on both eastern and western coasts connecting to more than 100 countries, and improving inland transport infrastructure, India is enhancing its ability to serve global markets efficiently.

Demographics and digital capability provide an additional layer of resilience. With a median age of around 29 years, India offers one of the world's largest and youngest workforces. At the same time, its strong IT and engineering base is accelerating digital adoption across supply chains. Automation, artificial intelligence, IoT, and data analytics are improving visibility, forecasting, and decision-making, enabling faster responses to disruptions. Global firms are increasingly piloting advanced digital supply chain solutions in India, positioning the country as both a production base and an innovation hub.

As these strengths converge, India is emerging as a natural hub for regional supply chains serving Asia, the Middle East, and Africa. Its domestic logistics market, currently valued at around USD 280 billion, is expected to nearly double by 2030. In a world where resilience, flexibility, and digital integration define competitive advantage, India is well positioned not just to participate in—but to shape—the next phase of global supply chains.

**Regards,
Ashok Gupta**



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Building Resilient Supply Chains: India's Logistics Reset



Ashok Goyal
National President, AITWA

For decades, logistics in India operated quietly in the background, largely unnoticed by consumers and policymakers alike. It was viewed as a support function—important, yet secondary to manufacturing and trade. Today, that perception has changed dramatically. Logistics has emerged as a central pillar of economic growth, customer satisfaction, and national resilience. As India's logistics sector moves toward rapid expansion in the coming years, its future success depends not on marginal upgrades but on a comprehensive rethinking of how supply chains are designed, managed, and sustained.

This transformation has been shaped largely by crisis. The COVID-19 pandemic was a defining moment for global supply networks, exposing their fragility and interconnected vulnerabilities. India was no exception. Factory shutdowns, labour shortages, and transportation disruptions brought commerce to a

standstill. Essential goods struggled to reach markets, and businesses faced unprecedented uncertainty. Yet, what distinguished India's response was its capacity to adapt quickly. The crisis prompted rapid digitisation, domestic production of critical items, and innovative distribution models. What began as emergency measures soon evolved into long-term structural reforms.

As the world slowly emerged from the pandemic, new challenges surfaced. Geopolitical tensions, trade disputes, and regional conflicts highlighted the dangers of over-dependence on specific countries, corridors, and suppliers. Global shipping routes became unstable, and trade restrictions created supply shocks. Indian companies, particularly in fast-moving consumer goods and manufacturing, were forced to rethink operational strategies. Some adjusted production schedules near sensitive borders, while others diversified sourcing to manage risk. These

developments reinforced a crucial lesson: supply chain resilience is no longer optional—it is essential.

A major driver of India's evolving logistics ecosystem has been proactive government intervention. During the pandemic, initiatives such as dedicated corridors for essential supplies and digital pass systems ensured that food, medicines, and fuel continued to move despite lockdowns. These measures prevented large-scale shortages and restored public confidence. Building on this experience, the government has since intensified its focus on infrastructure coordination through programmes like PM Gati Shakti, which integrates planning across roads, railways, ports, and airports. By breaking down institutional silos, this approach aims to eliminate bottlenecks and enhance system-wide efficiency.

In parallel, authorities have strengthened mechanisms to manage price volatility and supply disruptions. Real-time monitoring of food prices, expanded buffer stocks, and collaboration with private logistics firms have improved India's capacity to respond swiftly to emergencies. These steps reflect a shift from



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reactive crisis management to proactive risk preparedness.

On the corporate front, Indian enterprises are redesigning supply chains to become more flexible and decentralised. Traditional linear models—where goods move from a single source to a single destination—are being replaced by multi-node, multi-source networks. Companies are spreading production and storage facilities across multiple regions, reducing dependence on any single location. This strategy is particularly visible in sectors such as electronics and pharmaceuticals, where firms are setting up manufacturing units in several states to hedge against regional disruptions.

Technology has played a decisive role in enabling this transformation. Digital platforms now provide end-to-end visibility across supply chains. Artificial intelligence is used to forecast demand patterns, while Internet of Things devices monitor vehicle movement and inventory levels in real time. Cloud-based warehouse systems improve coordination between suppliers, distributors, and retailers. Together, these tools allow businesses to anticipate disruptions, optimise routes, and allocate resources more effectively. In an era where delays can cascade across continents, such predictive capabilities offer a crucial competitive advantage.

Another important pillar of India's logistics evolution is the push toward self-reliance under the Atmanirbhar Bharat initiative. Recognising the risks of import dependence, especially in strategic sectors, the government and industry have prioritised domestic production of semiconductors, pharmaceutical ingredients, defence equipment, and critical components. By strengthening internal capabilities, India not only improves supply security but also enhances its long-

term export potential. A robust domestic base allows firms to participate more confidently in global value chains.

Small and medium enterprises also play a vital role in this ecosystem.

Small and medium enterprises also play a vital role in this ecosystem. MSMEs form the backbone of India's manufacturing and distribution networks, yet they have historically faced constraints in finance, technology, and market access. Recent policy measures - including digital platforms, credit guarantees, and skill development programmes - have empowered these enterprises to integrate more effectively into modern supply chains

MSMEs form the backbone of India's manufacturing and distribution networks, yet they have historically faced constraints in finance, technology, and market access. Recent policy measures—including digital platforms, credit guarantees, and skill development programmes—have empowered these enterprises to integrate more effectively into modern supply chains. Their growing participation adds flexibility, innovation, and regional depth to the logistics network.

Looking ahead, recent disruptions have generated valuable insights for building future-ready supply chains. One key lesson is the importance of redundancy. Relying on a single supplier, port, or transport corridor increases vulnerability. Diversified networks, though more complex, provide insurance against sudden shocks. Another lesson is the centrality of digital infrastructure. Manual systems are too slow for today's volatile environment, whereas data-driven platforms enable rapid and informed decision-making.

Equally important is collaboration between the public and private sectors. Government agencies, logistics providers, manufacturers, and technology firms must work in tandem during crises. Such partnerships facilitate faster responses, smoother coordination, and more efficient deployment of resources. Finally, geopolitical awareness has become a strategic necessity. Businesses must continuously assess global risks and diversify international dependencies to safeguard operations.

In essence, India's response to supply chain disruptions reflects growing institutional maturity and strategic foresight. Through infrastructure investment, digital transformation, policy support, and localisation efforts, the country is constructing a resilient logistics framework capable of withstanding future shocks. While challenges remain, the direction is clear.

As global uncertainties persist, India's evolving supply chain ecosystem positions it not merely as a survivor of disruptions but as a reliable partner in international trade. By embedding resilience into its logistics architecture, India is laying the foundation for sustainable growth, economic stability, and long-term competitiveness in an increasingly unpredictable world.



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India's Evolving Supply Chains: Integrating Digital Transformation, Sustainability, and Resilience

India's supply chain transformation is unfolding against a backdrop of unprecedented global uncertainty and domestic ambition. What distinguishes this transition is not merely scale or speed, but its grounding in local realities—diverse geographies, fragmented supplier bases, and a long tradition of frugal innovation. Unlike cost-centric Western supply chain models built for stable environments, India is progressively shaping integrated and adaptive networks where digitalisation, sustainability, and resilience are no longer support functions, but central strategic levers. This shift presents substantial opportunities, but also exposes structural challenges that demand coordinated leadership across government, industry, and financial systems.

Flagship initiatives such as Make in India, Digital India, Production Linked Incentive schemes, and the National Logistics Policy have created a strong policy backbone for a globally competitive logistics ecosystem. Yet, translating policy intent into execution remains uneven. While large enterprises are rapidly aligning with these frameworks, many MSMEs—which form the backbone of India's supply chains—continue to struggle with digital readiness, compliance complexity, and access to affordable capital. The formal integration of MSMEs into organised value chains through platforms such as ONDC and sustainability-linked financing represents a significant opportunity to unlock productivity

and inclusion, but it also requires simplification of standards, capacity building, and trust-based adoption rather than mandate-driven compliance.

The government's stated ambition to position India as a “globally trusted partner in supply chains” underscores the strategic moment. Corporate initiatives focused on inclusive sourcing, responsible packaging, and supplier development reinforce this direction. However, trust at a global level is increasingly contingent on transparency, traceability, and ESG performance across extended supply networks. This places pressure on Indian firms to address gaps in data quality, supplier visibility, and social compliance, particularly in Tier 2 and Tier 3 ecosystems. The opportunity lies in turning these requirements into competitive advantages through shared platforms and collective capability building.

India's supply chain reinvention has been accelerated by a convergence of global disruptions and domestic reforms. The pandemic exposed the vulnerability of just-in-time models and over-concentrated sourcing, prompting a global reorientation toward diversification and redundancy. Climate volatility has added another layer of complexity, with floods, heatwaves, and extreme weather events disrupting production and logistics with increasing frequency. These disruptions present a clear challenge to continuity and cost control, but they also create an opportunity for India to position itself as a resilient alternative in global sourcing strategies, particularly under



Abhishek Gupta
General Secretary, AITWA

the China Plus One framework.

Domestically, the integration of physical and digital infrastructure through initiatives such as PM Gati Shakti, ULIP, and ONDC is beginning to reduce long-standing inefficiencies. Yet, interoperability across platforms, ministries, and private systems remains a work in progress. Fragmented data standards and overlapping regulatory requirements risk diluting the full impact of these investments. Harmonisation, if achieved, could dramatically improve planning accuracy, asset utilisation, and risk visibility across sectors.

Digital technologies have emerged as the structural core of this transformation. Artificial intelligence, IoT, blockchain, and digital twins are enhancing predictive capabilities, traceability, and responsiveness across supply chains. Leading enterprises are already demonstrating tangible gains in efficiency, emissions reduction, and compliance assurance. At the same time, digital adoption remains highly uneven. Smaller suppliers often face skill gaps, cybersecurity concerns, and return-on-investment uncertainty. The

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challenge is to prevent the emergence of a two-speed supply chain ecosystem. The opportunity lies in scalable, low-cost digital tools, shared infrastructure, and targeted skilling programs that democratize access to these capabilities.

Sustainability has moved decisively from the periphery to the centre of supply chain strategy. With supply chains accounting for a significant share of emissions, decarbonization efforts increasingly hinge on logistics, sourcing, and production networks. Regulatory expectations, investor scrutiny, and shifting consumer preferences are converging to make sustainability a determinant of market access and capital availability. However, measuring and managing Scope 3 emissions, especially in fragmented supplier networks, remains a major challenge. Limited data availability and inconsistent reporting standards constrain progress. Conversely, companies that invest early in traceability, green logistics, and supplier engagement are likely to benefit from cost efficiencies, brand differentiation, and preferential financing.

Resilience, too, has undergone a conceptual shift. In India's context, resilience can no longer be an afterthought addressed through crisis response. Geographic diversity, infrastructure variability, and climate exposure necessitate resilience by design—through decentralisation, real-time coordination, and scenario-based planning. While examples of climate-integrated sourcing and distributed logistics hubs demonstrate what is possible, scaling these models requires significant investment and cross-sector collaboration. The opportunity is to embed resilience

metrics into planning and investment decisions, transforming risk



While examples of climate-integrated sourcing and distributed logistics hubs demonstrate what is possible, scaling these models requires significant investment and cross-sector collaboration. The opportunity is to embed resilience metrics into planning and investment decisions, transforming risk management into a source of strategic advantage

management into a source of strategic advantage.

The most promising developments are occurring at the intersection of digitalisation, sustainability, and resilience. Integrated models that combine traceability, emissions management, and risk forecasting are

redefining operating norms. These fusion points signal a transition from linear supply chains to adaptive ecosystems. Yet, they also demand new governance models, shared accountability, and data trust frameworks—areas where institutional capacity is still evolving.

Persistent barriers—behavioural inertia, policy silos, digital divides, and weak ESG data capabilities—should not be viewed solely as constraints. They represent latent opportunities for systemic reform. Simplified compliance tools for MSMEs, interoperable data standards across national platforms, and collaborative ESG infrastructure can unlock scale and inclusion. Strengthening the social dimension of ESG, particularly labour standards and community impact, will be critical as global scrutiny intensifies.

India's path forward will benefit from global benchmarking, but not blind replication. International experiences highlight the value of automation, interoperability, disclosure discipline, and climate resilience, yet India's advantage lies in adapting these lessons to its unique economic and social fabric.

India's emergence as a global supply chain leader will ultimately depend on its ability to convert complexity into capability. The convergence of digital transformation, sustainability, and resilience offers a rare opportunity to reimagine value chains that are competitive, inclusive, and future-ready. With aligned policy execution, collaborative industry leadership, and focused investment in foundational capabilities, India is well-positioned not only to participate in global supply chains but to shape their next evolution.



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Building Bridges: Supply Chain Resilience and Strategic Partnerships in India's Logistics Evolution

From Vulnerabilities to Opportunities: Strengthening India's Transport Backbone Through Collaboration and Innovation

Inside a warehouse, managers scan digital dashboards, monitoring inventory moving toward ports, factories, and retail centres. Just a few years ago, much of this coordination depended on phone calls and paperwork. Today, it reflects a quiet but powerful transformation underway in India's supply chain ecosystem—one shaped by crisis, reform, and an urgent need for resilience.

India's supply chains are among the most complex in the world. They stretch across vast distances, connect millions of small suppliers, and serve one of the most diverse consumer markets on the planet. This diversity is a long-term strength, but it also makes the system highly sensitive to disruption. Climate events, policy changes, shifting demand, and geopolitical tensions regularly test its limits. In such an environment, resilience is no longer a strategic luxury. It has become the foundation of competitiveness and continuity.

The turning point came with the COVID-19 pandemic. Almost overnight, production halted, transport networks stalled, and demand patterns collapsed. Factories shut down, migrant workers returned to villages, and essential goods struggled to reach cities. Across the world, supply chains failed in tandem. In India, the disruption was severe—but so was the response. Emergency corridors were created for food and medicines. Digital passes enabled vehicle movement. Domestic

manufacturing of critical items accelerated. What began as crisis management gradually evolved into systemic reform.

Even as the pandemic receded,

Even as the pandemic receded, instability did not. Global shipping routes were disrupted by incidents such as the Suez Canal blockage and droughts affecting major waterways. Trade tensions and regional conflicts added further uncertainty. For Indian businesses, these events reinforced a sobering reality: dependence on narrow supply routes and concentrated sourcing was no longer sustainable

instability did not. Global shipping routes were disrupted by incidents such as the Suez Canal blockage and droughts affecting major waterways. Trade tensions and regional conflicts added further uncertainty. For Indian businesses, these events reinforced a

sobering reality: dependence on narrow supply routes and concentrated sourcing was no longer sustainable. Companies began reassessing long-held assumptions about efficiency and cost minimisation. Resilience, once viewed as an added expense, became a strategic priority.

Across industries, new operating models emerged. Firms diversified suppliers, built buffer inventories, and created alternative transport plans. Manufacturing units were spread across multiple states. Warehousing networks were decentralised. Electronics and pharmaceutical companies, in particular, invested in multi-location production to hedge against regional risks. Linear supply chains gave way to flexible networks capable of absorbing shocks.

Technology became the backbone of this shift. Artificial intelligence improved demand forecasting. Internet of Things sensors tracked vehicle movement. Cloud platforms connected warehouses, suppliers, and retailers in real time. Data replaced guesswork. With better visibility, companies could detect early warning signs and respond before disruptions escalated. India's strong IT and engineering base accelerated this transition, turning digitalisation into a competitive advantage.

Government policy played an equally decisive role. During the pandemic, swift intervention kept essential goods moving. Since then, initiatives such as PM Gati Shakti, Bharatmala, Sagarmala, and the National Logistics

Policy have sought to integrate infrastructure planning across ministries and sectors. Roads, ports, railways, and airports are increasingly designed as part of a unified system rather than isolated assets. Dedicated freight corridors and multimodal hubs are improving reliability and reducing transit time.

Massive public investment supports this vision. Trillions of rupees have been allocated to transport and logistics development in recent years. Port modernisation, highway expansion, and digital integration are gradually narrowing long-standing infrastructure gaps. These improvements are reflected in India's rising performance in global logistics rankings and its ambition to reduce logistics costs below 10 per cent of GDP.

Economic momentum adds further strength to this transformation. Rapid GDP growth, expanding consumption, and deeper global trade integration have increased demand for reliable supply networks. India is now a major manufacturing base for pharmaceuticals, electronics, automotive components, and engineering goods. Strategic partnerships, including regional resilience initiatives with Japan and Australia, have strengthened its position in global value chains.

At the heart of this growth lies the push for self-reliance. Under programmes such as Make in India and Production-Linked Incentives, domestic production of critical components has accelerated. Semiconductors, pharmaceutical ingredients, and defence equipment are increasingly manufactured locally. This reduces import vulnerability while enhancing export competitiveness. Self-reliance, in this context, is not isolation—it is strategic independence within global networks.

Small and medium enterprises remain central to this ecosystem. MSMEs



form the backbone of India's supplier base, yet many struggle with digital readiness and access to finance. New platforms, credit schemes, and skill initiatives are helping bridge these gaps. Integrating MSMEs into organised value chains improves flexibility and regional depth, making the system more resilient.

Sustainability has also moved to the forefront. Supply chains account for a large share of emissions, and global buyers increasingly demand environmental transparency. Indian firms are investing in green logistics, responsible sourcing, and emissions tracking. Measuring Scope 3 emissions remains challenging, especially in fragmented networks, but early movers are turning compliance into a competitive advantage.

Resilience itself has evolved in meaning. It is no longer about reacting after a crisis. In India's context, it must be embedded by design. Geographic diversity, climate exposure, and infrastructure variability require decentralised networks, scenario planning, and real-time coordination. Some companies are already integrating climate risk into sourcing and logistics decisions. Scaling such models, however, will require sustained collaboration and investment.

Challenges remain. Digital adoption is uneven. Data standards are fragmented. ESG reporting is inconsistent. Policy execution varies across regions. Yet these barriers also represent opportunities. Simplified compliance tools, interoperable platforms, and shared digital infrastructure can unlock scale and inclusion. Behavioural change, though slow, is underway.

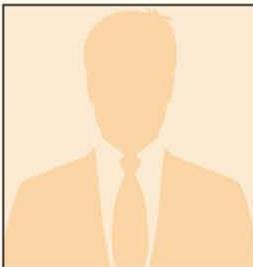
What distinguishes India's supply chain transformation is its grounding in local realities. Rather than replicating Western models built for stable environments, India is shaping adaptive systems suited to volatility. Frugal innovation, decentralisation, and digital integration are becoming defining features.

As trucks roll out of that logistics hub at dawn, they carry more than goods. They represent a new operating philosophy—one built on visibility, flexibility, and collaboration. In a world where disruption has become permanent, India is learning not just to survive uncertainty, but to thrive within it.

By converting complexity into capability and vulnerability into strength, India is positioning itself as a resilient, reliable partner in global trade. Its supply chains are no longer just conduits of commerce. They are strategic assets shaping the nation's economic future in an unpredictable world.

Welcoming the New Members to Our Family

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



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Rising Road Fatalities Signal Growing Safety Crisis in Delhi

Delhi's roads are becoming increasingly dangerous, with 2025 emerging as the deadliest year in nearly a decade for commuters in the national capital. Official data reveals that more than 1,600 people lost their lives in road accidents last year, highlighting a troubling escalation in traffic-related fatalities. Despite sustained enforcement efforts and public awareness campaigns, the steady rise in deaths reflects deeper structural and behavioural challenges that continue to undermine road safety in the city.

According to consolidated crash statistics compiled till December 31, 2025, Delhi recorded 1,617 fatalities in 1,578 fatal accidents. This represents the highest number of deaths since 2019 and marks a significant increase from the previous year, when 1,551 people were killed in

1,504 fatal crashes. In percentage terms, fatal accidents rose by nearly five per cent, while deaths increased by over four per cent compared to 2024. These figures suggest that not only are accidents becoming more frequent, but they are also growing more severe.

While the overall number of road accidents increased only marginally—from 5,657 in 2024 to 5,689 in 2025—the nature of these incidents has shifted in a worrying direction. Serious crashes leading to death or major injury are becoming more common, even as minor accidents show signs of decline. This trend indicates that Delhi's roads are witnessing more high-impact collisions, often involving higher speeds and greater risks.

Injuries resulting from road accidents also rose during the year. The number

of people hurt in crashes climbed by nearly two per cent, from 5,224 in 2024 to 5,314 in 2025. At the same time, non-injury accidents dropped sharply by more than 27 per cent, falling from 84 cases to just 61. Accidents resulting in simple injuries also saw a slight decline. Together, these patterns reinforce the concern that accidents are increasingly resulting in severe consequences rather than minor damage.

A longer-term review of road safety trends reveals that the current situation has been building over several years. In 2019, Delhi recorded 1,433 fatal accidents and 1,463 deaths, the highest figures at the time. This was followed by a dramatic decline in 2020, when strict COVID-19 lockdowns drastically reduced traffic movement. That year, fatalities fell to 1,196, and fatal accidents dropped to 1,163—the

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lowest levels in nearly two decades.

However, this decline proved temporary. As economic activity resumed and mobility increased, road accidents began rising again. Fatal accidents grew from 1,206 in 2021 to 1,428 in 2022 and 1,432 in 2023. The upward trajectory continued in 2024 and peaked in 2025. Similarly, deaths increased steadily from 1,239 in 2021 to 1,617 in 2025. These figures suggest that the post-pandemic recovery period has been accompanied by a sharp deterioration in road safety.

Law enforcement officials attribute much of this rise to growing traffic congestion and changes in driving behaviour. With more vehicles on the road and expanding urban development, traffic density in Delhi has reached unprecedented levels. At the same time, improvements in road infrastructure and wider carriageways have encouraged higher driving speeds, particularly during off-peak hours. When combined with risky behaviour, these conditions create a dangerous environment.

A senior police official pointed to persistent violations as a major contributor to fatal accidents. Drunk driving, overspeeding, jumping traffic signals, and failure to wear helmets or seat belts continue to be widespread despite strict penalties. Two-wheeler riders and pedestrians remain especially vulnerable, often bearing the brunt of careless driving. In many cases, victims are young commuters and working professionals, resulting in significant social and economic losses for families and communities.

Authorities have intensified enforcement through regular traffic checks, speed monitoring, and special



Authorities have intensified enforcement through regular traffic checks, speed monitoring, and special drives against intoxicated driving. Public awareness campaigns in schools, colleges, and workplaces have also been expanded to promote responsible behaviour. However, officials acknowledge that enforcement alone cannot solve the problem

drives against intoxicated driving. Public awareness campaigns in schools, colleges, and workplaces have also been expanded to promote responsible behaviour. However, officials acknowledge that enforcement alone cannot solve the problem. Lasting improvement

depends on a shift in public attitudes toward road safety.

Experts argue that Delhi's road safety challenge requires a more comprehensive approach. This includes better urban planning, safer pedestrian infrastructure, improved public transport, and stricter vehicle fitness standards. Technology-

driven solutions such as automated speed cameras, red-light violation detection systems, and intelligent traffic management can also help reduce human error.

Equally important is strengthening emergency response and trauma care services. Faster medical intervention can significantly reduce fatalities following serious accidents. Expanding ambulance networks, improving hospital preparedness, and training first responders can save many lives.

The rising death toll on Delhi's roads serves as a stark reminder that mobility must not come at the cost of human lives. While economic growth and urban expansion have increased travel demands, safety must remain a central priority. Without coordinated efforts from authorities, communities, and individual road users, the current trend risks becoming the new normal.

As Delhi continues to grow, the challenge is clear: building a transport system that is not only efficient, but also safe, humane, and sustainable. Reversing the alarming rise in road fatalities will require sustained commitment, responsible citizenship, and a renewed focus on protecting every life that moves through the city's streets.



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- ₹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 ।
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- 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।
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Om Logistics Supply Chain Highlights Speed Trucking as a Proven Hourly Consignment Delivery Solution

As businesses operate under increasingly compressed production cycles and delivery commitments, logistics speed has become a critical determinant of supply chain performance. Om Logistics Supply Chain continues to reinforce its time-critical logistics capabilities through **Speed Trucking**, its established hourly consignment delivery service that delivers air-like speed through surface transportation.

Speed Trucking has been enabling faster and predictable goods movement across India, supporting enterprises that depend on tight transit timelines. Built on a robust network of national and state highways, the service ensures high-velocity surface movement while remaining commercially viable for high-volume and cost-sensitive consignments. It also serves as a dependable alternative to air cargo, particularly for routes and regions with limited or inconsistent air connectivity.

The service operates on a disciplined, precision-led model. Structured hourly departures maintain uninterrupted goods flow, while a relay-driver system significantly reduces stoppages and enables continuous transit. Direct origin-to-destination movement without transshipment further enhances goods safety, minimizes handling and reduces transit risks. This operating framework makes Speed Trucking especially relevant for industries where every hour directly impacts



production continuity, inventory planning and customer commitments. Backed by Om Logistics Supply Chain's nationwide network, strategic hubs and a containerized, GPS-enabled fleet, Speed Trucking delivers coordinated execution and end-to-end visibility across routes. With the ability to consistently cover up to 1,000 kilometres per day, the service helps businesses shorten transit cycles that traditionally require extended lead times. It is widely used across sectors such as automotive, electronics, pharmaceuticals, engineering goods and high-value retail.

Through Speed Trucking, Om Logistics Supply Chain continues to

set higher benchmarks in time-bound surface logistics—combining speed, operational discipline and nationwide reach to meet evolving industry demands.

Key Features of Speed Trucking

- Cost-effective alternative to air freight
- Structured hourly departure model
- Direct origin-to-destination movement with no transshipment
- Relay driver system for continuous, safe and faster transit
- Pan-India coverage through an extensive logistics network
- Suitable for regions with limited air cargo connectivity.

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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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- ↗ FMCG & Retail
- ↗ Pharma & Healthcare
- ↗ Oil & Gas
- ↗ Project logistics
- ↗ Telecom

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Powering the Future: CoEZET, IIT Madras unveils India's First Overhead Automated Charging Device (OH-ACD)

Marking a landmark milestone in indigenous innovation, the **Centre of Excellence for Zero Emission Trucking (CoEZET), IIT Madras**, in collaboration with **Automotive Research Association of India (ARAI), Pune**, launches a cutting-edge Inverted Pantograph Charger for electric trucks and buses at Bharat Mobility Global Expo 2025.

The launch was inaugurated by Shri HD Kumaraswamy, Hon'ble Minister, Ministry of Heavy Industries, in the presence of Dr Hanif Qureshi, IPS, Additional Secretary, MHI, Shri Sudhendu J. Sinha, Advisor, NITI Aayog, Dr Saravanan N (NS), ARAI Governing Council President, Dr Reji Mathai, Director, ARAI, Prof. Karthick Athmanathan, Indian Institute of Technology, Madras, and Shri Ajith Kumar T K, CEO, CoEZET IIT Madras.

This technology represents a giant leap forward in sustainable transportation, addressing the growing need for faster, more reliable, and efficient EV charging solutions. Specifically developed to address the operational demands of Indian medium and heavy-duty electric trucks, the system delivers a robust,

ultra-fast, and highly reliable charging solution. Rather than adapting just international standards, this indigenous solution establishes new benchmarks tailored to India's unique vehicle architectures, operating conditions, and fleet requirements, ensuring seamless integration, enhanced reliability, and superior performance within the Indian EV ecosystem.

A live demonstration done by ARAI in the presence of Prof Sundaresan, Professor of Practice and Prof Shankar

Ram, Department of Engineering Design, IIT Madras featured a real battery electric truck successfully utilising the 600 kW/ 1000V/ 600A pantograph mechanism. Attendees also received a hands-on walk-through of the integrated mobile application, showcasing the seamless end-to-end charging process. **Key Features:** Moving beyond traditional internal combustion engines necessitates more than a mere swap of fuel tanks for batteries. To achieve true parity with diesel performance, the electric transition must be supported by a robust high-power charging architecture capable of sustaining heavy-duty cycles. By focusing on indigenous needs rather than off-the-shelf global imports, the OH-ACD offers a localised advantage that prioritises uptime and longevity. This design philosophy is reflected in the following technical breakthroughs:

Superior Performance & Charging Efficiency: In the high-stakes world of road logistics, time is the primary currency. The OH-ACD is engineered to bridge the gap between traditional refuelling speeds and modern electric



**ARAI & CoEZET Team at
the demonstration of the OH-ACD System**

charging requirements, ensuring that "charging downtime" is no longer a bottleneck for electric truck fleet operations.

Engineered for the Indian Context:

Existing global charging solutions often fall short when applied to Indian truck configurations and environmental conditions. The OH-ACD system addresses these challenges through purpose-built design innovations. It is not merely a piece of charging equipment; It is an indispensable component of India's integrated logistics and multi-modal transport infrastructure roadmap. By providing a standardised, high-power, automated charging backbone, the OH-ACD directly supports the National goal of sustainable, high-throughput commercial fleet operations.

Uncompromised Safety & Reliability:

Safety is the cornerstone of any industrial high-power installation, especially one involving high-current overhead equipment. The OH-ACD is built with a "safety-first" architecture that protects both the driver and the expensive vehicle assets from electrical and mechanical failures. Through a combination of rigorous testing and fail-safe engineering, the system provides peace of mind for operators.



Power-Failure Protection:

Incorporates a mechanical fail-safe Worm gear mechanism that prevents unintended disengagement or free fall during power outages, ensuring personnel and equipment safety.

Beyond deploying advanced charging technology, this initiative is dedicated

to establishing the foundational framework for India's electric vehicle charging infrastructure. Primarily through the formulation of national standards for (OH-ACD), encompassing mechanical design, electrical performance, and communication protocols.

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*We may forget our own Virtues
but God never forgets.*

Brahma Kumaris

New Bridge Over the Kosi to Offer Freedom From Flood Fear

On the banks of the Kosi River, where for decades people have battled floods, isolation, and long detours, a new dream is taking shape. The 13.3-kilometer Bheja-BakaurKosi Bridge is now in its final stage of completion. Once operational, the Kosi River Bridge will reduce travel distance by 44 kilometers, linking the flood-affected, underserved regions of Madhubani and Supaul directly to NH-27 and Patna. It will also open seamless routes to Nepal and the Northeast, boosting cross-border trade, regional commerce, and long-awaited investments. This development falls under the BRT scheme of BharatmalaPariyojana Phase I in Bihar on EPC mode. With an investment of ₹1101.99 crore, the bridge stands as a significant step toward transforming connectivity in the region. And the project is scheduled to be completed in the Financial Year 2026–2027.

Pilgrims will also find easier access to sacred sites like BhagwatiUchchaith, BideshwarDham, Ugratara Temple, and SingheshwarSthan. Farmers will no longer fear being stranded during floods. Students will reach schools without fear. Traders will deliver goods on time. Small shops will grow; transport services will flourish; local youth will find new jobs.

In a region once defined by its struggles against a turbulent river, this bridge is redefining what is possible. And as the final segments of the Kosi bridge rise above the river, the people of North Bihar are united by a single sentiment – their world is about to



change forever.

Quick Facts:

- Length of the Project (in Km): 13.300 KM
- Estimated Civil Project Cost: 1101.99 Cr.
- Completion Date: Financial Year 2026-2027

For the people of Madhubani, Supaul, Saharsa, and surrounding districts, this bridge is far more than steel and concrete. It is a lifeline, an unbroken chain of hope, easing the journey for communities shaped by the challenges of the Kosi's floodplain.

For Roshan Kumar, a schoolteacher from Saharsa who travels daily to a plus-two school in Madhubani, the bridge represents liberation from years of exhausting journeys. “Right now, to reach Bheja, I travel nearly 70 extra kilometers through BalwahaPul and the Kosi embankment,” he explains. “Earlier we had to go via Darbhanga or Phulparas, 150 to 200 kilometers of travel. Once the bridge opens, Saharsa to Madhubani will be nearly 70 kilometers shorter. The difference is life-changing.” His voice softens as he adds, “This is not just a

bridge. It's time saved, money saved, and energy saved for teachers, students, traders...everyone.”

For Pankaj, a medical shop owner in the region, the emotional weight of the project is even deeper. “We have suffered so much,” he says. “Taking patients to hospitals was a nightmare. Floods would cut us off, ferries would stop, and sometimes people lost their lives because help came too late.” Looking at the rising structure, his eyes shine with pride. “Now an ambulance will cross in half an hour. Patients will reach on time. This is dignity. This is safety. We feel proud that such a bridge is being built in our district.”

The youth of the region share the same excitement. Neha, an 11th-grade student, recalls how the area suffered during monsoons. “People were scared to cross. The roads would be washed away. But now everything will change. We will reach school safely. Our area will finally feel connected to the rest of the state.” The transformative impact of the bridge extends far beyond these personal journeys.

A Guide to GST for Goods Transport Agencies (GTAs)

For the Indian transport sector, the transition to the Goods and Services Tax (GST) regime marked a shift from multiple indirect taxes to a unified national system. While this has brought long-term efficiencies, transporters, fleet owners, and Goods Transport Agencies (GTAs) continue to face confusion, particularly around the applicability of the Reverse Charge Mechanism (RCM) and the Forward Charge Mechanism (FCM). This article aims to clearly explain these concepts and incorporate key updates effective up to late 2025, enabling transporters to make informed and compliant business decisions.

1. Are You a Transporter or a GTA?

The starting point for GST compliance is understanding how you are classified under GST law. Not every person transporting goods by road is a GTA.

Goods Transport Agency (GTA)

A **Goods Transport Agency** is any person who provides services in relation to the transport of goods by road **and issues a consignment note** (commonly known as a Bilty or Lorry Receipt).

Truck / Tempo Operator

If you transport goods by road **without issuing a consignment note**, you are treated as a regular transporter. Such services are generally **exempt from GST** under Notification No. 12/2017–Central Tax (Rate).

Key Takeaways

- Issuance of a **consignment note is the decisive factor** for classification as a GTA.
- A GTA is **not mandatorily required to obtain GST registration** under Notification No. 5/2017–Central Tax, even if its turnover exceeds ₹20 lakh (₹10 lakh for special category States), provided it supplies services exclusively under RCM.

2. GST Payment Options Available to a GTA: RCM and FCM

A GTA has the unique option to choose how GST is discharged on its services.

Option A: Reverse Charge Mechanism (RCM)–The Default Route

Under RCM, the GTA does **not charge GST on its invoice**. Instead, the liability to pay tax rests with the recipient of the service, subject to prescribed conditions.

- Available tax rate under RCM: **5% without ITC**
- **Input Tax Credit (ITC):** The GTA cannot claim ITC on goods or services used in providing transportation services.
- **Tax Liability:** Entirely borne by the service recipient.

This option is widely followed, particularly by small and medium transporters, due to minimal compliance requirements.

Option B: Forward Charge Mechanism (FCM)–The Optional Route

Under FCM, the GTA charges GST on its invoice and pays the tax to the government, similar to other registered service providers.

To opt for FCM:

- The GTA must obtain GST registration.
- A declaration (Annexure V) must be filed on the GST portal between **1 January and 31 March** for the upcoming financial year.

Available tax rates under FCM:

1.5% without ITC

GST is charged at 5%, but no input tax credit is available.

2.18% with ITC

GST is charged at 18%, and full ITC can be claimed on eligible inputs such as trucks, tyres, fuel-related services, repairs, and other business expenses.

Important Update:

The earlier **12% with ITC option has been withdrawn with effect from 22 September 2025**.

3. Essential Exemptions for Transporters

GST does not apply (under either RCM or FCM) to transportation of certain specified goods. These include:

- Agricultural produce
- Milk, salt, and food grains (including flour, pulses, and rice)
- Organic manure
- Newspapers and magazines registered with the Registrar of Newspapers
- Relief materials meant for disaster relief or defence equipment

Low-Value Exemption

GST is also not applicable where:

- The gross amount charged does not exceed **₹1,500 per carriage**, or
- The gross amount charged does not exceed **₹750 per consignee**

4. Documentation and Compliance Essentials

Proper documentation is critical for smooth operations and to avoid disputes or penalties.

A. Consignment Note / Invoice

A valid consignment note must contain:

- Name of consignor and consignee
- Vehicle registration number
- Description of goods
- Place of origin and destination
- Clear mention of **who is liable to pay GST** (RCM or FCM)

B. Declaration for FCM

Where a GTA opts for FCM, the invoice must carry a declaration such as:

“I/We have taken registration under the CGST Act and have exercised the option to pay GST on services of Goods Transport Agency in relation to transport of goods by road under the forward charge mechanism.”

C. Filing of Returns

• Under RCM:

The GTA is not required to file GSTR-1 or GSTR-3B for such supplies. The recipient discharges the tax liability.

• Under FCM:

The GTA must file GSTR-1 and GSTR-3B on a monthly or quarterly basis, as applicable.

Conclusion

For most small and mid-sized transporters, the RCM model at 5% remains practical, as it minimizes compliance obligations such as GST registration, return filing, and tax payments. However, large fleet operators and logistics companies making substantial capital investments may find the FCM option at 18% beneficial due to the availability of input tax credit.

Understanding these options and choosing the right model is essential for lawful, efficient, and sustainable operations in the GST regime.

Telecom-based Safety Alert System across National Highways in India



To enhance safety and offer seamless travel experience on National Highways, NHAI has signed a Memorandum of Understanding (MoU) with Reliance Jio to introduce a telecom-based safety alert system across National Highway network. Using Jio's existing 4G and 5G network, travellers will receive advance warnings on their mobile phones as they approach identified risk locations such as accident-prone stretches, stray-cattle zones, fog-affected areas and emergency diversions.

The initiative aims to strengthen road-safety by providing timely information to National Highway users, enabling them to adjust speed and driving behaviour well in advance. Alerts will be sent through SMS, WhatsApp and high-priority calls to National Highway users. The system will be integrated in a phased manner with NHAI's digital

platforms, including 'Rajmargyatra' mobile application and emergency helpline number 1033.

The automated system will work for all Jio mobile users on or near the National Highways and will provide early warning to National Highway commuters before they enter a hazardous zone. The solution will use existing telecom towers and can be deployed quickly, without additional roadside hardware. This strategic partnership shall leverage Jio's digital infrastructure – serving over 500 million subscribers in the country.

Commenting on the initiative, NHAI Chairman Santosh Kumar Yadav said, “This initiative marks an important step forward in providing timely and reliable information to commuters, enabling them to make informed decisions and adopt safer driving practices well in advance. I am sure that this initiative will set a new benchmark in technology-enabled road safety management on National

Highway.”

Jyotindra Thacker, President, Reliance Jio, stated that the initiative uses the reach of Jio's telecom network to deliver timely safety alerts at scale, contributing to safer and more informed National Highway travel.

The initial pilot deployment of the initiative will support risk-zone identification and alert thresholds under few regional offices in NHAI. The initiative will fully comply with all applicable regulatory provisions and data-protection requirements.

NHAI will take similar exercise with other telecom service providers also. By combining robust digital infrastructure with real-time communication tools, the initiative will help to significantly enhance commuter awareness and reduce preventable road incidents. NHAI remains committed to adopt innovative, scalable solutions that will enable safer, smarter and more efficient National Highway travel across the country.

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

India's First 'Table-Top Red Marking' on a Highway

As India rapidly expands its highway network, the National Highways Authority of India (NHAI), under the guidance of the Ministry of Road Transport and Highways (MoRTH), is also redefining what responsible infrastructure development looks like. A pioneering safety initiative implemented on a National Highway stretch passing through a sensitive forest and ghat section demonstrates how road engineering can balance human safety, wildlife protection, and ecological preservation, without compromising on any of the three.

The initiative has been implemented on a 2.0 km ghat section of an 11.96 km highway project passing through the Veerangana Durgavati Tiger Reserve (erstwhile Nauradehi Sanctuary), Madhya Pradesh.

Drawing inspiration from Sheikh Zayed Road in Dubai, and supported by international research and guidelines, NHAI implemented India's first-ever 'table-top red marking' on a National Highway.

A 5 mm thick hot-applied thermoplastic red surface layer has been laid across the carriageway in the identified danger zone. The bright red colour immediately alerts drivers that they are entering a speed-restricted, wildlife-sensitive corridor. The slightly raised surface generates mild tactile and audible feedback, naturally encouraging drivers to slow down, without causing discomfort or sudden braking.

What makes this intervention truly significant is its low ecological footprint:

- No disturbance to wildlife movement or habitat
- No alteration to pavement structure



or drainage

- Lower noise levels compared to conventional rumble strips
- Easy maintenance and fully reversible if future improvements are made

White shoulder lines have also been added on both sides of the highway to guide motorists and prevent vehicles from drifting onto unpaved or grassy areas, further enhancing safety.

Beyond speed management, NHAI has taken a holistic approach to wildlife protection along this corridor:

- 25 dedicated animal underpasses have been provided along the 11.96 km stretch at identified animal movement locations.
- These underpasses are integrated with natural ground levels and drainage paths to encourage regular animal use.
- Continuous chain-link fencing (except in deep cutting sections) has been installed on both sides of the highway to prevent animals from entering the carriageway and to guide them toward underpasses.
- Cameras installed on minor bridges, which also function as animal crossing points, help monitor wildlife movement.
- Solar lighting at bridges and junctions enhances visibility at

conflict points without adding environmental burden.

Importantly, although the 2.0 km section is marked as a danger zone based on geometric conditions, the fencing and underpass system ensures that there is no possibility of animals directly crossing the roadway, thereby safeguarding both wildlife and motorists.

This initiative stands as a strong example of how modern highway engineering can coexist with conservation goals. By combining global best practices, scientific research, and on-ground ecological considerations, NHAI has delivered a solution that:

- Saves human lives by reducing accidents
- Protects wildlife from vehicle collisions
- Preserves the integrity of forest ecosystems
- Ensures smooth, comfortable, and safer travel for road users

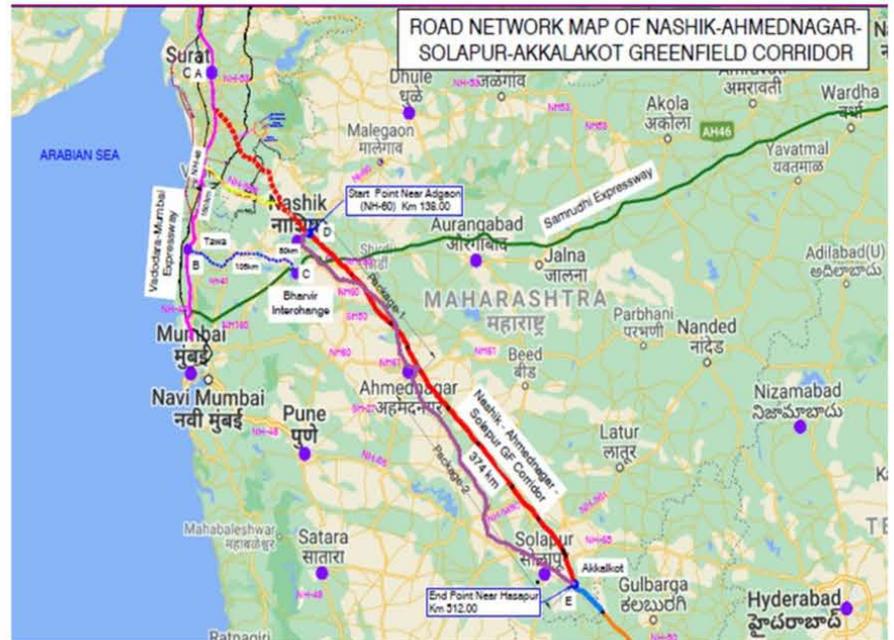
As India continues to build critical infrastructure through diverse landscapes, this project sets a benchmark for environmentally responsible, people-centric, and wildlife-sensitive highway development, where red roads signal not danger, but thoughtful design and green intent.

Cabinet Approves Construction of 6-lane Greenfield Access-controlled Nashik- Solapur-Akkalkot Corridor in Maharashtra

The Cabinet Committee on Economic Affairs, chaired by the Prime Minister Shri Narendra Modi, today has approved the Construction of 6-lane greenfield access-controlled Nashik-Solapur-Akkalkot Corridor in the State of Maharashtra on BOT (Toll) Mode with project length of 374 km with a total Capital Cost of Rs.19,142 crore. This project will provide connectivity to important regional cities such as Nashik, Ahilyanagar, Solapur connecting to Kurnool, as indicated in the map. This infrastructure is a significant step to facilitate integrated transport infrastructure development under the PM Gatishakti National Master Plan principle.

The greenfield corridor from Nashik to Akkalkot is proposed to be connected to Delhi-Mumbai Expressway near Vadawan port interchange, Agra-Mumbai corridor at Nashik at junction with NH-60 (Adegaon) and SamruddhiMahamarg at Pangri (near Nashik). The proposed corridor will provide through connectivity from west coast to east coast. From Chennai port end, 4-lane corridors are already in progress from Chennai to Hasapur (MH Border) via Thiruvallur, Renigunta, Kadappa and Kurnool (700 km long). The primary purpose of the proposed access-controlled six-lane greenfield project corridor is to improve travel efficiency and is expected to reduce travel time by 17 hours and reduce the travel distance by 201 km.

Nashik – Akkalkot (Solapur)



connectivity will improve logistics efficiency for freight originating and terminating at major National Industrial Corridor Development Corporation (NICDC) nodes of Kopporthy and Orvakal. Nashik – TalegaonDighe part of the section also addresses the requirement for development of Pune-Nashik Expressway, as identified by NICDC as a part of proposed new Expressway being taken up by the State Government of Maharashtra. The project provides high speed corridor designed for improved safety and uninterrupted traffic movement, reducing travel time, congestion, and operating costs. Importantly, the project will enhance the basic infrastructure in the region, contributing to the overall economic

development of Nashik, Ahilyanagar, Dharashiv, and Solapur districts.

The 6-lane access-controlled greenfield corridor with close tolling, supporting average vehicular speeds of 60 km/h with design speed of 100 km/h. This will reduce the overall travel time to approximately 17 hours (Reduce by 45% from 31 hours), while offering safer, faster, and uninterrupted connectivity for both passenger and freight vehicles.

The project will generate about 251.06 lakh man-days of direct employment and 313.83 lakh man-days of indirect employment. The project will also induce additional employment opportunities due to increase in economic activity in the vicinity of the proposed corridor.

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“Always deliver more than expected.”—Larry Page, co-founder of Google

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A joint venture between TCI and Mitsui & Co Ltd. TCI which is a logistics partner for Toyota Kirloskar Motors Ltd. & other Japanese companies in India.

KEY FACTS

Group Turnover



\$600 Mn.
(in 2017-18)

Employee Strength



6000+

Vehicles/day Managed on Road



12000

Cargo Ships (Coastal Waters)



6

Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



1400+

Transport Corporation of India Limited

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Cabinet approves Widening and Strengthening of Existing 2-Lane to 2-Lane with Paved Shoulder from Km 68.600 to Km 311.700 of NH-326 in Odisha

The Union Cabinet chaired by the Prime Minister Shri Narendra Modi today approved the widening and strengthening of existing 2-Lane to 2-Lane with Paved Shoulder from Km 68.600 to Km 311.700 of NH-326 in the State of Odisha under NH(O) on EPC mode.

Financial implications:

The total capital cost for the project is Rs.1,526.21 crore, which includes a civil construction cost of Rs.966.79 crore.

Benefits:

The upgradation of NH-326 will make travel faster, safer, and more reliable, resulting in overall development of southern Odisha, particularly benefiting the districts of Gajapati, Rayagada, and Koraput. Improved road connectivity will directly benefit local communities, industries, educational institutions, and tourism centres by enhancing access to markets, healthcare, and employment opportunities, thereby contributing to the region's inclusive growth.

Details:

The section of Mohana–Koraput of the National Highway (NH-326) at present have sub-standard geometry (intermediate lane/2-lane, many deficient curves and steep gradients); the existing road alignment, carriageway width and geometric deficiencies constrain safe, efficient movement of heavy vehicles and reduce freight throughput to coastal ports and industrial centres. These constraints will be removed by

upgrading the corridor to 2-lane with paved shoulders with geometric corrections (curve realignments and gradient improvements), removal of black spots and pavement strengthening, enabling safe and uninterrupted movement of goods and passengers and reducing vehicle operating costs.

The upgradation will provide direct and improved connectivity from Mohana–Koraput into major economic and logistics corridors — linking with NH-26, NH-59, NH-16 and the Raipur–Visakhapatnam corridor and improving last-mile access to Gopalpur port, Jeypore airport and several railway stations. The corridor connects important industrial and logistic nodes (JK Paper, Mega Food Park, NALCO, IMFA, Utkal Alumina, Vedanta, HAL) and education/tourism hubs (Central University of Odisha, Koraput Medical College, Taptapani, Rayagada), thereby facilitating faster freight movement, reducing travel time and enabling regional economic development.

The project lies in southern Odisha (districts of Gajapati, Rayagada and Koraput) and will significantly improve intra-state and inter-state connectivity by making vehicle movement faster and safer, stimulating industrial and tourism growth and improving access to services in aspirational and tribal areas. Economic analysis shows the project's EIRR at 17.95% (base case) while the financial return (FIRR) is negative (-2.32%), reflecting the

social and non-market benefits captured in the economic appraisal; the economic justification is driven largely by travel-time and vehicle-operating-cost savings and safety benefits (including an estimated travel-time saving of about 2.5–3.0 hours and a distance saving of ~12.46 km between Mohana and Koraput after geometric improvements).

Implementation strategy and targets:

The work will be implemented on EPC mode. Contractors will be required to adopt proven construction and quality-assurance technologies, which may include precast box-type structures and precast drains, precast RCC/PSC girders for bridges and grade separators, precast crash barriers and friction slabs on Reinforced-Earth wall portions, and Cement Treated Sub-Base (CTSB) in pavement layers. Quality and progress will be verified through specialized survey and monitoring tools such as Network Survey Vehicle (NSV), periodic drone-mapping. Day-to-day supervision will be carried out by an appointed Authority Engineer and project monitoring will be conducted through the Project Monitoring Information System (PMIS).

The work is targeted to be completed in 24 months from the appointed date for each package, followed by a five-year defect liability/maintenance period (total contract engagement envisaged as 7 years: 2 years construction + 5 years DLP). Contract award will follow after completion of statutory clearances and required land possession.

Driving India Toward 2047: MoRTH's 2025 Landmark Achievements

In 2025, the Ministry of Road Transport & Highways (MoRTH) solidified India's standing as the world's second-largest road network while pioneering digital and sustainable transport solutions. This year-end summary details the unprecedented expansion of high-speed corridors, a robust asset monetization strategy, and transformative road safety initiatives that defined the nation's infrastructure landscape.

1. National Highway Network: Overview and Unprecedented Growth

India currently possesses the world's second-largest road network, with its National Highways (NH) spanning a total of 1,46,560 km. This network serves as the country's primary arterial infrastructure, and its expansion has been a cornerstone of government policy over the last decade. Since 2014, the NH network has recorded a growth of approximately 61%, expanding from 91,287 km to its current length.

The growth is particularly notable in high-capacity corridors:

- **High-Speed Corridors/ Expressways:** Operational access-controlled high-speed corridors have increased from a mere 93 km in 2014 to 3,052 km at present, representing a staggering growth of 3,180%.
- **4-Lane and Above Highways:** The length of National Highways with four or more lanes has more than doubled, rising from 18,371 km in 2014 to 43,512 km currently.

2. Strategic Construction and Flagship Programmes

The Ministry strengthens the National Highways network through several landmark programmes:

- **Bharatmala Pariyojana:** This includes the subsumed National Highway Development Project (NHDP). As of November 30, 2025, out of a total planned length of 26,425 km, approximately 21,597 km have been completed. The programme consists of various components, including Economic Corridors (6,896 km completed), Inter Corridor Roads (2,397 km completed), and Expressways (1,994 km completed).

- **SARDP-NE:** The Special Accelerated Road Development Programme for the North-East Region has seen 5,859 km completed out of a total 5,998 km.

- **Left Wing Extremism (LWE) Areas:** This programme, including the Vijayawada–Ranchi Road, has completed 5,825 km out of a planned 6,014 km.

- **Externally Aided Projects (EAP):** Projects supported by the World Bank, JICA, and ADB have seen the completion of 2,604 km out of 2,978 km.

Currently, works covering approximately 28,000 km of NH length, with an estimated cost of ₹7.70 lakh crore, are under implementation nationwide.

3. Financing and Asset Monetization

To fund this massive expansion, the Ministry has employed diverse and aggressive asset monetization strategies. Cumulatively, MoRTH has monetized ₹1,52,028 crore through

various modes up to November 2025, with a target of an additional ₹30,000 crore for FY 2025-26.

Key Monetization Models:

- **Toll Operate Transfer (TOT):** This model assigns toll collection rights of public-funded highways to private concessionaires for 15–30 years in exchange for an upfront lump sum. As of November 2025, ₹58,265 crore has been raised via TOT.

- **Infrastructure Investment Trust (InvIT):** NHAI's InvIT allows for pooled investment, raising ₹43,638 crore so far. A new Public InvIT, named Raajmarg InvIT, is planned for issuance in January 2026 to further widen the investment base.

- **Securitization through SPV:** By bundling assets and securitizing future user fees, NHAI has raised ₹50,125 crore, specifically through the Delhi Mumbai Expressway (DME) SPV.

Furthermore, to enhance private participation, the Ministry has revamped Model Concession Agreements (MCAs) for Build-Operate-Transfer (BOT) projects for the first time since 2007-08. A massive PPP project pipeline of 13,400 km, costing approximately ₹8.3 lakh crore, has been identified for development over the next three years.

4. Maintenance and Repair (M&R)

MoRTH is transitioning toward a goal of 100% NH network coverage under maintenance by FY 2025-26. The current status includes:

- 34,000 km undergoing development works.

- 59,000 km under Defect Liability Period (DLP) or Concession Period, where the contractor is responsible for maintenance.

- 45,000 km managed through Performance Based Maintenance Contracts (PBMC) or Short Term Maintenance Contracts (STMC). The Ministry has incurred an average annual expenditure of ₹7,400 crore on M&R over the last three years.

5. Logistics and Allied Infrastructure

To modernize India's logistics sector and reduce costs, MoRTH is developing several key initiatives:

- **Multimodal Logistics Parks (MMLPs):** A network of 35 MMLPs is planned under BharatmalaPariyojana, involving an investment of ₹46,000 crore. Once operational, these parks will handle roughly 700 million metric tonnes of cargo. Major sites like Jogighopa (Assam), Chennai (Tamil Nadu), and Indore (Madhya Pradesh) are already in various stages of award or construction.

- **Wayside Amenities (WSAs):** To improve commuter comfort, the Ministry plans state-of-the-art WSAs every 40–60 km along National Highways. Out of 700+ planned sites, 510 have been awarded, and 110 are already operational.

- **ParvatmalaPariyojana:** This program focuses on developing world-class ropeway infrastructure in hilly regions and congested urban areas. Currently, five projects (11.01 km) are under implementation in locations like Varanasi and Ujjain, while others like the Sonprayag-Kedarnath ropeway are in advanced stages.

6. Major Project Inaugurations and Events of 2025

The year 2025 saw significant milestones in infrastructure delivery, often led by the Prime Minister:



- **Sonamarg Tunnel (J&K):** A 12-km-long tunnel, costing over ₹2,700 crore, was inaugurated to provide all-weather connectivity between Srinagar and Sonamarg, which is vital for the Ladakh region.

- **Urban Decongestion:** Landmark projects including the Delhi section of the Dwarka Expressway and the Urban Extension Road-II (UER-II) were inaugurated to reduce traffic in the capital.

- **Regional Connectivity:** Major projects were launched or foundations laid in Bihar (Patna-Gaya-Dobhi section), Andhra Pradesh (Kurnool Greenfield Highway), Rajasthan (Bikaner and Barmer projects), and West Bengal (Kona Expressway).

- **Sustainable Transport:** The Union Minister flagged off the first-ever trials of hydrogen-powered heavy-duty trucks, developed by Tata Motors, in New Delhi.

7. Road Transport and Safety Initiatives

The Ministry has prioritized citizen

safety and modernized transport regulations through several new schemes:

- **Cashless Treatment Scheme, 2025:** Notified on a pan-India basis, this provides treatment cover of up to ₹1.5 lakh per road accident victim for up to seven days at designated hospitals.

- **Rah-Veer Scheme:** Formerly the Good Samaritan Scheme, this was revamped to increase the financial incentive for those helping accident victims from ₹5,000 to ₹25,000 per incident.

- **Sadak Suraksha Abhiyan:** A nationwide awareness campaign (October 2025 – March 2026) with a budget of ₹24.97 crore was launched to promote safe driving behaviors.

- **Vehicle Safety Standards:** Provisions for High Security Registration Plates (HSRP) and Advanced Driver Assistance Systems (ADAS) were strengthened in new vehicle models.

- **Divyangjan-Friendly Measures:**

Regulations were updated to allow for the conversion of vehicles into "adapted vehicles" and to provide GST benefits and easier licensing for Divyangjan.

8. Voluntary Vehicle-Fleet Modernization Program (Scrapping Policy)

The Ministry has achieved significant scale in its vehicle scrapping ecosystem:

- **Infrastructure:** 123 Registered Vehicle Scrapping Facilities (RVSF) and 160 Automated Testing Stations (ATS) are operational across the country.
- **Achievement:** Cumulatively, 3.58 lakh vehicles have been scrapped and 14.6 lakh vehicles tested till November 2025.
- **Incentives:** Citizens are incentivized to scrap old vehicles through concessions in motor vehicle tax (up to 25%), waivers of registration fees, and manufacturer discounts on new purchases.
- **Digital Integration:** The Vahan portal now facilitates the end-to-end journey of scrapping, including the issuance of Certificates of Deposit (CD), which can even be traded via a dedicated portal.

9. E-Initiatives and Technology Integration

Technology is being leveraged to improve efficiency and transparency:

- **BhoomiRashi Portal:** This portal has digitized highway land acquisition, linking it with the Public Finance Management System (PFMS) for direct compensation payments. Over 1.55 lakh hectares of land have been acquired through this system.
- **Electronic Tolling (FASTag):** Over 11.73 crore FASTags have been issued, with daily collections averaging ₹184 crore. A new FASTag-based Annual Pass for non-commercial vehicles was introduced, with 36.13 lakh passes sold already.
- **Barrier-Free Tolling:** The government has decided to implement ANPR (Automatic Number Plate Recognition) cameras on selected stretches to allow for seamless movement without stopping at toll plazas.
- **Drone Analytics:** NHAI received the Gold Award for its Drone Analytics Monitoring System (DAMS) used in highway maintenance.
- **Network Survey Vehicles (NSVs):** NSVs have been rolled out across 23 states to collect high-resolution data on road conditions, enabling predictive maintenance.

10. International Cooperation and Training

MoRTH remains active on the global stage:

- **BRICS:** Participated in the 2nd BRICS Transport Ministers' Meeting in Brazil to align on transport declarations.
- **Joint Working Groups:** Held meetings with Russia and Japan to discuss green mobility, intelligent transport systems, and advanced bridge designs.
- **Capacity Building:** The Indian Academy of Highway Engineers (IAHE) organized 59 training programs in 2025, training 1,545 engineers and professionals, including international officers from Uganda.

11. Green Initiatives and Special Campaigns

Promoting environmental sustainability, MoRTH planted approximately 58.82 lakh trees in FY 2025-26 under the 'Ek Ped MaaKeNaam 2.0' drive. Additionally, under Special Campaign 5.0, the Ministry achieved a 100% target in record management and cleanliness, disposing of old files and cleaning over 15,000 sites, including toll plazas and construction camps. A unique "Clean Toilet Picture Challenge" was also launched, rewarding users with FASTag recharges for reporting dirty facilities at toll plazas.

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*Everyone need company. Do I have enough love
to share my company with someone?*

Brahma Kumaris

NHAI Takes Firm Action following Reinforced Soil Wall Failures in Projects on NH-66 in Kerala

The National Highways Authority of India (NHAI) is taking immediate and decisive action following the recent failure of a Reinforced Soil Wall at Mylakkadu in Kollam District on December 5, 2025. The Mylakkadu failure, which occurred on Kollam – Kadambattukonam Project, involved a 9.4-metre high RS Wall approach to a Vehicular Underpass. Preliminary assessments suggest the cause is a Deep-Seated Shear/ Bearing Capacity Failure, meaning the soil at foundation was too weak to support the fill.

NHAI has acted swiftly and severely to ensure accountability. The Concessionaire and its Promoters (M/s Shivalaya) and the Independent Engineer (M/s Feedback - Satra JV) have been temporarily suspended from bidding for future projects. They have also been issued Show Cause Notices for potential debarment (upto 3 years for Concessionaire and upto 2 years for IE) along with monetary penalties. The Project Manager of the Concessionaire and the Resident Engineer of IE have been immediately removed from the project site.

While the technology of RS Walls is sound, the failures raise serious concerns about the bearing capacity and quality of the soil used in the design and construction of these structures/ RS Walls along NH-66. To address this, NHAI is launching a massive, multi-pronged initiatives:

1. Expert Assessment:

Following the Mylakkadu incident, a high-level Expert Committee,



including Dr. Jimmy Thomas (IIT-Kanpur) and Dr. T.K. Sudheesh (IIT-Palakkad), visited the site on December 6, 2025, to investigate the causes of failure & suggest remedial actions. The findings of a previous Expert Committee, constituted after the Kooriyad incident, are already being acted upon.

2. Intensive Soil Testing Across NH-66:

NHAI has appointed 18 Geotechnical Agencies to conduct rigorous soil sampling and testing at 378 structure/ RS Walls locations across 18 projects on NH-66 in Kerala. This includes sites that are already constructed, in progress, and yet to start. Agencies will deploy multiple rigs within 7–10 days to start the work, aiming to complete tests at 100 locations within one month and the remaining within three months.

3. Design Review and Remedial Action:

Based on these comprehensive field and lab reports, the design and

construction of every RS Wall will be re-checked. Remedial actions, including the dismantling and reconstruction of walls, will be taken where necessary. RS Walls will only be accepted after this process is complete and quality is confirmed. Accountability will be fixed for all lapses found during this review.

4. Safety Audits Expanded:

Following a separate incident involving the falling of girders on the Aroor-Thuravoor Elevated Road Project in November, NHAI has already engaged RITES to conduct a safety audit on that project. These safety audits will now be expanded to cover other projects on NH-66 to proactively identify and rectify any potential safety concerns.

NHAI reiterates its commitment to the highest standards of quality and safety for the public and assures that all necessary measures are being taken to ensure the long-term integrity of the National Highway 66 corridor.

NHAI Takes Measures to Enhance Visibility Due to Foggy Conditions



To counter reduced visibility due to foggy conditions on the National Highways during the winter season, NHAI has taken mitigation measures to enhance visibility for the safety of National Highway users. To enhance road safety during foggy conditions, mitigation measures have been classified under two heads of 'Engineering' and 'Safety Awareness' measures.

The 'Engineering measures' include reinstalling missing/damaged road signs and road studs, rectifying faded or inadequate pavement markings, installation of reflective markers and retro-reflective yellow stickers on road safety devices like metal beam crash barriers, implementation of safety measures on construction stretches that include barricading,

diversion signs, and providing solar blinkers on the median openings to maximize visibility on National Highway stretches.

The 'Safety Awareness' measures highlight steps to alert National Highway users of the reduced visibility conditions. These measures include use of Variable Message Signs (VMS) or electronic signages to display 'Foggy Weather Alerts' and speed limits, use of Public Address System warning commuters in foggy areas, use of electronic billboards, radio, and social media for public service announcements as well as installation of reflective tapes on vehicles to enhance visibility.

In addition, NHAI field offices have been directed to undertake night-time highway inspection on weekly basis to assess visibility on National Highways and identify locations for installing

additional provisions as required. Also, Highway Patrol vehicles will be stationed near dense foggy stretches, carrying blinking batons for guiding traffic. Also, use of reflective jackets by officials and workers during highway activities has been mandated. NHAI will collaborate with local law enforcement, ambulance services, and municipal authorities for seamless emergency response. In addition, NHAI team will conduct joint drills with traffic police to ensure efficient coordination during fog-related emergencies.

NHAI has also delegated financial powers for rectification of accident spots to its field officers, these can be utilized for taking measures to enhance visibility during foggy weather and overall safety.

In order to ensure safety, NHAI urges National Highway commuters to follow safe driving techniques during foggy conditions such as following lane driving and maintaining safe distance from the vehicle ahead, driving at the speed of 30km/hr or less to ensure adequate visibility for stopping the vehicle safely, driving vehicles with head/back light blinking, Don't park vehicles on Highway but only at designated locations such as truck lay bays and wayside amenities, drive carefully near construction sites and diversions, install reflective tapes on commercial vehicles in full width of the vehicle which includes white tape on front and red colored tape at the rear of the vehicle.

NHAI is committed to take all necessary steps to mitigate risk of commuting on National Highways during winter season, ensuring safe and seamless travel experience for the National Highway users.

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

India Ratings & Research Report Predicts A Gradual Recovery For Commercial Vehicle Demand In FY26, Led By The LCV Segment



According to India Ratings and Research (Ind-Ra), the market for commercial vehicles (CVs) showed a stabilising trend in the first half of the financial year 2026, bolstered by purchases made over the festive season and incentives associated with the goods and services tax (GST). The structural drivers are still weak, though. Let's explore the performance of the Indian commercial vehicle industry and expectations in the second half of the current fiscal year.

The increase in asset quality stress in the commercial vehicle sector during the first half of FY26 was due to extended monsoon conditions and heavy rainfall that hindered freight movement and negatively impacted agricultural trade flows, affecting collections. However, industrial production is expected to improve in

the second half of FY26, supported by enhanced agricultural and mining activities along with infrastructure development. This is anticipated to create stability in the operating landscape, which would support a gradual recovery in asset quality.

The majority of volumes continue to be found in light commercial vehicles (LCVs), which make up almost two-thirds of the total, whereas medium and heavy commercial vehicles (MHCVs) account for approximately one-third. In the first half of FY26, the commercial vehicle sector experienced only a slight rebound despite the momentum from festive seasons, with MHCVs growing by 5.2% YoY and LCVs increasing by 5.3% YoY.

While monsoon coverage has been extensive, inconsistent rainfall in specific areas has affected agricultural output and rural financial stability,

which has limited freight availability and borrower cash flows in the first half of FY26. However, in the second half of FY26, Ind-Ra anticipates that progress will rely on private sector capital expenditures and government investment, reported TrucksDekho.com.

Additionally, Ind-Ra has noted a fundamental change in tonnage preferences as the 16.3–25 tonnes segment, which has historically been dominant for its balance of payload capacity and operational efficiency, has experienced a consistent decline as operators shift towards higher tonnage vehicles (over 25 tonnes) for optimum utilisation on long-distance routes.

At the same time, financial constraints and price hikes related to BS6 compliance have increased the demand for 7.5-12 tonne vehicles among SRTOs (Small Road Transport Owners) and DCOs (Driver-Cum-

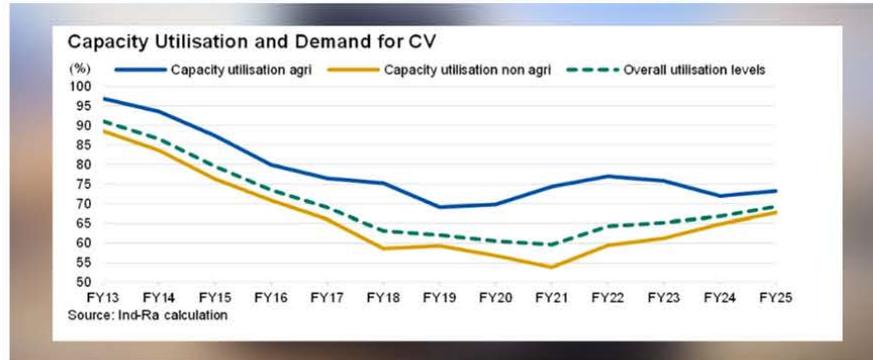
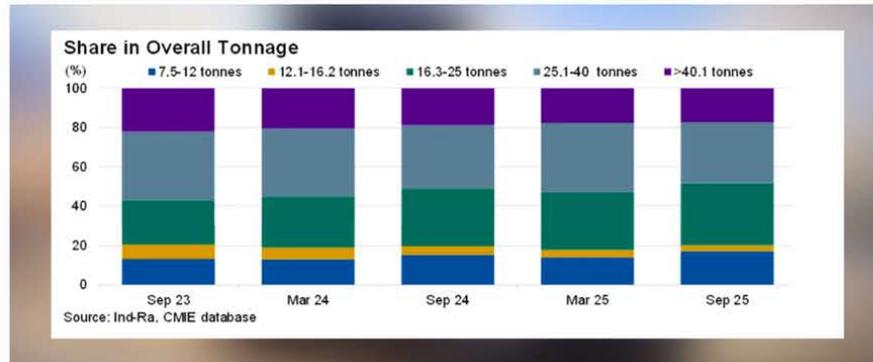
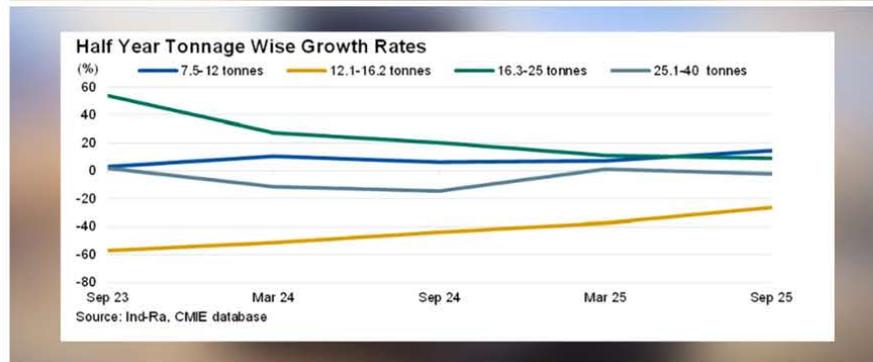
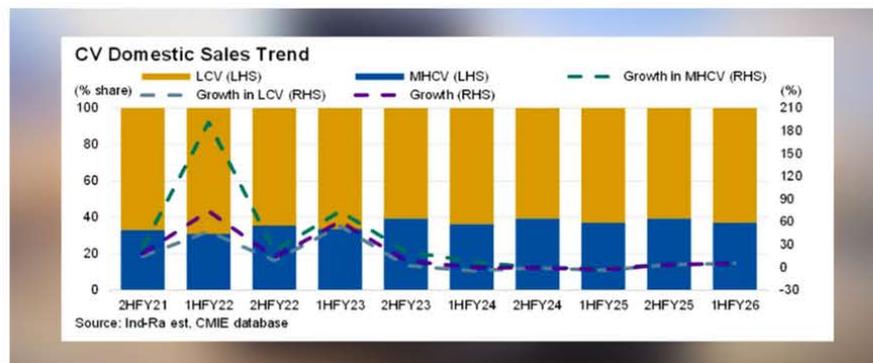
Owners), due to their superior unit economics and reduced initial investment. Utilisation rates have increased in both higher and lower tonnage categories. SRTOs and DCOs are maximising the use of their current vehicle fleets due to better road infrastructure, enhanced vehicle durability, and the rising cost of new vehicles.

The extended lifespan of existing commercial vehicles has driven up the prices of used vehicles, making it even more challenging for SRTOs and DCOs to afford them, particularly as compliance with BS6 regulations, mandatory telematics, and increasing insurance costs have significantly raised both acquisition and operating expenses. Ind-Ra anticipates that the market for used commercial vehicles will expand more rapidly due to cost pressures and postponed replacements.

In terms of funding, both banks and NBFCs have shown strong momentum in their commercial vehicle (CV) portfolios. NBFCs have taken the lead in growth, primarily serving SRTOs and DCOs, with a significant focus on used vehicles. Conversely, banks have been targeting fleet owners and larger SRTOs.

While NBFCs are capitalising on their established dealer networks and rapid processing times to meet specific demand, banks are opting for selective growth, concentrating on risk-adjusted lending to customers with stronger credit profiles and providing loans at more attractive rates. This collaborative strategy is expected to enhance overall credit availability even as lenders focus on segments with superior returns and stability.

Ind-Ra expects that the commercial vehicle (CV) cycle will continue its slow recovery through the second half of FY26, primarily driven by light commercial vehicles (LCVs).



Medium and heavy commercial vehicle (MHCV) volumes are expected to remain subdued, depending on the execution of infrastructure projects and the stability of the freight market.

For FY27, Ind-Ra projects a slight increase in the overall CV sector, supported by demand for

replacements and a revival in capital expenditure, although ageing fleets and postponed scrappage incentives may limit growth potential. The overall outlook is considered stable, as structural challenges are likely to constrain any rapid acceleration in the next six to nine months.

Nomura Report: Indian MHCV Industry Volumes Estimates To Grow By Around 8% YoY In FY26 & 10% YoY In FY27

After a period of slow growth, the Indian medium and heavy commercial vehicle (M&HCV) market is expected to begin the next upcycle, with industry volumes predicted to expand by about 8% YoY (Year-over-Year) in FY26 and 10% YoY in FY27, according to the latest Nomura report. Demand is expected to be supported in the medium term by strengthening industry fundamentals. Read more.

The recent Nomura report further stated that replacement demand is anticipated to be driven, especially during FY27-28, by rising freight rates, lower GST-led affordability, and a high average age of trucks, currently projected at roughly 10 years. The demand for new M&HCVs is expected to rise dramatically, as fleet operators seek to update existing commercial vehicles.

The study highlights many structural factors that set up the Indian M&HCV sector for a long-term revival in the years to come. The continuous need for replacements, better fleet economics, and advantageous macroeconomic conditions are important drivers. The industry's potential for faster development is still dependent on more general economic gains, such as higher consumption and lower lending rates, as it moves through these early phases of the upcycle.



Nomura's analysis shows a significant increase in fleet operator profitability, mostly due to improved freight rates and GST-related cost savings. Fleet operators' ability to invest in new commercial vehicles is improved as a result of their increased cash flows. The industry's revival depends on this trend because it pushes operators to replace outdated fleets with more modern models due to high profitability.

Concerns about how the Dedicated Freight Corridor (DFC) may affect the market for commercial vehicles are addressed in Nomura's report, reported TrucksDekho.com. The report indicates that demand risks from the DFC are minimal, even if the Eastern and Western DFCs are very close to operating at full capacity. Road transportation still plays a major

role in the movement of non-bulk cargo, which accounts for around 30% of all freight.

The report from Nomura does not see a major drop in the demand for trucks overall because commercial vehicles serve a varied freight base. It does point out, though, that certain sub-segments, like tractor-trailers, whose market share has grown dramatically in recent years, may see some normalisation.

The Nomura report highlights that although the current phase is just the beginning of a commercial vehicle upcycle, there is still a significant chance for a cyclical upturn, which will be bolstered by increased demand visibility. Overall, Nomura continues to see the commercial vehicle industry favourably, emphasising its significant growth potential in the near future.



7 Tips For
SAFE WINTER DRIVING
for Truckers

1

TAKE IT SLOW

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



2



GIVE YOURSELF SOME SPACE

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

SPLIT FROM THE PACK

3

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



4

PLAN FOR THE WEATHER

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



6

FILL YOUR FUEL TANK

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



STOCK UP ON EXTRA EQUIPMENT

5



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

7

USE GOOD JUDGEMENT

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



GST Slab Rationalisation: A Game-Changer for Transport Operators

India's transport and logistics sector is all set for a major transformation as the slab for Goods and Services Tax Council is rationalised in its meeting on September 3–4, 2025. With the Prime Minister highlighting next-generation GST reforms as a national priority, expectations are high that the new changes could mark the most significant restructuring of indirect taxation since the system was introduced in 2017.

For transport operators and fleet owners, these reforms are more than a policy adjustment. They are likely to influence operational costs, investment decisions, and long-term competitiveness in an increasingly demanding market.

At present, goods transport agencies function under a dual-rate framework. Operators may opt for a 5% GST rate without claiming input tax credit or choose a twelve per cent rate that allows credit benefits. Under the reverse charge mechanism, tax liability often falls on the service recipient. Smaller players generally prefer the lower rate to simplify compliance, while larger firms choose the higher slab to offset expenses such as maintenance, insurance, and infrastructure investments. Several transport services, including those linked to agricultural produce and small consignments, also enjoy exemptions.

The proposed rationalisation aims to simplify this complex structure by reducing the number of tax slabs. The government is reportedly considering phasing out the existing twelve and twenty-eight per cent categories in favour of a more streamlined system. If implemented, this move could enhance transparency, reduce classification disputes, and improve predictability for businesses.

One of the most important benefits for transport operators is expected in vehicle and equipment taxation. Currently, commercial vehicles, trailers, tyres, and spare parts are taxed at high rates. Under the new framework, many of these items are likely to fall under the eighteen per cent bracket. This reduction could significantly lower fleet acquisition and maintenance costs, easing pressure on balance sheets and improving cash flow.

Lower capital costs are also likely to encourage faster fleet modernisation. Operators may find it easier to invest in fuel-efficient, BS6-compliant, and electric vehicles, improving reliability and environmental performance. For smaller transporters, reduced entry barriers could enhance competitiveness and expand participation in organised logistics networks.

Although fuel will continue to remain outside the GST ambit, related services and equipment are expected to become more affordable. Maintenance services, insurance premiums, and fleet management tools may benefit from rationalised rates, helping businesses control operating expenses and strengthen margins.

The changes could also reshape the taxation of transport services. The existing 5% and 12% structure for goods transport agencies may move to a 5% and 18% model. While clients eligible for input credits may absorb this transition smoothly, operators serving exempt or unorganised sectors may face cost pressures. As a result, pricing strategies and contract structures will require careful review.

In this evolving environment, digital preparedness is becoming indispensable. As compliance systems grow more integrated, transporters will increasingly depend on

technology for billing, e-way bill management, tax reporting, and credit tracking. Modern transport management platforms can automate processes, reduce errors, and provide real-time operational insights. Digital adoption will no longer be optional but a prerequisite for sustainable growth.

The transition also demands organisational readiness. Companies must update accounting systems, review contracts for tax adjustment clauses, and train staff on revised procedures. Financial planning should reflect reduced capital costs and potential changes in service taxation. The reverse charge mechanism is expected to continue, supported by simplified processes and enhanced digital integration.

Beyond immediate financial implications, GST rationalisation carries strategic significance. Lower costs and simplified compliance can improve sector efficiency, encourage consolidation, and attract investment. They can also strengthen India's position as a reliable logistics hub in global supply chains.

In the long run, the reforms promise to reshape how transport businesses operate, compete, and innovate. Those who respond proactively—by investing in technology, modernising fleets, and refining business models—will be best placed to benefit. Others may struggle to adapt to a more transparent and competitive environment.

As the industry awaits the outcome of the GST Council meeting, one thing is clear: slab rationalisation represents more than a tax adjustment. It is an opportunity to build a more resilient, efficient, and future-ready logistics ecosystem. How transport operators prepare for this shift will determine their place in India's next phase of economic growth.



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Kamla Market	: 236, Asaf Ali Road side, Kamla Market, New Delhi - 110002	9350186924	23237429	
Okhla	: F-32/6, Okhla Industrial Estate, Phase-II, New Delhi - 110020	9312103405	26384881	
Okhla Indl Estate	: Shop No.7, Okhla Industrial Estate, Opp. Luxor Pen Company, Near Modo Flour Mill, New Delhi - 110020	9313540025	9990085312	
Noida	: F-62, Sector - 8, Near Dainik Jagran Press, Noida -201301	7838900483	0120-2422180	2422771
Faridabad	: 18/1, Mathura Road, Near Ajrounda Chowk, Faridabad - 121001	9350553301	9717773757	0129-2283542
Gurgaon	: Shiv Ashram Palam Gurgaon Road, 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
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Chajjupur	: 12/29, Main Chajjupur Gate, Babarpur Road, Shahadara, Delhi -110032	9350187302	22832404	
Sadar Bazar	: Shop No. 58, New Kutab Road, Sadar Bazar, Delhi - 110006	9350186138	7995000436	
Sanjay Gandhi	: BG-316, Sanjay Gandhi TPT Nagar, Near Delhi Dharam Kanta, Delhi - 110042		27832833	45170449
Kundli	: Shop No.11, Lakhmi Pyau, Kundli Border (Kamla Market) Sonapat (HR) 131028	7995000438	7428388316	9541905794
Rama Road	: 61, Rama Road, Near Bisleri, New Delhi - 110015	9310658047	7995000427	25410794
Manesar	: Shop No.4, Pepsi Dhaba, Near Apna Ghar, Delhi Jaipur Highway, Village Shikhapur, More, Manesar - 122001	7838900139	7995000453	7995000448
G.T.Karnal	: B-96, G.T.Karnal Road, Behind Telephone Exchange, G.T.Karnal Road, Delhi - 110033	9310657964	7995000433	
Narela	: Shop No.22, Chamanlal Market Main, Narela, Alipur Road, Bhorgarh, Delhi - 110040	7995000432	7995000428	
Bawana	: "Plot Khasra No.154/1/3, Opp.Indene Petrol Pump, Outer Firni Road, Pooth Khurd, Bawana Industrial Area, Delhi - 110 039 "	9310655231	7995000425	

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Dwell Time Performance (November 2025): PAN India



Pipavav	
Import	Export
78.0	88.3

Hazira	
Import	Export
28.8	113.3

Mundra	
Import	Export
32.4	93.5

Nhava Sheva (JNPA)	
Import	Export
28.3	68.8

Kandla	
Import	Export
95.3	67.6

Tuticorin	
Import	Export
18.5	54.8

Kochi	
Import	Export
33.1	89.8

New Mangalore	
Import	Export
84.1,44.9*	77.3,54.3*

Kattupalli	
Import	Export
35.8	105.5

Ennore	
Import	Export
45.1	94.1

Chennai	
Import	Export
38.6	74.5

Kolkata	
Import	Export
48.0	148.5

Visakhapatnam	
Import	Export
63.9	72.1

Haldia	
Import	Export
85.5	120.0

Gangavaram	
Import	Export
66.6	118.6

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



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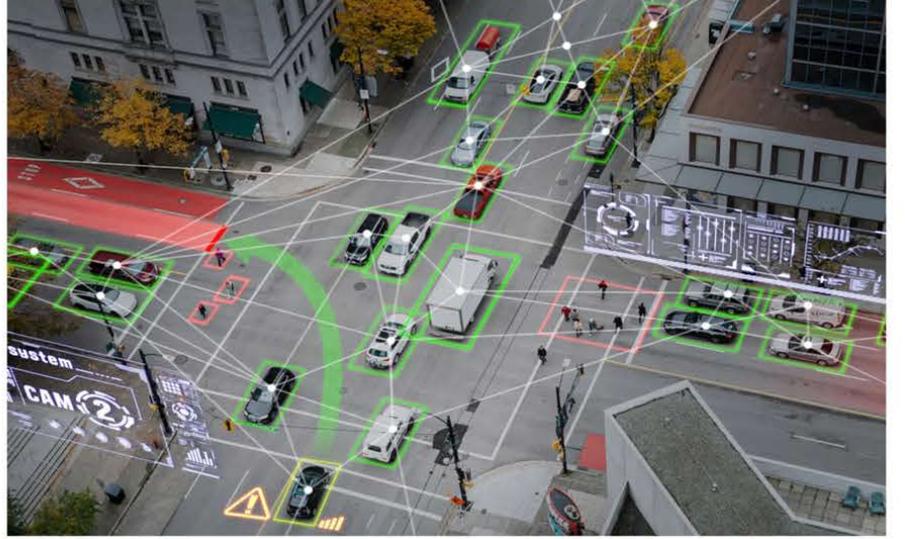


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सुरक्षा तथा बुद्धिमान परिवहन प्रणालियाँ (आईटीएस)



सड़क परिवहन और राजमार्ग मंत्रालय ने सड़क सुरक्षा सुनिश्चित करने के लिए सभी राष्ट्रीय राजमार्गों (एनएच) के डिजाइन, निर्माण, राष्ट्रीय राजमार्ग परियोजनाओं के उद्घाटन-पूर्व चरण के साथ-साथ मौजूदा राष्ट्रीय राजमार्गों पर नियमित सुरक्षा ऑडिट के लिए दिशा निर्देश जारी किए हैं।

सरकार, राष्ट्रीय राजमार्गों पर सड़क सुरक्षा में सुधार और दुर्घटनाओं को कम करने के मकसद से यातायात प्रबंधन प्रणाली (एटीएमएस) को और आधुनिक बनाने की तैयारी कर रही है। एटीएमएस में एआई-आधारित वीडियो

द्वारा घटना की पहचान और प्रवर्तन प्रणाली (वीआईडीईएस), स्वचालित नंबर प्लेट पहचान (एएनपीआर) कैमरे, पैन टू जूम (पीटीजेड) कैमरे और इलेक्ट्रॉनिक निगरानी, प्रवर्तन, घटनाओं का शीघ्र पता लगाने और वास्तविक समय पर क्षेत्र में प्रतिक्रिया के लिए निगरानी कैमरे शामिल हैं। स्टैंडअलोन एटीएमएस कॉरिडोर का विवरण अनुबंध-1 में दिया गया है।

सरकार ने राष्ट्रीय सड़क सुरक्षा बोर्ड नियम, 2025 को 27.10.2025 के जीएसआर 795(ई) के जरिए अधिसूचित किया है।

चिन्हित ब्लैक स्पॉट्स के तत्काल सुधार हेतु, क्षेत्रीय अधिकारियों को 3 महीने की अवधि के भीतर अल्पकालिक उपाय करने के अधिकार सौंपे गए हैं।

परिवर्तनीय संदेश संकेत (वीएमएस) लाइव ट्रैफिक अपडेट, भीड़भाड़ और घटना संबंधी चेतावनियाँ दर्शाते हैं। मौसम चेतावनी प्रणालियों के साथ एकीकरण से, कोहरे, कम दृश्यता और भारी वर्षा से संबंधित चेतावनियों की तेजी से जानकारी की प्रसार मुमकिन हो पाता है, जिससे चालक जागरूक हो पाते हैं और सुरक्षा में भी सुधार होता है।

अनुलग्नक-1

कॉरिडोर	क्षेत्र (किमी)	राज्य	स्थिति
बेंगलुरु-मैसूर (विस्तार)	117	कर्नाटक	पूर्ण
द्वारका एक्सप्रेसवे	58	दिल्ली, हरियाण	पूर्ण
दिल्ली-आगरा	180	उत्तर प्रदेश	प्रगति में
लखनऊ रिंग रोड	103	उत्तर प्रदेश	प्रगति में
यूईआर-II	75	दिल्ली, हरियाणा	प्रगति में

यह जानकारी केंद्रीय सड़क परिवहन एवं राजमार्ग मंत्री ने राज्यसभा में एक लिखित उत्तर में दी।

भारत माला परियोजना के अंतर्गत राष्ट्रीय राजमार्ग नेटवर्क का विस्तार



सड़क परिवहन एवं राजमार्ग मंत्रालय में सरकार ने पिछले पांच वित्तीय वर्षों के दौरान लगभग 57,125 किमी राष्ट्रीय राजमार्गों (एनएच) का निर्माण किया है।

भारत माला परियोजना के चरण-1 के तहत प्रस्तावित 34,800 किमी में से 26,425 किमी की कुल लंबाई वाली 796 परियोजनाएँ प्रदान की जा चुकी हैं, जिनमें से सितंबर 2025 तक 21,248 किमी की संचयी लंबाई का निर्माण पूरा हो चुका है।

पिछले पांच वित्तीय वर्षों के दौरान कर्नाटक में एक्सप्रेसवे और आर्थिक

गलियारों समेत 3,187 किमी राजमार्ग परियोजनाओं को मंजूरी दी गई है/प्रदान की गई हैं।

अवसंरचना क्षेत्र, जो अर्थव्यवस्था का मुख्य प्रेरक है, तीव्र आर्थिक वृद्धि और विकास में महत्वपूर्ण योगदान देता है। देश में राष्ट्रीय राजमार्ग नेटवर्क की लंबाई मार्च 2019 में 1,32,499 किमी से बढ़कर वर्तमान में 1,46,560 किमी हो चुकी है। 4-लेन और उससे अधिक वाले राष्ट्रीय राजमार्ग नेटवर्क की लंबाई 2019 में 31,066 किमी से 1.4 गुना बढ़कर 43,512 किमी हो गई है। साथ ही, 2-लेन से कम राष्ट्रीय राजमार्ग का हिस्सा 2019 में 27% से घटकर कुल

राष्ट्रीय राजमार्ग नेटवर्क का 9% रह गया है। लगभग 3,052 किमी लंबाई के एक्सेस कंट्रोल्ड नेशनल हाई स्पीड कॉरिडोर (एचएससी)/एक्सप्रेसवे पहले ही चालू किए जा चुके हैं।

इसके साथ ही, एचएससी पर औसत माल ढुलाई की गति 4-लेन राष्ट्रीय राजमार्गों पर 30-35 किमी/घंटा से बढ़कर एचएससी पर लगभग 50 किमी/घंटा हो गई है। इससे देश भर में क्षेत्रीय संपर्क और राष्ट्रीय राजमार्गों तक पहुँच में वृद्धि हुई है और लॉजिस्टिक्स दक्षता भी बढ़ी है, जिससे आर्थिक वृद्धि को प्रोत्साहन मिला है।



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA

UNSTARRED QUESTION NO-1217

ANSWERED ON- 10/12/2025

EMERGENCY RESPONSE AND RESCUE INFRASTRUCTURE ALONG HIGHWAYS

1217. SHRIA. D. SINGH:

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

- (a) whether Government has assessed the adequacy of emergency response infrastructure along National Highways (NHs), including ambulance and fire services;
- (b) the details of response time and availability of trauma care facilities in accident-prone stretches; and
- (c) the steps being taken by Government to strengthen highway patrolling, establish integrated control rooms and ensure prompt rescue and medical assistance to victims of road accidents?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) Health services fall within the domain of the States & UTs. Central Government in Ministry of Health & Family Welfare administers National Programme for Prevention & Management of Trauma and Burn Injuries. In addition, on National Highways constructed under Hybrid Annuity Mode (HAM), Build Operate Transfer (BOT), Toll Operate Transfer (TOT) contracts or with Infrastructure Investment Trust (InvIT), National Highways Authority of India (NHAI) deploys Basic Life Support Ambulances through Centralized Ambulance Agencies having specialization in such services. In order to further strengthen the Incident Management Services, NHAI has also signed an MoU with HLL Lifecare Ltd. to deploy Basic Life Support Ambulances (BLS). As on date, over 1200 Ambulances have been deployed by NHAI.

Fire extinguishers are provisioned at Toll Plazas to handle any minor fire related incidents at the toll plaza location. All fire related incidents, including deployment of fire tenders and/or their operation, are regulated by State Governments.

(b) All possible efforts are made to provide assistance to the accident victims within the Golden Hour. Mapping of hospitals/Trauma Centres along National Highways is also being done by NHAI through HLL Lifecare Ltd. so as to transport the accident victims to the nearest available health facility.

(c) As regards improvement of response time, GPS devices have been installed on all onroad units (i.e., Ambulance, Cranes & Patrolling Vehicles) and Computer Aided Despatch System is being used to track and despatch the required on-road unit by the 1033 call centre of NHAI.

दिल्ली : जयपुर हाईवे पर टोल से मिलेगी राहत, बिना रुके दौड़ेंगे वाहन

जयपुर, 18 जनवरी

दिल्ली-जयपुर नेशनल हाईवे-48 पर सफर करने वाले वाहन चालकों के लिए बड़ी राहत की खबर है। जल्द ही इस हाईवे पर टोल प्लाजा पर रुकने की मजबूरी खत्म होने जा रही है। केंद्र सरकार देश के प्रमुख राष्ट्रीय राजमार्गों पर मल्टीलाइन फ्री फ्लो सिस्टम लागू कर रही है, जिसमें दिल्ली-जयपुर हाईवे को भी शामिल किया गया है।

इस नई व्यवस्था के तहत शाहजहांपुर, मनोहरपुर और दौलतपुर टोल प्लाजा पर बिना बैरियर के टोल वसूली की जाएगी। यहां वाहन चालकों को न तो लाइन में लगना पड़ेगा और न ही टोल प्लाजा पर ब्रेक लगाना होगा। हाई-स्पीड कैमरों की मदद से वाहनों की नंबर प्लेट और फास्टैग को स्कैन किया जाएगा, जिसके बाद टोल की राशि अपने आप फास्टैग खाते से कट जाएगी। अधिकारियों के मुताबिक, 1 अप्रैल से इस सिस्टम को लागू करने का लक्ष्य रखा गया है। इससे न केवल समय की बचत होगी, बल्कि ईंधन की खपत भी कम होगी। अभी तक टोल प्लाजा पर लंबी कतारों के कारण वाहन चालकों को परेशानी का सामना करना पड़ता था और कई बार विवाद की स्थिति भी बन जाती थी।

10 प्रमुख हाईवे पर MLFF सिस्टम लागू होगा

देशभर में कुल 10 प्रमुख हाईवे पर MLFF सिस्टम लागू किया जा रहा है। केंद्रीय परिवहन मंत्री पहले ही 1100 से अधिक टोल प्लाजा से बैरियर हटाने की घोषणा कर चुके हैं। इसी दिशा में अब काम तेज कर दिया गया है।

शाहजहांपुर और मनोहरपुर टोल प्लाजा पर काम पूरा

जयपुर के प्रोजेक्ट डायरेक्टर अजय आर्य के अनुसार, शाहजहांपुर और मनोहरपुर टोल प्लाजा पर काम लगभग पूरा हो चुका है, जबकि दौलतपुर में भी तेजी से काम जारी है। अलग-अलग कंपनियों को इस प्रोजेक्ट की जिम्मेदारी दी गई है ताकि तय समय पर इसे शुरू किया जा सके।

ऑटोमेटिक चालान की कार्रवाई होगी

इस सिस्टम के तहत अतिरिक्त कैमरे भी लगाए जा रहे हैं। इन कैमरों की मदद से ट्रैफिक नियमों का उल्लंघन करने वाले वाहन चालकों की पहचान कर उनके खिलाफ ऑटोमेटिक चालान की कार्रवाई की जाएगी। दिल्ली-जयपुर हाईवे पर पहले ही लेन सिस्टम लागू किया जा चुका है, ऐसे में MLFF के आने से ट्रैफिक व्यवस्था और ज्यादा सुचारू होने की उम्मीद है।

India amends motor vehicle rules: No NOC, fitness renewal or permits if toll dues pending

By Vivek Dubey January 20, 2026, 7:39:37 PM IST

The Government of India has amended the Central Motor Vehicles Rules, 1989, to strengthen compliance with user fee payments at toll plazas on National Highways.

The changes have been notified through the Central Motor Vehicles (Second Amendment) Rules, 2026. The amendments aim to improve user fee compliance, enhance the efficiency of Electronic Toll Collection (ETC), and discourage toll evasion.

The amended rules introduce a new definition of "unpaid user fee." This refers to the toll payable for using a National Highway section where the ETC system has recorded a vehicle's passage, but the fee has not been received as per the National Highways Act, 1956.

The amendments link the clearance of unpaid toll dues with key vehicle-related services. Authorities will not grant a No Objection Certificate (NOC) for the transfer of vehicle ownership or inter-state transfer if any toll dues remain unpaid.

Renewal or issuance of a Certificate of Fitness will also be denied unless outstanding user fees are cleared. Commercial vehicles applying for a National Permit must have no pending user fees.

Form 28 has been updated to reflect these changes. Applicants must now declare whether any demand for unpaid toll at a plaza is pending against their vehicle and provide relevant details.

The rules also allow electronic issuance of relevant portions of Form 28 through a designated online portal. Form 28 is the application for an NOC, which is required for transferring vehicle ownership to another state or district and confirms that the vehicle has no pending taxes, challans, or legal issues.

The government said these amendments will support toll collection after the rollout of the Multi-Lane Free Flow (MLFF) system, which will enable barrier-less tolling on National Highways.

The draft of these amendments was published on July 11, 2025, through a Gazette Notification to invite suggestions from stakeholders and the public. The draft notification was made available on July 14, 2025. After reviewing the feedback received, the government finalised and notified the amended rules.

The government said the changes will help the National Highways Authority of India implement transparent, technology-based tolling systems for the development and maintenance of the National Highway network.

x



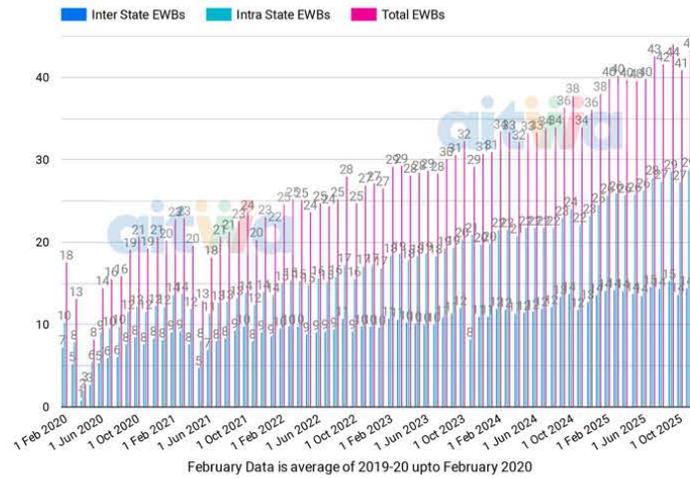
Eway Bill Dashboard

Developed & compiled by

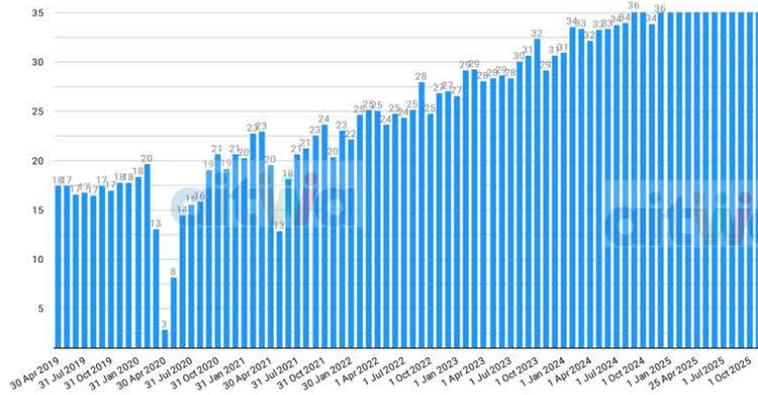


Last updated on 15th December 2025 | Data as on 30th November 2025

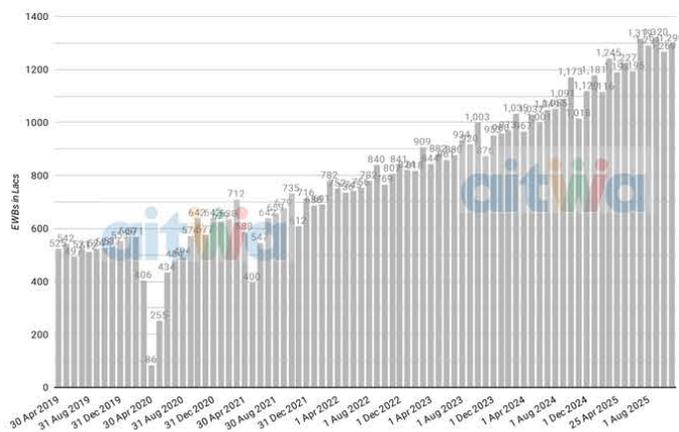
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



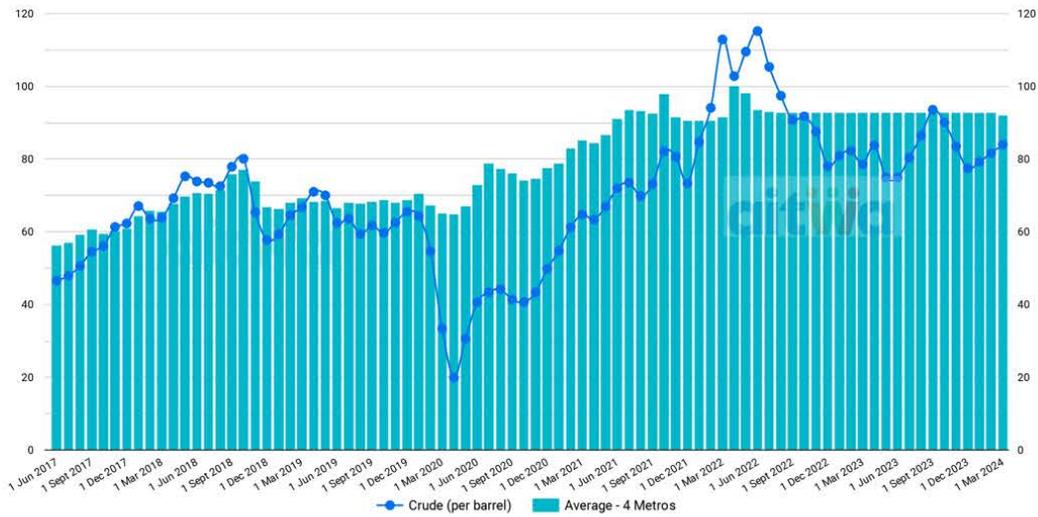
Total number of monthly EWBs generated (in lacs per month)



Diesel Dashboard

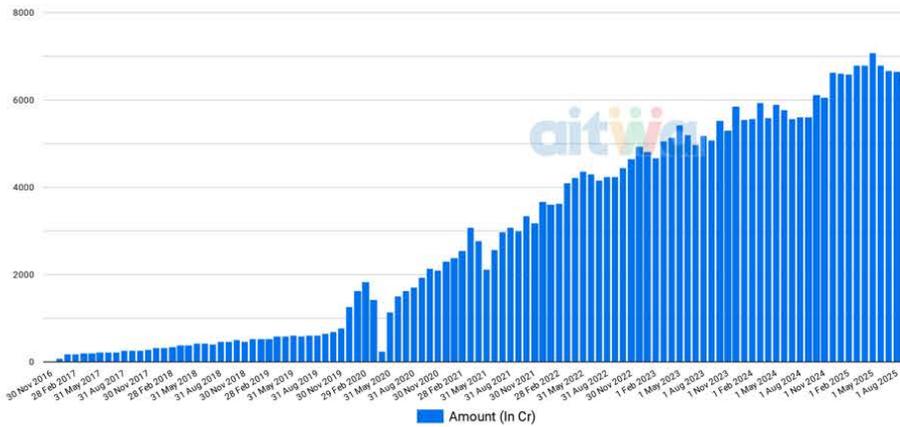
Last updated on 21st March 2024 | Data as on 21st March 2024

Diesel Price Average of 4 metros since 2017



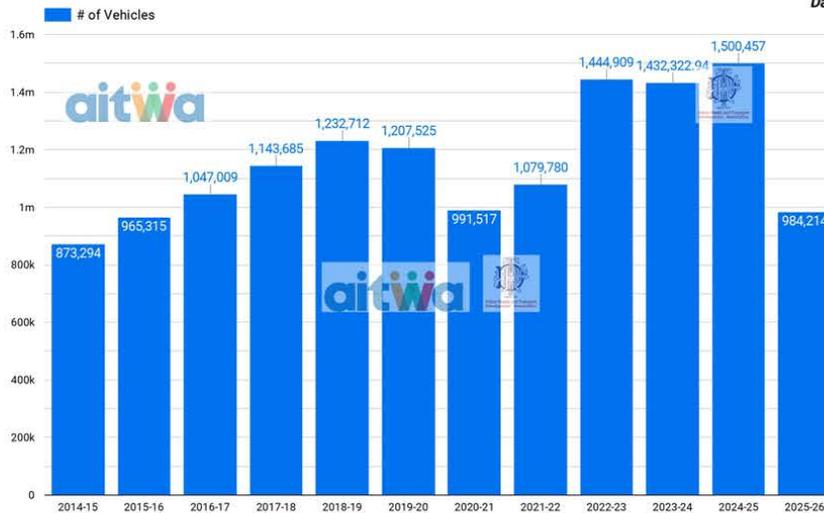
Toll Collection Dashboard

Last updated on 9th April 2025 | Data as on 30th June 2025



National Permit Vehicles in India

Data upto May 2025



TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)							
S. no.	Airport	For The Month			For The Period April To Nov.		
		Nov. 2025	Nov. 2024	% Change	2025-26	2024-25	% Change
(A) 18 International Airports							
1	Amritsar	386.0	249.1	55.0	2604.6	2567.1	1.5
2	Ayodhya	0.0	0.0	-	0.0	0.0	-
3	Bhubaneswar	743.0	664.0	11.9	6101.0	5957.6	2.4
4	Chennai	34170.8	29687.3	15.1	281692.1	249250.6	13.0
5	Coimbatore	1131.7	945.2	19.7	9102.3	8162.6	11.5
6	Goa	607.5	439.2	38.3	3719.1	3431.1	8.4
7	Imphal	369.0	518.3	-28.8	4053.5	3945.1	2.7
8	Kolkata	15056.7	13469.8	11.8	111313.9	113367.4	-1.8
9	Kozhikode	1267.9	1719.8	-26.3	12867.9	14523.1	-11.4
10	Kushinagar	0.0	0.0	-	0.0	0.0	-
11	Port Blair	1126.8	640.1	76.0	5877.2	5145.4	14.2
12	Rajkot (Hirasar)	114.4	38.0	201.2	536.6	424.8	26.3
13	Srinagar	687.8	668.5	2.9	7155.5	7096.2	0.8
14	Surat	637.4	381.7	67.0	5471.2	4582.6	19.4
15	Tiruchirappalli	553.8	541.4	2.3	4711.3	4268.6	10.4
16	Tirupati	15.3	6.2	146.3	154.9	61.2	153.2
17	Varanasi	598.0	446.3	34.0	5183.7	4357.8	19.0
18	Vijayawada	86.4	95.5	-9.5	838.0	779.4	7.5
Total		57552.2	50510.3	13.9	461382.8	427920.6	7.8
(B) 6 PPP International Airports							
19	Ahmedabad	12166.3	7478.7	62.7	79245.6	68550.9	15.6
20	Guwahati	2661.8	2406.2	10.6	19425.9	17204.3	12.9
21	Jaipur	2954.8	1507.1	96.1	17921.8	14413.0	24.3
22	Lucknow	1787.4	1590.5	12.4	15313.7	14887.3	2.9
23	Mangalore	284.6	114.8	148.0	1577.5	1762.4	-10.5
24	Thiruvananthapuram	1555.0	1800.8	-13.6	14873.9	15567.5	-4.5
Total		21410.0	14898.1	43.7	148358.4	132385.3	12.1
(C) 7 JV International Airports							
25	Bangalore (BIAL)	44786.0	38800.0	15.4	354163.0	340396.0	4.0
26	Delhi (DIAL)	99078.0	87829.3	12.8	759040.9	739301.8	2.7
27	Hyderabad (GHIAL)	16038.5	13324.8	20.4	120461.9	112298.4	7.3
28	Kannur (KIAL)	233.1	234.4	-0.5	2900.0	3004.8	-3.5
29	Kochi	5357.8	3971.1	34.9	46976.8	41411.9	13.4
30	Mumbai (MIAL)	78053.3	70995.8	9.9	612508.9	596799.9	2.6
31	Nagpur	822.6	772.9	6.4	6636.1	5970.9	11.1
Total		244369.3	215928.3	13.2	1902687.4	1839183.8	3.5
(D) 2 ST Govt./Pvt. INTL Airports							
32	Goa (MOPA)	212.1	336.4	-36.9	1878.8	1968.0	-4.5
33	Shirdi	2.0	27.7	-92.8	39.3	66.6	-41.0
Total		214.1	364.1	-41.2	1918.1	2034.6	-5.7
(E) 12 Custom Airports							
34	Agartala	483.9	454.7	6.4	4137.4	3782.3	9.4
35	Aurangabad	171.6	63.4	170.7	941.9	616.8	52.7
36	Bagdogra	893.8	641.5	39.3	6635.3	6305.6	5.2
37	Bhopal	207.2	179.9	15.2	1664.3	1607.2	3.6
38	Chandigarh	1172.0	1080.7	8.5	9835.0	10279.4	-4.3
39	Gaya	0.0	0.0	-	0.0	0.0	-
40	Indore	1090.7	768.1	42.0	8597.4	6816.6	26.1
41	Madurai	374.2	294.3	27.2	2357.2	2360.9	-0.2
42	Patna	975.3	658.3	48.2	8091.1	6092.8	32.8
43	Pune	4867.9	3402.3	43.1	34504.7	27293.5	26.4
44	Vadodara	113.2	176.0	-35.7	1259.0	1051.6	19.7
45	Visakhapatnam	328.2	328.2	0.0	3156.6	2737.2	15.3
Total		10678.1	8047.3	32.7	81179.9	68944.1	17.7
(F) 70 Domestic Airports							
46	Adampur (Jalandhar)	0.0	0.0	-	0.0	0.0	-
47	Agatti	0.0	0.0	-	0.0	0.1	-100.0
48	Agra	10.9	2.8	287.3	83.4	30.0	178.2
49	Barapani (Shillong)	0.0	0.0	-	0.0	0.0	-
50	Bareilly	0.0	0.0	-	0.0	0.0	-
51	Belagavi	0.5	2.4	-81.1	4.6	17.3	-73.1
52	Bhatinda	0.0	0.0	-	0.0	0.0	-
53	Bhavnagar	0.0	0.0	-	0.0	0.0	-
54	Bhuj	0.6	0.4	50.5	2.3	2.1	-5.8
55	Bhuntar (Kullu/Manali)	0.0	0.0	-	0.0	0.0	-
56	Bikaner	0.0	0.0	-	0.0	0.0	-
57	Coochbeher	0.0	0.0	-	0.0	0.0	-
58	Cuddapah	0.0	0.0	-	0.0	0.0	-
59	Darbhanga	29.8	18.3	62.7	458.6	313.2	46.4
60	Dehradun	203.1	125.9	61.3	1484.4	1551.9	-4.4
61	Deoghar	0.0	0.0	-	0.0	0.0	-
62	Dimapur	133.0	127.5	4.3	911.1	854.6	6.6
63	Diu	0.0	0.0	-	0.0	0.0	-
64	Gaggal (Kangra)	0.0	0.0	-	0.0	0.0	-
65	Gondia	0.0	0.0	-	0.0	0.0	-

S. no.	Airport	For The Month			For The Period April To Nov.		
		Nov. 2025	Nov. 2024	% Change	2025-26	2024-25	% Change
(F) 70 Domestic Airports							
66	Gorakhpur	0.0	0.0	-	0.0	0.0	-
67	Gwalior	0.0	0.0	-	0.0	0.0	-
68	Hindon	0.0	0.0	-	0.0	0.0	-
69	Hubbali	24.6	17.6	39.6	150.7	197.4	-23.7
70	Hyderabad (Begumpet)	0.0	0.0	-	0.0	0.0	-
71	Itanagar (Holongi)	3.2	0.0	-	12.7	0.0	-
72	Jabalpur	0.0	0.0	-	0.0	0.0	-100.0
73	Jaisalmer	0.0	0.0	-	0.0	0.0	-
74	Jalgaon	0.0	0.0	-	0.0	0.0	-
75	Jammu	89.4	93.8	-4.8	534.0	710.0	-24.8
76	Jamnagar	6.6	36.6	-82.0	126.5	124.2	1.8
77	Jharsuguda	0.0	0.0	-	0.0	0.0	-
78	Jodhpur	21.7	11.6	87.7	101.5	80.5	26.1
79	Jorhat	8.1	8.5	-5.3	107.5	100.3	7.2
80	Juhu	19.5	20.1	-3.0	166.5	166.4	0.1
81	Kalaburagi (Gulbarga)	0.0	0.0	-	0.0	0.0	-
82	Kandla	0.0	0.0	-	0.0	0.0	-
83	Kanpur (Chakeri)	7.2	11.4	-36.2	138.1	72.3	90.8
84	Kanpur (Civil)	0.0	0.0	-	0.0	0.0	-
85	Keshod (Junagarh)	0.0	0.0	-	0.0	0.0	-
86	Khajuraho	0.0	0.0	-	0.0	0.0	-
87	Kishangarh	0.0	0.0	-	0.0	0.0	-
88	Kolhapur	0.0	0.0	-	0.0	0.0	-
89	Kota	0.0	0.0	-	0.0	0.0	-
90	Lakhimpur (Lilabari)	0.0	0.0	-	0.0	0.2	-100.0
91	Leh	123.3	104.5	18.0	1054.3	1212.5	-13.0
92	Ludhiana	0.0	0.0	-	0.0	0.0	-
93	Mohabani (Dibrugarh)	125.1	96.0	30.3	804.1	673.6	19.4
94	Moradabad	0.0	0.0	-	0.0	0.0	-
95	Mysuru	0.0	0.0	-	0.0	0.0	-
96	Pakyong	0.0	0.0	-	0.0	0.0	-
97	Pantnagar	0.0	0.0	-	0.0	0.0	-
98	Porbandar	0.0	0.0	-	0.0	0.0	-
99	Prayagraj	2.9	3.1	-9.1	24.1	32.4	-25.6
100	Purnea	0.0	0.0	-	0.0	0.0	-
101	Puducherry	0.0	0.0	-	0.0	0.0	-
102	Raipur	506.8	380.6	33.2	3685.0	3433.2	7.3
103	Rajahmundry	3.7	0.5	588.7	25.5	14.7	73.5
104	Ranchi	636.1	424.8	49.8	5122.6	4758.6	7.6
105	Rewa	0.0	0.0	-	0.0	0.0	-
106	Rupsi	0.0	0.0	-	0.0	0.0	-
107	Safdarjung	0.0	0.0	-	0.0	0.0	-
108	Salem	0.0	0.0	-	0.0	0.0	-
109	Shimla	0.0	0.0	-	0.0	0.0	-
110	Sholapur	0.0	0.0	-	0.0	0.0	-
111	Silchar	74.2	63.0	17.7	573.4	422.1	35.9
112	Tezpur	0.0	0.0	-	0.0	16.5	-100.0
113	Tezu	0.0	0.0	-	0.0	0.0	-
114	Tuticorin	0.6	0.7	-10.3	7.9	5.6	41.4
115	Udaipur	84.4	46.0	83.6	312.1	200.9	55.3
(F) 70 Domestic Airports		2115.1	1596.2	32.5	15891.0	14990.7	6.0
(G) 28 St. Govt. / Pvt Airports							
116	Aizawl (Lengpui)	125.5	160.2	-21.7	882.4	813.4	8.5
117	Aligarh	0.0	0.0	-	0.0	0.0	-
118	Ambikapur	0.0	0.0	-	0.0	0.0	-
119	Amravati	0.0	0.0	-	0.0	0.0	-
120	Azamgarh	0.0	0.0	-	0.0	0.0	-
121	Bengaluru (Hal)	0.0	0.0	-	0.0	0.0	-
122	Bidar	0.0	0.0	-	0.0	0.0	-
123	Bilaspur	0.0	0.0	-	0.0	0.0	-
124	Chitrakoot	0.0	0.0	-	0.0	0.0	-
125	Datia	0.0	0.0	-	0.0	0.0	-
126	Durgapur	91.3	10.1	805.4	557.6	230.7	141.7
127	Hisar	0.0	0.0	-	0.0	0.0	-
128	Jagdalpur	0.0	0.0	-	0.0	0.0	-
129	Jamshedpur	0.0	0.0	-	0.0	0.0	-
130	Jeypore	0.0	0.0	-	0.0	0.0	-
131	Kurnool	0.0	0.0	-	0.0	0.0	-
132	Mundra	0.0	0.0	-	0.0	0.0	-
133	Nanded	0.0	0.0	-	0.0	0.0	-
134	Nasik (Hal Ozar)	894.0	321.6	177.9	5752.6	2306.0	149.5
135	Pasighat	0.0	0.0	-	0.0	0.0	-
136	Pithoragarh	0.0	0.0	-	0.0	0.0	-
137	Rourkela	0.0	0.0	-	0.0	0.0	-
138	Shivamogga	0.0	0.0	-	0.0	0.0	-</

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

(*) TENTATIVE (IN '000 TONNES)

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers FIN. RAW	Coal Thermal & Steam	Coal Coking & Others	Containers Tonnage	TEUs	Other Misc. Cargo	TOTAL	% VAR. AGAINST 2024-25
KOLKATA	TRF APRIL-DEC., 2025	332	347	-	1070	12	450	8885	535	2236	13332	
	TRF APRIL-DEC., 2024	316	468	-	429	18	653	6827	449	2623	11334	17.63
Haldia Dock Complex	TRF APRIL-DEC., 2025	7925	4800	74	90	372	1164	13133	166	7362	37645	
	TRF APRIL-DEC., 2024	6935	4511	403	120	367	179	10632	2313	7463	32923	14.34
TOTAL: SMP, KOLKATA	TRF APRIL-DEC., 2025	8257	5147	74	1160	384	1164	13583	11610	701	50977	
	TRF APRIL-DEC., 2024	7251	4979	403	549	385	179	11285	9140	578	44257	15.18
PARADIP	TRF APRIL-DEC., 2025	34003	1289	13319	552	4626	38288	13139	424	21	115259	
	TRF APRIL-DEC., 2024	27009	1373	18153	286	4709	37267	11810	307	19	109517	5.24
VISAKHAPATNAM	TRF APRIL-DEC., 2025	20828	1088	9817	2091	1391	7350	4456	7666	472	11596	66283
	TRF APRIL-DEC., 2024	16529	1018	8862	940	1232	7043	5495	7909	494	11448	60476
KAMARAJAR(ENNORE)	TRF APRIL-DEC., 2025	4015	139	-	-	-	16931	2023	10118	524	3051	36277
	TRF APRIL-DEC., 2024	3866	135	-	-	-	16702	1829	10031	520	2769	35332
CHENNAI	TRF APRIL-DEC., 2025	11297	918	787	11	336	-	28148	1458	2035	43532	
	TRF APRIL-DEC., 2024	10167	1050	735	-	147	-	25835	1339	2568	40502	7.48
V.O.CHIDAMBARANAR	TRF APRIL-DEC., 2025	376	1207	5	701	757	5114	6599	12843	642	4369	31971
	TRF APRIL-DEC., 2024	366	1026	-	473	604	7561	5836	11625	582	3130	30621
COCHIN	TRF APRIL-DEC., 2025	19099	483	-	-	146	-	7688	567	1011	28427	
	TRF APRIL-DEC., 2024	17909	347	-	-	140	-	8509	630	787	27692	2.65
NEW MANGALORE	TRF APRIL-DEC., 2025	20970	1718	5097	582	44	4639	969	1874	144	892	36785
	TRF APRIL-DEC., 2024	20576	2396	595	441	58	4506	1327	1856	144	591	32346
MORMUGAO	TRF APRIL-DEC., 2025	408	338	2800	223	-	1315	6692	3	-	3769	15548
	TRF APRIL-DEC., 2024	428	297	2430	181	-	1738	5058	-	-	2511	12643
MUMBAI	TRF APRIL-DEC., 2025	33270	1598	4053	696	292	8103	-	6	1	8233	56251
	TRF APRIL-DEC., 2024	30183	1452	4399	359	66	6459	-	2	-	8475	51395
J.N.P.A.	TRF APRIL-DEC., 2025	3011	1952	-	-	-	-	68207	6020	2259	75429	
	TRF APRIL-DEC., 2024	2512	1945	-	-	-	-	62332	5377	1584	68373	10.32
DEENDAYAL	TRF APRIL-DEC., 2025	47530	9430	1289	4864	430	13447	592	9061	461	29604	116247
	TRF APRIL-DEC., 2024	47775	9279	860	2981	306	13568	523	5335	325	28097	108724
ALL PORTS	TRF APRIL-DEC., 2025	203064	25307	37241	10880	8406	96351	8053	157648	11011	86036	672986
	TRF APRIL-DEC., 2024	184571	25297	36437	6210	7647	95023	43163	142881	10008	80649	621878
% Variation from previous year		10.02	0.04	2.21	75.20	9.93	1.40	11.33	10.34	6.68	8.22	

Source: I.P.A.

Government Revises Norms For How Commercial Vehicle Width Is Measured & Mandates Some Safety Features

The Union Ministry of Road Transport and Highways (MoRTH) has made some major changes to India's motor vehicle regulations, including the introduction of required safety technology for MHCVs (Medium and Heavy-duty Commercial Vehicles) and the revision of standards for measuring commercial vehicle width. The amended rules, released in the Gazette on 21 November 2025, replace measures announced earlier and set progressive compliance dates until 2028, reported TRucksDekho.com.

Under the amended guidelines, certain external components of the vehicle will no longer be counted when measuring the overall width of a commercial vehicle. Rear-view mirrors, indirect vision devices, guard rails, direction indicators, side foot steps, and rubber beading up to 20 mm on each side are some of them.

Components linked with ADAS or advanced driver assistance—such as sensors and housings for Blind Spot Information Systems (BSIS) and Moving-Off Information Systems (MOIS), are also excluded, provided they remain below stipulated size restrictions. Indian commercial vehicle manufacturers are expected to have more flexibility as a result of this change, particularly as vehicles increasingly incorporate ADAS design and exterior safety sensors.

The Union Ministry has established precise timelines for the



implementation of essential electronic safety technologies in the M2, M3, N2, and N3 categories (buses and trucks). All models in the commercial vehicle segments must be fitted with Vehicle Stability Function (VSF) and Advanced Emergency Braking Systems (AEBS) within the prescribed timelines. For new models, the timeline is January 1, 2027, and for existing models, it is October 1, 2027.

Industry analysts say the amended rule aligns India with worldwide commercial vehicle safety standards, decreasing rollover and collision hazards in heavy-duty commercial vehicles. Additionally, the Lane Departure Warning System (LDWS) has been mandated across the same categories from October 1, 2027 (for new models) and January 1, 2027 (for existing models).

Advanced driver monitoring (DMS) and visibility systems, such as Driver Drowsiness and Attention Warning, Blind Spot Information, and Moving-Off Information Systems, are also required by a new and amended regulation. All new M2, M3, N2, and N3 vehicles must have them installed starting in October 2027, and older models must comply by January 2028.

The central government's action is part of a larger effort to improve road safety outcomes across commercial fleets and align India's safety regulations with those of Europe. Manufacturers are likely to expedite platform upgrades to meet the phased deadlines, while operators may experience marginal cost increases as advanced systems become standardised across segments.



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