



Parivahan | परिवहन Pragati | प्रगति

Monthly Magazine of All India Transporters Welfare Association

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

Indian Transporters on Global Logistics Map...

Transport Logistics India 2026 as a
platform was helpful for your company?

They Came, They Saw, and
They Complemented...

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AITWA to Establish Five Driver SewaKendras
on National Highways Under “Highway
Heroes” Initiative

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From One Truck to a \$1.5 billion Giant:
The TCI Story of Trust, Discipline, and Scale

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Cargo Matters To Establish India's First Integrated
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Driving Integrated Supply Chains: Transport Logistic India and Air Cargo India 2026

Hello Friends,

We all have learned what the new budget has for the transport and logistics sector through ParivahanPragati's last edition. In this edition, we will take you to the Transport Logistic India 2026 held at Mumbai's Jio World Convention Centre and discuss what it was for. Also, talk what participants gained and what those who were unable to make it missed.

The co-location of Transport Logistic India 2026 with the 11th edition of Air Cargo India 2026 marked a defining moment for the country's logistics landscape. Held from February 25 to 27 at Mumbai's Jio World Convention Centre, the event went beyond the format of a conventional trade exhibition. It emerged as a powerful convergence of ideas, innovation, and intent—capturing both the scale of

India's ambitions and the momentum driving its logistics transformation.

From the moment one stepped onto the exhibition floor, the scale was unmistakable. With over 43 per cent more exhibition space than previous editions, the expansion reflected not just physical growth, but a broader

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Ashok Gupta

shift in outlook. This was an industry thinking bigger, moving faster, and aligning itself more closely with global benchmarks. The exhibits—ranging from advanced air cargo systems to integrated multimodal solutions—offered a forward-looking narrative of efficiency, resilience, and readiness.

The decision to bring Transport Logistic India and Air Cargo India under one roof proved especially significant. It created a cohesive platform where stakeholders from air, sea, road, rail, and warehousing could engage in meaningful dialogue. The cross-sector participation—from manufacturing and pharmaceuticals to e-commerce and aerospace—highlighted a critical shift: logistics is no longer a backend function, but a strategic enabler of growth. The emphasis has clearly moved from isolated operations to integrated, end-to-end solutions built on collaboration.

Air Cargo India 2026 stood out as a strong pillar within this combined showcase. Its expansion underscored the rising importance of air freight in India's economic narrative. As global trade becomes increasingly time-





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sensitive, the sector is stepping up with innovations in infrastructure, technology, and service delivery. The focus on speed, precision, and reliability reflected a growing confidence in air cargo's ability to support India's export ambitions, particularly in high-value and time-critical segments.

Equally noteworthy was the diversity of voices present at the event. Industry leaders, logistics service providers, airport operators, technology firms, and policymakers shared the same space, creating a dynamic environment for exchange and collaboration. The presence of policymakers alongside industry stakeholders signalled a more integrated approach to sectoral development—one where dialogue translates into actionable progress.

Adding a distinctive touch was the presence of former international cricketer AB de Villiers as Brand Ambassador. Known for his adaptability and performance under pressure, he embodied qualities that resonate strongly with the logistics sector today. His association lent both visibility and relatability, reinforcing the idea that success in any field demands agility, precision, and continuous evolution.

Several key themes emerged consistently across discussions and displays. Digitalisation was at the forefront, with automation, real-time tracking, and data-driven decision-making reshaping operational frameworks. These technologies are no longer optional enhancements; they are becoming fundamental to competitiveness in a rapidly evolving global market.



strategies aimed at reducing carbon emissions, the industry is clearly responding to the growing imperative for greener operations. This transition is not merely about compliance, but about long-term viability in an increasingly environmentally conscious world.

Another critical dimension was the focus on export competitiveness. As India strengthens its position as a global manufacturing hub, the efficiency of its logistics ecosystem becomes a

decisive factor. The integration of multimodal networks, supported by digital infrastructure, is emerging as a key driver in this context. The alignment with national initiatives such as PM Gati Shakti further reinforced the role of logistics as a cornerstone of economic growth.

What ultimately defined the event was its sense of purpose. Beyond product showcases and business transactions, it fostered connections, encouraged knowledge-sharing, and set the stage for future collaboration. The conversations on the floor reflected an industry that is not only adapting to change but actively shaping it.

As the curtains came down, the takeaway was clear: India's logistics sector is entering a new phase—one characterised by integration, innovation, and intent. Events like this do more than reflect progress; they accelerate it. And in doing so, they offer a compelling glimpse into a future where logistics is smarter, faster, more sustainable, and deeply interconnected.

Regards,
Ashok Gupta

Sustainability, too, occupied a central place in the narrative. From energy-efficient transport solutions to

Sustainability, too, occupied a central place in the narrative. From energy-efficient transport solutions to strategies aimed at reducing carbon emissions, the industry is clearly responding to the growing imperative for greener operations. This transition is not merely about compliance, but about long-term viability in an increasingly environmentally conscious world



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Transport Logistic India 2026: Powering India's Logistics Growth

Transport Logistic India 2026 (11th edition), held alongside the inaugural Air Cargo India 2026, marked a defining moment in India's logistics journey. Hosted from February 25 to 27, 2026, at the Jio World Convention Centre in Mumbai, the twin events served as a powerful testament to India's emergence as one of the fastest-growing logistics markets in the world. Bringing together industry leaders, policymakers, innovators, and global stakeholders, the event created a dynamic platform that reflected both the scale of opportunity and the urgency of transformation within the sector.

Designed as a comprehensive and forward-looking exhibition, Transport Logistic India 2026 aimed to connect key stakeholders across logistics, mobility, information technology, and supply chain management. What made this edition particularly significant was its ability to unify multimodal transport solutions under one roof. Air freight, maritime shipping, rail networks, and road transportation were all represented, enabling participants to explore integrated approaches to logistics in a rapidly evolving economic landscape. This holistic approach aligns closely with India's broader vision of seamless connectivity and efficient movement of goods.

A major highlight of the event was its focus on innovation and sustainability. Exhibitors showcased cutting-edge technologies aimed at addressing pressing challenges such as carbon emissions, operational inefficiencies, and supply chain disruptions. From

AI-driven cargo operations to blockchain-enabled transparency and advanced data analytics, the exhibition floor reflected the increasing digitisation of logistics. These technological advancements are not only enhancing efficiency but

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also contributing to the creation of a more resilient and environmentally responsible logistics ecosystem. Importantly, these efforts are aligned with national initiatives such as PM Gati Shakti and the National Logistics Policy, which seek to streamline infrastructure development and



Ashok Goyal
National President, AITWA

reduce logistics costs.

The scale and diversity of participation further underscored the event's global significance. Over 300 Indian and international exhibitors took part, representing regions across Asia, Europe, Africa, and the Americas. The presence of major industry players such as Air India, IndiGo, Maersk, DHL Logistics, Emirates SkyCargo, CEVA Logistics, Qatar Airways Cargo, Etihad Cargo, and Boeing added considerable weight to the exhibition. Additionally, participation from organisations like Cathay Cargo, Changi Airport, Amazon Air Cargo, and Bosch highlighted the cross-sectoral nature of modern logistics, where aviation, manufacturing, and technology intersect.

The 2026 editions were held at a time when India's policy focus on logistics and connectivity is sharper than ever. The Union Budget 2025–26 allocated a substantial ₹11.21 lakh crore towards infrastructure capital expenditure, along with plans for multimodal logistics parks, high-speed rail corridors, and new national waterways. These developments



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signal a strong commitment to building an integrated logistics network that can support economic growth and global trade. In this context, the co-located trade fairs provided a timely platform for stakeholders to discuss how different modes of transport can work together more effectively, ensuring that infrastructure investments translate into tangible improvements in efficiency and connectivity.

One of the key strengths of the event was its ability to bring together both supply-side and demand-side stakeholders. On one hand, global corporations such as Boeing and Emirates SkyCargo, along with logistics providers and cargo infrastructure specialists, showcased their capabilities and innovations. On the other hand, leading Indian companies, including Reliance Industries, Tata Chemicals, Tata Projects, Tata Steel, Sun Pharmaceuticals, Mahindra & Mahindra, JSW Group, Larsen & Toubro, and Dr. Reddy's Laboratories represented the demand side, sharing insights into their logistics needs and challenges. This convergence created valuable opportunities for partnerships, business development, and knowledge exchange.

The event also featured several dedicated pavilions that highlighted specific aspects of the logistics ecosystem. The German Pavilion brought together companies with strong expertise in global trade and advanced logistics technologies, offering insights into international best practices. Meanwhile, the AITWA Pavilion, led by the All India Transporters' Welfare Association, focused on India's road transport sector, showcasing innovations and addressing challenges faced by



transporters. Participation from companies such as Porter, APM Logistics, Intangles, BLR Logistics, and CJ Darcelemphasised the importance of strengthening road logistics, which remains a backbone of India's supply chain.

Another major attraction was the Future Tech Pavilion, powered by SmartKargo. This section showcases emerging technologies that are set to redefine the logistics landscape. From automation and artificial intelligence to blockchain and data-driven decision-making, the pavilion highlighted how technology is transforming traditional logistics operations into smart, efficient, and transparent systems. Startups and technology innovators played a crucial role here, demonstrating that the future of logistics will be shaped not only by large corporations but also by agile, tech-driven enterprises.

Beyond exhibitions and showcases, the event fostered a spirit of collaboration and innovation. By

bringing together diverse stakeholders on a single platform, it encouraged dialogue on critical issues such as infrastructure integration, sustainability, and digital transformation. These conversations are essential for building a cohesive logistics ecosystem that can support India's ambition of becoming a global logistics hub.

In conclusion, Transport Logistic India 2026 and Air Cargo India 2026 were more than just trade fairs; they were a reflection of India's evolving logistics landscape and its aspirations for the future. By combining global expertise with local opportunities, the events have set the stage for a more connected, efficient and sustainable logistics sector. As India continues to invest in infrastructure and embrace technological innovation, such platforms will play a pivotal role in shaping the country's journey towards becoming a global leader in logistics and supply chain management.



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Powering Vision 2030 with Logistics Performance Excellence



Abhishek Gupta
General Secretary, AITWA

Transport Logistic India 2026 placed logistics firmly at the centre of India's economic transformation under the theme "Powering Vision 2030 with Logistics Performance Excellence." The underlying message was clear: India's ambition to become a USD 5 trillion economy will depend not only on manufacturing strength or policy intent, but on the efficiency, integration, and technological advancement of its logistics ecosystem. In a rapidly evolving global landscape, logistics is no longer a backend function but a strategic driver of growth, competitiveness, and resilience.

At the core of Vision 2030 is a multi-dimensional strategy that combines infrastructure development, policy alignment, advanced technologies, and sustainability. The goal is to build a logistics network that is seamless, cost-efficient, and capable of supporting India's expanding economic footprint. This

transformation is closely aligned with the PM GatiShakti National Master Plan, which seeks to integrate multiple modes of transport into a unified system. By breaking silos and improving coordination across road, rail, air, and waterways, GatiShakti enhances the speed, reliability, and predictability of freight movement.

A central priority within this vision is multimodal integration. Historically, India's logistics sector has been heavily reliant on road transport, often resulting in higher costs and inefficiencies. Vision 2030 aims to rebalance this mix by promoting greater use of railways and waterways, ensuring that cargo moves through the most efficient routes. This shift is expected to reduce congestion, optimise transit times, and bring logistics costs closer to global benchmarks, thereby improving the competitiveness of Indian industries.

Infrastructure development is a critical enabler of this transformation. The focus is on building advanced logistics assets such as Multi-Modal

Logistics Parks (MMLPs), Dedicated Freight Corridors (DFCs), and modern warehousing systems. These developments go beyond expanding capacity; they represent a reimagining of logistics infrastructure. MMLPs are designed to integrate various modes of transport within a single hub, enabling faster and more efficient cargo handling. Dedicated Freight Corridors are revolutionising rail logistics by providing high-speed, high-capacity routes exclusively for freight, significantly reducing transit times and enhancing reliability. Meanwhile, warehouses are evolving into intelligent distribution centres equipped with automation, robotics, and advanced inventory systems that improve efficiency and scalability.

Technology is emerging as a defining force in the evolution of logistics. Digitalisation is enabling a shift from traditional supply chains to intelligent, data-driven networks. Artificial Intelligence is being deployed to optimise route planning, forecast demand, and enhance inventory management. Blockchain technology is improving transparency by enabling secure and tamper-proof tracking of

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goods across the supply chain. At the same time, the Internet of Things is delivering real-time visibility into cargo movement, allowing stakeholders to monitor location, condition, and handling at every stage of the journey.

This integration of technology not only enhances operational efficiency but also strengthens trust and accountability across the logistics ecosystem. Real-time data enables quicker decision-making, reduces delays, and minimises risks, particularly for high-value or sensitive cargo. As supply chains become increasingly complex, these capabilities are essential for maintaining reliability and ensuring seamless operations.

Sustainability is another key pillar of Vision 2030. With growing global emphasis on environmental responsibility, the logistics sector is under pressure to reduce its carbon footprint. The “Green Move” initiatives highlighted at the event reflect a strong commitment to sustainable logistics practices. The adoption of electric vehicles and alternative fuels is gaining traction, especially in last-mile delivery and urban logistics. Companies are also implementing route optimisation strategies to reduce fuel consumption and emissions, while green warehousing practices, including energy-efficient infrastructure and renewable energy integration, are becoming increasingly common.

These initiatives align with India's broader environmental goals and demonstrate that economic growth and sustainability can progress together. By investing in cleaner technologies and sustainable practices, the logistics sector is positioning itself for long-term resilience while contributing to national climate commitments.

A robust logistics ecosystem is also essential for strengthening manufacturing and exports. Vision 2030 places particular emphasis on sectors such as bulk liquids, heavy cargo, and agri-logistics, which require specialised infrastructure and handling capabilities. Efficient logistics reduces lead times, lowers

A robust logistics ecosystem is also essential for strengthening manufacturing and exports. Vision 2030 places particular emphasis on sectors such as bulk liquids, heavy cargo, and agri-logistics, which require specialised infrastructure and handling capabilities. Efficient logistics reduces lead times, lowers operational costs, and improves reliability, making Indian products more competitive in global markets

operational costs, and improves reliability, making Indian products more competitive in global markets. In agriculture, improved logistics can significantly reduce post-harvest losses and enhance supply chain efficiency, benefiting both producers and consumers. For heavy industries, streamlined logistics enables the

movement of large and complex cargo, supporting infrastructure development and industrial growth.

The outcomes envisioned under this strategy are both ambitious and measurable. A primary objective is the reduction of end-to-end logistics costs, which directly impacts the competitiveness of Indian businesses. Lower logistics costs translate into better pricing, improved margins, and stronger positioning in international markets. At the same time, enhanced efficiency supports faster movement of goods, reduces delays, and improves overall productivity.

Another key outcome is the shift towards data-led supply chains. By leveraging advanced technologies and analytics, companies can achieve greater precision, speed, and reliability in managing logistics operations. This transition is critical in a business environment where responsiveness and accuracy are key differentiators.

The vision articulated at transport logistic India 2026 presents a clear roadmap for the future of logistics in India. By integrating infrastructure, technology, sustainability, and policy support, the country is building a logistics ecosystem that is efficient, resilient, and future-ready. The success of this vision will depend on sustained collaboration between government, industry stakeholders, and technology providers.

As India advances toward its 2030 goals, logistics will play an increasingly central role in shaping economic outcomes. It is no longer just about moving goods but about enabling growth, enhancing competitiveness, and driving innovation across sectors. In this context, logistics performance excellence is not simply an aspiration but a critical requirement for achieving India's broader economic ambitions.



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Indian Transporters on Global Logistics Map...

Was Transport Logistics India 2026, as a platform was helpful for your company?



There are moments when an industry doesn't just expand—it begins to reorganise itself around those who keep it moving. For India's logistics sector, that shift is increasingly being felt on the ground, by transporters who connect ports to markets, factories to warehouses, and supply chains to their last mile. At the co-located Transport Logistic India and Air Cargo India 2026 in Mumbai, this evolving role came into clear focus.

Over three days, more than 8,100 professionals gathered at the Jio World Convention Centre, alongside over 230 brands from 38 countries. Yet beyond the scale of participation, what stood out was a growing acknowledgement: transporters are no longer just service providers at the end of the chain—they are central to how

efficiently the entire system functions. While Air Cargo India has long been a benchmark for the country's aviation logistics sector, the introduction of Transport Logistic India brought a broader and more grounded perspective. It reflected a reality transporters understand best—cargo does not move in silos. Every shipment, whether arriving by air or sea, ultimately depends on road transport to reach its destination. The emphasis on multimodal logistics, therefore, is not just about integration on paper, but about coordination on the ground.

This shift is closely tied to infrastructure development—an area that directly impacts transporter efficiency. Maharashtra's ongoing projects, including Vadhavan Port, the proposed third airport in Mumbai, the

Samruddhi Expressway, and Atal Setu, were highlighted as critical enablers. For transporters, such developments translate into reduced transit times, lower fuel costs, better route planning, and improved asset utilisation. The conversation around infrastructure is no longer abstract; it is deeply operational.

In an effort to position the sector as performance-driven, organisers associated the event with former cricketer AB de Villiers. The choice is symbolic—adaptability, consistency, and execution under pressure are qualities that resonate strongly with transporters navigating unpredictable road conditions, tight delivery timelines, and fluctuating demand cycles.

The exhibition floor itself mirrored the growing interconnectedness of the ecosystem. While global logistics companies, airlines, and shipping lines showcased their capabilities, the relevance for transporters lay in how these services integrate with road movement. Companies such as Air India Cargo, Emirates SkyCargo, DHL Logistics, Maersk, and the Transport Corporation of India highlighted solutions that increasingly depend on reliable first- and last-mile connectivity—areas where transporters play a decisive role.

At a structural level, the reduction in India's logistics costs—from 13–14% of GDP in 2016 to around 7.9% today—signals progress. But for transporters, this shift is visible in more tangible ways: improved highways, faster turnaround times, better digital documentation, and streamlined checkpoints. These changes are gradually making operations more predictable and cost-efficient, even as challenges remain.

The role of transporters was most directly represented by the All India

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Transporters' Welfare Association (AITWA), which brought attention to both industry needs and workforce realities. Road transport continues to anchor India's supply chain, and its efficiency depends heavily on driver welfare and working conditions. AITWA's commitment to invest approximately ₹75 crore in driver facilities—covering medical support, safety training, and essential services—highlights a critical truth: logistics efficiency begins with the well-being of those behind the wheel.

At the same time, technology is beginning to reshape how transporters operate. The Future Tech Pavilion, powered by SmartKargo, showcased tools that are increasingly relevant to fleet operators—AI-driven route optimisation, real-time tracking, predictive maintenance, and digital freight platforms. These are not just innovations for large corporations; they are gradually becoming accessible to transporters seeking to improve utilisation, reduce empty runs, and enhance visibility.

This growing intersection of technology and transport is particularly significant for time-sensitive sectors such as pharmaceuticals and high-value manufacturing, where delays or disruptions can have significant

This growing intersection of technology and transport is particularly significant for time-sensitive sectors such as pharmaceuticals and high-value manufacturing, where delays or disruptions can have significant consequences

consequences. As highlighted by policymakers, the move towards data-driven supply chains will require transporters to integrate more closely with digital systems, creating both challenges and opportunities.

The conference discussions further reinforced this perspective. While Transport Logistic India focused on performance excellence and long-term vision, the underlying message for transporters was clear: efficiency at the ground level will determine the success of broader ambitions. Similarly, discussions at Air Cargo India on capacity and reliability underscored the importance of seamless coordination between air and

road networks.

What emerged across conversations was a shared recognition that India's logistics transformation cannot be achieved without strengthening its road transport backbone. Infrastructure, policy, and technology may set the direction, but execution ultimately rests with transporters who ensure that goods move on time, every time.

As Bhopinder Singh of MesseMünchen India noted, platforms like these bring together stakeholders across the value chain. For transporters, this means greater visibility, stronger partnerships, and a more active role in shaping industry outcomes rather than simply responding to them.

Looking ahead, as the platform expands into global markets, the role of Indian transporters is also set to evolve. Increased trade flows, more complex supply chains, and higher service expectations will demand greater professionalism, adoption of technology, and operational efficiency.

Transport Logistic India and Air Cargo India 2026, therefore, was not just a showcase of industry growth—it was a reminder of where that growth truly begins. On highways, in fleets, and through the daily operations of transporters who remain, as ever, the backbone of India's logistics story.

— x —



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They Came, They Saw, and They Complemented...

Shri Pratap Sarnaik, Minister of Transport, Government of Maharashtra

“There is a sea change in the logistics sector.”

“I have witnessed a huge show for the first time in my life where big companies like ATR, Cathay Pacific, Emirates and Qatar Airways have participated. Participation of such companies increases the value of the event and the state.”

“We are trying to build all facilities related to cargo and logistics, so that more businesses come to our state. We are focusing on infrastructure - Samruddi Expressway, Mumbai-Pune Expressway and Atal Setu are examples.”

“Currently, logistics centres are in different locations; we want these to be in one place, so that the transport system becomes easy and you can benefit the most from it.”

“When your business grows, the requirement for manpower will increase, and it will be better for our young generation. We want to make Maharashtra the number one state in this country.”



Shri Shyam Jagannathan, IAS, Director General of Shipping, Ministry of Ports, Shipping and Waterways, & Additional Secretary to the Government of India

“This platform of the TLI itself is proof that transport, logistics, and interface allow for a buyer-seller meet.”

“The push on ease of doing business has brought the logistics cost down to 7.9 percent, from 13-14 per cent in 2016”

“Logistics is essentially the link that provides the first mile and last mile connectivity, ensuring what is manufactured is made to reach the markets cost-effectively”

“Transporting at a lower cost and ensuring more volume and cargo on time is the actual mix which will propel the Indian economy as a manufacturing hub.”

“Looking at storage solutions, we're looking at packaging solutions and warehousing solutions. Use of technology for smart warehousing, for inventory management and also for logistic transportation is the core.”

“Platforms like TLI spur the government because we keep our ear very close to the ground and understand what the industry's requirement is and then tweak policies to enable and catalyse growth.”



Shri Duddilla Sridhar Babu, Minister IT, E&C, Industry & Commerce, and Legislative Affairs, Government of Telangana

“Witnessed many young guys, startups presenting new solutions for analytics that can be helpful to logistics companies. It's quite an interesting and quite knowledgeable experience.”

“We have seen lots of innovation over there with the tech companies, especially in this field of logistics.”

“How technology convergence is taking place right now in terms of putting logistics is significant. For fast delivery of the good technology has been a prime enabler, especially in the logistics area.”

“Saw companies display innovative ideas to ensure on-time delivery of products, to keep them in shape and form for a long time. The expo is quite interesting, technologically.”

“We invite logistic partners over here who are exhibiting their niche areas to our Telangana state and Hyderabad, and see how best we can collaborate.”



AITWA to Establish Five Driver SewaKendras on National Highways Under “Highway Heroes” Initiative



Mumbai, India — The Managing Committee of the All India Transporters Welfare Association (AITWA), during the Transport Logistics India 2026 (TLI) event in Mumbai, has approved the establishment of five Driver SewaKendras across India's five zones. These centers will be strategically located along key National Highways under AITWA's flagship Highway Heroes initiative.

Each Driver Sewa Kendra will be developed on approximately five acres of land, serving as a dedicated support hub for long-distance truck drivers. The total project investment is estimated between ₹80 crore and ₹100 crore, with phased development planned over the coming years.

The decision was finalized during a meeting of the AITWA Managing Committee at the AITWA Pavilion during the TLI event. The initiative will be implemented under the leadership of Mr. A.K. Agarwal, who has been entrusted with overseeing this major driver welfare project.

Comprehensive Facilities for Driver Welfare

The Driver SewaKendras are designed as integrated welfare centers aimed at improving the safety, health, and working conditions of truck drivers across India's highway network.

Rest & Welfare Facilities

- Dormitory accommodation with hygienic bedding
- Kitchen and self-cooking areas
- Hygienic food services/dhaba facilities
- Clean toilets, bathing, and washing facilities
- Safe drinking water
- Secure parking for trucks and commercial vehicles

Health & Medical Support – “Highway Heroes+ Smart

Clinic”

Each center will include a dedicated health screening facility offering free basic medical tests, including: ECG, hemoglobin, blood sugar, blood pressure, body temperature, BMI, SPO₂, pulmonary and audiometry tests, vision and color blindness screening, along with teleconsultation services with senior doctors. HIV/AIDS testing will also be available with driver consent.

These services will be provided under AITWA's Highway Heroes+ driver welfare program.

Safety & Support Services

- 24×7 security with trained personnel
- CCTV surveillance across the premises
- Access to fuel stations
- Minor vehicle repair and mechanic assistance

Strengthening Driver Welfare Across India

Truck drivers form the backbone of India's logistics sector, often working long hours under challenging conditions with limited access to essential facilities. Through the establishment of Driver SewaKendras, AITWA aims to create safe, hygienic, and accessible highway support centers that significantly enhance driver welfare and help reduce fatigue-related risks.

About AITWA

The All India Transporters Welfare Association (AITWA) is one of India's leading associations representing the goods transport industry. The organization represents a substantial portion of the country's commercial vehicle fleet and actively collaborates with government authorities on policy matters, while promoting the welfare of transporters and drivers nationwide.

Transport Logistic India 2026: An Enriching Industry Experience

The inaugural edition of Transport Logistic India (TLI) 2026, held in Mumbai, proved to be a landmark event for India's logistics and supply chain sector. For Reema Kothari Jogani, Director of Reema Transport Pvt. Ltd., the three-day exhibition was not just another industry gathering, but a powerful convergence of ideas, innovation, and collaboration.

Organised for the first time in India by MesseMünchen—renowned for successfully hosting Air Cargo exhibitions in the country for over a decade—the event carried high expectations. It delivered on its promise by bringing together a diverse mix of domestic and international participants, creating a truly global platform for dialogue and networking. Among the many highlights of the event, the pavilion by the All India Transporters Welfare Association (AITWA) stood out as a major attraction. It showcased the collective strength of India's road transport community, featuring leading companies such as BLR Logistik (I) Ltd., Geetee Carriers Pvt. Ltd., Inland World Logistics, INLOG, and Safe & Secure. The success of this unified representation was made possible through the efforts of key industry leaders, including Ashok Goyal, Pradeep Singal, Mahendra Arya, Abhishek Ashok Gupta, and A.K. Agarwal. Their initiative marked a proud moment for the transport fraternity, highlighting the sector's growing cohesion and visibility.

What made TLI 2026 particularly impactful was its co-location with Air Cargo India, which together created a comprehensive platform encompassing the entire supply chain ecosystem. From shippers and



transporters to air cargo operators, technology providers, and policymakers, the event fostered meaningful conversations through a series of insightful panel discussions and interactive sessions.

For Reema, the experience was further enriched through her participation in the AITWA Women's Panel Discussion. Moderated by Chaitaly Mehta, the discussion focused on key themes such as increasing youth and women participation in logistics, skill development, technology adoption, and sustainability. Alongside esteemed panellists including Ashu Gupta, RajniSakpal, Neha Parekh, and Priyanka Shivan, Reema contributed to a forward-looking dialogue aimed at shaping a more inclusive and future-ready industry.

AITWA also facilitated the presence of Maharashtra's Transport Minister, Shri PratapSarnaik, and Transport Commissioner, Shri Rajesh Narvekar, at the exhibition. Their interaction with industry stakeholders provided valuable insights into policy direction and underscored the importance of collaboration between government and industry.

A particularly inspiring moment for Reema was listening to Vineet Agarwal of TCI Group speak on the theme "Reinforcing the Direction of Our Logistics Industry." His address resonated deeply, reinforcing the need for strategic alignment and long-term vision within the sector. Reema also expressed her gratitude to IDFC FIRST Bank and SrikantKurup for their continued support in enabling such impactful initiatives.

Reflecting on the event, Reema believes that platforms like Transport Logistic India go far beyond traditional exhibitions. They serve as catalysts for progress, driving collaboration, knowledge sharing, and innovation across the logistics landscape. She also acknowledged the synergy between TLI and Air Cargo India, as well as AITWA's efforts in creating meaningful engagement.

As a proud member of the AITWA Women's Wing, Reema remains committed to contributing towards a stronger, more inclusive, and dynamic transport ecosystem—one that is well-equipped to meet the challenges of the future.



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From One Truck to a \$1.5 billion Giant: The TCI Story of Trust, Discipline, and Scale



At Transport Logistic India 2026, held from February 25 to 27 at the Jio World Convention Centre in Mumbai, Vineet Agarwal, Managing Director of Transport Corporation of India (TCI), shared the journey of a company that began in 1958 with just one truck, one office, and one man—his grandfather. What followed is one of India's most enduring business stories, built not on rapid expansion but on consistency of values.

A Crisis That Defined the Culture

In its earliest days, TCI faced a devastating setback when its only truck caught fire. Rather than shutting

down, the founder made a remarkable decision: he repaid every customer claim in full before restarting operations with borrowed money. This act of integrity became the foundation of TCI's culture. It established trust not as a strategy, but as a principle—one that continues to guide the organization decades later.

From Fragility to Scale

When Vineet Agarwal joined TCI in 1996, the company was a ₹250 crore business carrying significant debt, holding a 51% stake, and with a market capitalization of ₹25 crore. Even the family home was mortgaged. Over nearly three decades, TCI transformed into a \$1.5 billion

diversified logistics enterprise, moving cargo equivalent to about 2% of India's GDP annually. This growth was not accidental but driven by disciplined decision-making and long-term thinking.

The CORE Philosophy

TCI's culture is anchored in a simple framework: Customer Focus, Ownership, Responsiveness, and Empathy. These values are embedded in everyday operations. Customer focus ensures long-term relationships take priority over short-term gains. Ownership encourages individuals to act without waiting for direction. Responsiveness builds speed and accountability, while empathy fosters

deeper understanding across customers, drivers, and employees. This consistency of values has provided stability through decades of change.

People, Trust, and Empowerment

A central belief at TCI is that organizations are built by people, and people grow when given opportunities. This led to a bold shift in the 1990s, when financial authority was handed over to professionals. Leadership stepped back from operational control, choosing trust over oversight. Today, Vineet Agarwal does not sign cheques or pricing decisions, reflecting a system built on empowerment.

This approach has resulted in a largely homegrown leadership team with a strong succession pipeline extending well into the future. The lesson is clear: scale requires trust. Without delegation and accountability, growth remains limited.

Learning from Customers

TCI's capabilities were significantly shaped by learning from key customers. Its partnership with Toyota in 1998 introduced just-in-time logistics and micro-planning, enabling service levels as high as 99.9% even before GPS technology. In one instance, the company airlifted tires at its own cost to prevent production disruptions, reinforcing its commitment to reliability.

Later, its engagement with Amazon between 2012 and 2016 brought lessons in scale and precision. Managing tens of thousands of daily orders within tight timelines, while maintaining near-perfect accuracy, transformed TCI's operational mindset and strengthened its warehousing capabilities.

Profitability, Diversification, and Discipline

A defining principle at TCI has been

prioritizing profitability over growth. The company has consistently avoided chasing revenue at the cost of financial stability, recognizing that sustainable businesses are built on profits, not just turnover. This discipline has ensured resilience across business cycles.

At the same time, TCI expanded into multiple segments, including freight, express logistics, supply chain solutions, shipping, warehousing, cold chain, and automobile logistics. This diversification evolved gradually in response to customer needs, creating a balanced portfolio that reduces risk.

Discipline underpins these strategies. For over three decades, TCI has maintained consistent review mechanisms, annual planning processes, and compliance practices. These are not occasional efforts but ingrained habits that define how the organization operates.

A Learning Organization

TCI has sustained its growth by remaining a learning organization. It actively draws insights not only from global partners but also from competitors, adopting new practices and refining existing ones. This openness has helped it stay relevant in a rapidly changing industry.

Investment in people is central to this approach. Senior leaders participate in advanced programs at institutions such as Harvard Business School, while structured training and internal academies ensure continuous development across levels. Leadership development is treated as a strategic priority, reflecting the belief that strong organizations are built on strong people.

Strategy with Flexibility and Purpose

Rather than relying on rigid long-term plans, TCI follows a flexible approach

to strategy. It combines a clear one-year execution plan with a rolling three-year direction, guided by a broader long-term vision. This allows agility without losing focus.

The company also recognizes that today's workforce seeks purpose, not just stability. By engaging younger employees in strategic discussions and aligning organizational goals with individual aspirations, TCI fosters stronger commitment and retention.

India's Logistics Opportunity

The logistics sector in India is undergoing a major transformation. Multimodal transport is gaining importance as rail and shipping expand alongside road networks. Digital capabilities such as real-time tracking and automated documentation have become essential. At the same time, emerging technologies like electric vehicles are beginning to reshape short-distance transport and are expected to scale further.

Macro trends also favor growth. Global supply chain shifts, increased infrastructure investment, and policy initiatives aimed at boosting manufacturing are creating strong tailwinds. With the rapid rise of sectors like quick commerce and a national push to expand manufacturing, the logistics industry is set for sustained expansion over the next two decades.

Conclusion

TCI's journey from a single truck to a \$1.5 billion enterprise is ultimately a story of values practiced consistently over time. Integrity in crisis, trust in people, disciplined execution, and a commitment to learning have defined its path. More than a story of scale, it offers a blueprint for building an institution—one that balances growth with resilience and ambition with responsibility.

Igniting a Nationwide Movement for Safer Roads and Responsible Citizens

In a significant step towards strengthening India's road safety ecosystem and fostering a culture of responsible mobility among the youth, the Road Safety Conclave 2026 was successfully held at Vivekanand School, AnandVihar, Delhi. Organised under the aegis of the Ministry of Road Transport and Highways, Government of India, the conclave brought together policymakers, educators, students, and civil society with the objective of translating awareness into sustained, meaningful action.

The event witnessed enthusiastic participation from nearly 4,000 students from Classes 3 to 12 and over 500 teachers from around 100 schools, reflecting a strong grassroots commitment to road safety. The conclave was graced by Harsh Malhotra, Minister of State for Road Transport & Highways and Corporate Affairs, as the Chief Guest—underscoring the government's continued focus on building safer, smarter, and more resilient road networks. MLA Om Prakash Sharma and local councillors Monika Pant, Ramesh Garg, and Pankaj Luthra also graced the occasion.

A key highlight of the conclave was its focus on students as change-makers. Participants from Classes III to XII actively engaged in a wide range of activities, including poster-making, role-play challenges, nukkadnatak, panel discussions, documentary creation, and innovation challenges. These initiatives were designed not only to educate but also to empower students to become Road Safety Ambassadors within their



communities, encouraging responsible behaviour and amplifying awareness at the grassroots level.

Addressing the gathering, Harsh Malhotra emphasised that under the leadership of Prime Minister Narendra Modi and the guidance of Minister of Road Transport & Highways Nitin Gadkari, highway development has accelerated significantly, with a strong emphasis on integrating safety features alongside infrastructure expansion. The nation has made significant strides in developing safe, smart, and sustainable road infrastructure.

Malhotra stated that roads are not merely physical assets but vital lifelines that connect people, opportunities, and economic progress. Highlighting India's progress, he stated that the country today has a network of approximately 146,000 km of National Highways, placing it among the largest in the world. This approach aligns with the broader vision of Viksit Bharat 2047, where development is balanced with safety, sustainability, and citizen well-being. Malhotra highlighted that since 2014, under the leadership of Prime Minister Narendra Modi, road safety has been

elevated to a national priority through the adoption of the comprehensive 4E strategy—Engineering, Enforcement, Education, and Emergency Care—aimed at achieving a Zero Fatality Vision. The Motor Vehicles (Amendment) Act, 2019 has further strengthened enforcement through stringent penalties. However, he stressed that enforcement must be complemented by behavioural change and sustained public awareness.

Malhotra stated that East Delhi, being a major gateway to the capital, has a high traffic density, making it imperative to prioritise it as a key zone for school-based awareness initiatives.

Recognising that road safety extends beyond prevention, Malhotra stated that the government has introduced several citizen-centric measures, including the PM RAHAT Scheme, wherein accident victims will receive cashless treatment of up to ₹1.5 lakh, ensuring that no life is lost due to a lack of immediate medical help. This is supported by strengthened emergency response systems, including highway helplines, advanced ambulance networks, trauma care centres, and rapid response teams. Infrastructure improvements such as crash barriers, intelligent signage, reflective markings, pedestrian facilities, and black spot rectification programmes have further enhanced road safety. The use of technology—including AI-



based monitoring, intelligent transport systems, automated enforcement, and FASTag-enabled tolling—continues to play a transformative role.

The Minister stated that road safety is essential to protect lives and prevent accidents, and that following traffic rules, wearing helmets and seat belts, and avoiding distractions like mobile phones can save lives. He further emphasised that responsible driving, proper road infrastructure, and awareness among citizens are key to reducing fatalities and ensuring safer roads for everyone.

The Road Safety Conclave also reinforced the importance of collective responsibility by bringing together government agencies, educational institutions, and citizens. Key objectives include promoting behavioural change, establishing school-level Road Safety Clubs, implementing Gate Safety Patrol




systems, and generating data-driven insights for scalable interventions.

A poignant anecdote shared by Malhotra during the event highlighted how a child's insistence on helmet use eventually transformed behaviour within a family after a serious accident—demonstrating how small actions can create a ripple effect across communities.

The conclave motivated students to adopt simple yet life-saving habits such as wearing helmets, fastening seat belts, and adhering to speed limits. As the conclave concluded, participants collectively pledged to follow traffic rules, prioritise safety, and spread awareness. The message resonated clearly: Safe Roads, Safe India. With this shared commitment, the nation moves steadily towards the vision of Viksit Bharat 2047, where progress goes hand in hand with safety under the leadership of Prime Minister Narendra Modi.

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AI Powered Dashcam Monitoring System for National Highway Operations & Management

Taking a significant step towards transforming Operations & Management of National Highways, NHAI will deploy advanced AI Powered Dashcam Analytics Services (DAS) on around 40,000 km of the National Highway network. This initiative leverages Artificial Intelligence (AI) and Machine Learning (ML) to enhance use of high-tech, data-driven Operations & Maintenance (O&M) for the National Highways and Expressways across the country.

The project aims to enhance remote tracking and road condition assessments using high-resolution imagery and video data. Specialized dashboard cameras will be mounted on Route Patrol Vehicles (RPVs) to conduct weekly surveys on all the stretches comprehensively. Advanced AI/ML trained models shall be deployed for identification of over 30 types of defects and anomalies automatically.

The major focus will be on Pavement condition which includes detection of potholes, rutting, and severe cracking. The adopted method will also cover Road Furniture incorporating Real-time identification of damaged or faded lane markings, crash barriers and non-functional streetlights. Special focus will be on Safety & Encroachments through monitoring for illegal median openings, unauthorized signboards, and illegal parking or encroachments.

To further enhance road safety, at least one weekly survey will also be conducted during nighttime in a month



To further enhance road safety, at least one weekly survey will also be conducted during nighttime in a month for performance evaluation of road signages, pavement markings, road studs and highway lighting

for performance evaluation of road signages, pavement markings, road studs and highway lighting. Other critical maintenance issues like water stagnation, missing drainage covers, vegetation growth and condition of bus bays shall also be covered.

For effective monitoring of the reports, five zones have been

strategically created across the country to ensure systematic data monitoring. A specialized IT platform featuring dedicated modules for data management, AI analytics and interactive visualization dashboards shall be developed dedicatedly for this purpose. The solution also allows for side-by-side comparisons of road conditions over time, enabling NHAI to precisely track maintenance progress and repair efficiently. The AI generated results shall also be integrated to central NHAI Data Lake platform for seamless monitoring and ensuring timely rectification of defects.

The initiative marks a significant step towards technology-driven and efficient Operations & Management of National Highways. Leveraging AI powered dashcam monitoring will enable timely maintenance, improve road safety and enhance overall user experience across the National Highway network.

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PM Rahat-Cashless Treatment of Road Accident Victims

In accordance with the legal mandate under Section 162 of the Motor Vehicles (MV) Act, 1988, the “Prime Minister – Road Accident Victims’ Hospitalisation and Assured Treatment (PM-RAHAT) Scheme” has been notified vide S.O. 2015(E) dated 05.05.2025. Further, comprehensive guidelines detailing the process flow, roles and responsibilities of respective stakeholders, and the Standard Operating Procedures (SOP) for its implementation have been issued vide S.O. 2489(E) dated 04.06.2025.

The scheme was launched by the Prime Minister on 13.02.2026 and has been named the Prime Minister – Road Accident Victims’ Hospitalisation and Assured Treatment (PM-RAHAT) Scheme vide S.O. 952(E) dated 19.02.2026. The salient features of the scheme are as under:

(i) Treatment cover up to ₹1.5 lakh per victim will be provided, subject to a maximum cap of 7 days from the date of accident, on any category of road. The treatment cover will be available to all victims involved in road accidents caused by the use of motor vehicles.

(ii) Every road accident victim shall be provided with stabilization treatment for up to 24 hours in non-life-threatening cases and up to 48 hours in life-threatening cases at designated hospitals, subject to police response.

(iii) This statutory scheme will take precedence over any other Central or State-level schemes.

(iv) The scheme has been successfully implemented through the amalgamation of two existing platforms – eDAR (Electronic Detailed Accident Report) used by police officials for reporting accidents and TMS 2.0 (Transaction Management System) of the National Health Authority (NHA), used by hospitals for treatment, claim submissions, and processing of payments.

The reimbursement to hospitals is being done through the Motor Vehicle

Accident Fund (MVAFF), which is funded through contributions from general insurance companies for cases where the offending motor vehicle is insured, and through budgetary support for uninsured and Hit & Run cases.

Through integration with the 112 Emergency Response Support System (ERSS), the victim or Good Samaritan (RAH-VEER) can obtain necessary information regarding the nearest designated hospital, request an ambulance, or both, as per the situation's requirements. As soon as the victim is admitted, the treatment process has to be initiated based on the Health Benefit Packages developed by NHA.

In parallel, while initiating the treatment, police authentication of the victim will have to be initiated on the TMS platform. The hospital would generate the treatment ID(s) on TMS and push them to the district police through eDAR. The time available with police for responding on eDAR shall be up to 24 hours, or 48 hours in life-threatening situations, as decided by the hospital administrator.

A complete digital trail for the Scheme will exist from the time of accident reporting through the 112 ERSS platform to victim admission, treatment, police authentication, claim processing, and final payment.

The National Health Authority (NHA) has issued detailed guidelines for the designation and onboarding of additional hospitals by States/UTs vide OM S-12018/81/2024 dated 20.05.2025 to ensure the availability of treatment facilities. As per the Scheme guidelines notified vide S.O. 2489(E) dated 04.06.2025, designated hospitals under the Scheme—including empanelled hospitals under the Ayushman Bharat Pradhan Mantri Jan Arogya Yojana (AB PM-JAY) that comply with the guidelines issued by NHA for this Scheme—shall be deemed designated hospitals for the purposes of the Scheme.

The number of hospitals empanelled

under NHA for Ayushman Bharat Pradhan Mantri Jan Arogya Yojana is 36,112 as on 09.03.2026.

To ensure transparency and prevent misuse, the Scheme operates through an end-to-end digital workflow integrating TMS 2.0 and the eDAR platform, creating an electronic linkage between accident details and treatment records for each case. Further, to ensure timely payment to hospitals providing cashless treatment under the Scheme, a period of 10 days has been defined from the date the claim is approved by the State Health Agency (SHA) for District Collectors or the General Insurance (GI) Council to make the payments, as the case may be.

The Scheme also provides for a structured grievance redressal and monitoring mechanism at the District, State, and National levels to ensure effective implementation and timely resolution of issues. Under the Scheme guidelines, District Road Safety Committees (DRSCs) are responsible for overall monitoring and coordination at the district level. A dedicated Grievance Redressal Officer (GRO) or point of contact is required to be appointed at the district level by the DRSC for addressing grievances related to the Scheme.

In case a grievance is not resolved satisfactorily at the district level, the matter may be escalated to the District Collector and thereafter to the State Road Safety Council (SRSC), which functions as the nodal agency for implementation of the Scheme in the respective State or Union Territory. At the national level, an Inter-Ministerial Steering Committee oversees the overall implementation and monitoring of the Scheme, including the review of issues arising during its execution.

The Scheme has been designed in compliance with the statutory mandate of Section 162 of the Motor Vehicles Act, 1988, with the primary objective of ensuring timely and uninterrupted medical care to road accident victims, including during the critical Golden Hour.

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How the Digdol–Panthyal Twin Tube Tunnels in J&K Are Set to Change Lives?

For decades, the stretch between Ramban, Digdol and Panthyal on National Highway 44 was known by a name that locals rarely spoke about without concern — KhooniNallah. Falling rocks, landslides, heavy rains and a high number of fatal accidents frequently brought traffic to a halt. Travellers often found themselves stranded for hours, sometimes even days, waiting for the road to clear. Today, that story is changing with the construction of the 4-lane Twin Tube Tunnels from Digdol to Panthyal in the Ramban-Banihal section of NH-44.

Ratan, a resident of Digdol, remembers how unpredictable travel once was. “Earlier, when rocks used to fall and during heavy rains, many people would be forced to wait for days on either side. Now, we can reach from Digdol to the Ramsoo–Magarkote side in just 5 minutes. I would like to sincerely thank the government for the tunnel works,” he says.

Part of the ongoing four-laning of the Ramban-Banihal section of NH-44, the Digdol–Panthyal Twin Tube Tunnels are a significant step towards strengthening connectivity in this challenging Himalayan terrain. High in the Himalayas, the Ramban–Banihal stretch forms a vital link connecting the Kashmir Valley with the rest of India. Known for its steep terrain and frequent landslides, this section has long posed challenges for travellers and transporters alike. To make this critical route safer, faster and more reliable, a major infrastructure initiative by the Ministry of Road Transport and Highways is nearing completion — the Digdol–Panthyal Twin Tube Tunnel project.

A Corridor of Strategic Importance
The Digdol–Panthyal Twin Tube

Tunnel project represents an important step towards strengthening all-weather connectivity along the Jammu–Srinagar National Highway. The entire project is set to reduce the travelling time between Jammu and Srinagar, a move that will directly benefit goods transporters, tourists, local residents and security agencies in terms of both time and cost. In addition, the reduced travel time will facilitate faster movement of the Army and other security personnel along this critical corridor, enabling quicker response during emergencies and strengthening strategic connectivity in the region.

Safer Roads, Easier School Days

For Naresh, who lives in Digdol, the difference is visible in everyday life, especially for children. “Earlier, there were accidents almost every day and traffic jams were common here,” he recalls. “We had trouble going to Ramban, and our children faced many problems travelling to school.”

Long travel times meant children returned home tired, with little time left to study. “The journey used to take so long that by the time they reached home, they barely had time to focus on their studies,” he says. With improved connectivity, that situation is changing. “Now, we can reach Ramban in about five minutes. Travelling back and forth has become much easier,” Naresh explains. “Our children can come home earlier and spend more time studying. In the coming years, accidents will also reduce and travel time will be saved.”

Key Highlights of the Project

Project: 4-Lane Digdol–Panthyal Twin Tube Tunnels in the Ramban-Banihal section of NH-44

Location: Jammu & Kashmir

Tunnel Length: North Bound: 2.6 km & 0.619 km

South Bound: 3.08 km

Project Cost: ₹866.37 crore

Current Physical Progress: 87.2%

Advanced Engineering in Difficult Terrain

The Digdol–Panthyal Twin Tube tunnels are being built using the New Austrian Tunnelling Method (NATM), a widely used approach for underground excavation in complex geological conditions. Work on the tunnels began simultaneously in 2022 and has since progressed rapidly, with the project now approaching its final stages. The excavation has been carried out through a combination of heading and benching to ensure stability and safety during construction.

Towards Safer and All-Weather Connectivity

Once operational, the Twin Tube tunnels will significantly improve safety along the Ramban–Banihal stretch. By routing vehicles through the mountains instead of along landslide-prone slopes, the project will reduce exposure to shooting stones and weather-related disruptions. This will ensure reliable all-weather connectivity throughout the year.

From Hazardous Curves to Safer Tunnels

Across the Ramban–Banihal section, tunnel and bridge construction is progressing steadily, marking a major step towards modernising this vital highway corridor. For the people who travel this route every day, the transformation is already clear. Where travellers once waited for hours — sometimes days — vehicles will soon pass safely through these tunnels in minutes. And for residents like Ratan and Naresh, that change will mark a world of difference, turning a once difficult and uncertain journey into a safer, faster and more reliable part of everyday life.



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



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FASTag Annual Pass Fee to Get Revised from 1st April 2026 for FY 2026–27

National Highways Authority of India has announced the revision of the applicable fee for the FASTag Annual Pass from the current Rs. 3,000 to Rs. 3,075 for the Financial Year 2026–27. The increased fee will be applicable from 1st April 2026. The revision in the fee has been carried out in accordance with the provisions of the National Highways Fee (Determination of Rates and Collection) Rules, 2008. With over 56 lakh users, the adoption of the FASTag

Annual Pass has been growing among private vehicle owners.

The revised rate will be applicable for eligible non-commercial vehicles with a valid FASTag seeking to avail the Annual Pass facility at about 1,150 fee plazas on National Highways and National Expressways. The FASTag Annual Pass eliminates the need to frequently recharge FASTag through a one-time fee payment for one-year validity or 200 toll plaza crossings. The pass is applicable for all non-commercial vehicles with a valid

FASTag.

The annual pass gets activated within two hours on the existing FASTag linked to the vehicle after payment of the one-time fee through the RajmargYatra App or the National Highways Authority of India website.

Launched on 15th August 2025, the overwhelming response to the FASTag Annual Pass underlines the greater convenience and cost-effective travel option it provides to National Highway users across the country.

New Four-Lane Bridge at Farakka Set to Transform Connectivity in West Bengal

For decades, movement across the ageing Farakka Barrage in West Bengal has been a daily test of patience. Built in the 1960s, the nearly 70-year-old structure today struggles to handle the immense flow of vehicles connecting Malda, Murshidabad, and the North Bengal region. College faculty members like Arunmoy Das, working at Prof. Syed Nurul Hasan College and commuting from Malda to Farakka every day, speak of losing one to two hours daily in traffic congestion before even reaching work. Students at the college, like Rana Halder, describe leaving home at dawn, uncertain if they will reach class on time, especially during examination seasons. The new Farakka Bridge, among India's longest bridges over the Ganga, is nearing completion and is expected to significantly improve connectivity, restore valuable time to thousands of citizens, and mark a significant milestone in strengthening West Bengal's road infrastructure.

The upcoming new four-lane bridge, stretching 5.468 km across the Ganga near the ageing Farakka Barrage, is expected to transform the economic,

tourism, and social landscape of the region. Built at a cost of ₹622.04 crore and now 96% complete, the project is expected to be ready soon, bringing long-awaited relief to thousands who have endured daily congestion for decades. The project is expected to substantially reduce chronic congestion, and there will be smooth movement of goods and agricultural products from North Bengal to South Bengal, apart from the seamless transportation of aggregates from Jharkhand and back. The famed mangoes and litchis of Malda and Murshidabad will gain improved access to wider markets across India and beyond, ensuring that produce reaches consumers fresh and on time.

Beyond concrete and steel, the bridge represents restored hours with family, timely access to education and healthcare, and livelihood opportunities. Nafisa, a resident of Farakka, speaks about the impact the new Farakka Bridge will have on everyday life. She says, "We are going to benefit in so many ways. My house is right beside the main road, and Nurul Hasan College and a high school are

located very close to us. During exams, the traffic congestion becomes extremely stressful for students. Many worry about reaching their centres on time. Once the new bridge is operational, this daily anxiety will reduce significantly. It will also make a huge difference during medical emergencies. Right now, traffic often delays vehicles carrying patients. With smoother and faster movement, lives can be saved."

Asif Hussain, running a logistics business from Farakka, shares his optimism and sees the upcoming bridge as more than infrastructure. It is renewed momentum for the region's business community. "Constant traffic jams and delays have made transportation extremely challenging for us," he says. "A large part of our working day is lost in congestion at Farakka. This new bridge will truly be a blessing. For business owners, especially those operating vehicles, it will make a tremendous difference. With smoother movement, we will be able to increase trip rotations, improve efficiency, and strengthen profitability."

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NHAI Awards Contract for Construction of Bhubaneswar Capital Region Ring Road Project

NHAI has issued a Letter of Award (LOA) for the construction of the six-lane access-controlled Greenfield Capital Region Ring Road (Bhubaneswar Bypass) Project in Odisha. The project involves the development of a 111 km long Ring Road from Rameshwar to Tangi in three packages under the Hybrid Annuity Mode (HAM). The project is expected to be completed in about 30 months from the date of commencement.

Package-I of the project has been awarded to M/s Patel Infrastructure Limited for the construction of a 40 km long six-lane section with paved shoulders from Rameshwar to Bilipada in Odisha. The project also includes the development of a 12.4 km long service road on each side, two interchanges, one ROB, 10 minor

bridges, 142 culverts, one wayside amenity, seven elevated underpasses, and eight VUPs, LVUPs, and SVUPs.

Package-II of the project has been awarded to M/s VRC Constructions (India) Limited for the construction of a 30 km long six-lane section with paved shoulders from Bilipada to Gobindpur in Odisha. The project also includes the development of a 7.2 km long service road on each side, three interchanges, 11 minor bridges, 90 culverts, one wayside amenity, three elevated underpasses, three VUPs, six LVUPs, and three SVUPs.

Package-III of the project has been awarded to M/s HG Infra Engineering Limited for the construction of a 40 km long six-lane section with paved shoulders from Gobindpur to Tangi near Bandola Toll Plaza in the state of

Odisha. The project also includes the development of a 10 km long service/slip road on each side, one interchange, 23 minor bridges, 69 culverts, one wayside amenity, two elevated underpasses, six VUPs, 16 LVUPs, and three SVUPs.

With a design speed of 100 kmph, the Capital Region Ring Road (Bhubaneswar Bypass) is envisaged to significantly enhance regional connectivity and mobility by decongesting the urban areas of Bhubaneswar, Cuttack, and Khordha. The access-controlled corridor will boost regional connectivity, lower logistics costs, generate substantial employment, and support long-term economic growth while promoting safer, faster, and more sustainable travel across the region.

Overwhelming Response from Bidders for Four-Laning of Dhamasiya–Bitada/ Movi and Nasarpore–Malotha Sections of NH-56 in Gujarat

NHAI received an overwhelming response from the bidders for implementation of the 4-laning of the 47.46 km long Dhamasiya–Bitada/ Movi section and the 60.21 km long Nasarpore–Malotha section in Gujarat on Hybrid Annuity Model (HAM) mode.

The project was approved by the Cabinet Committee on Economic Affairs, chaired by the Hon'ble Prime Minister Narendra Modi in February 2026, with a total project length of 107.6 km and a total capital cost of Rs. 4,583.6 crores. Bids were invited by NHAI for construction and received encouraging participation from the bidders. Four-laning of the Dhamasiya–Bitada/Movi section on NH-56 received six bids and four-laning of the Nasarpore–Malotha

section on NH-56 received seven bids, reflecting robust competition and keen interest from National Highway developers. The contract is expected to be awarded in the current financial year.

The projects will be designed for 100 km/h, enabling an average speed of 70 km/h, which will cut travel time by 40% — from 2.5 to 1.5 hours. With a total length of 107.6 km, the projects will help generate about 19.38 lakh man-days of direct employment and 22.82 lakh man-days of indirect employment. The projects will also induce additional employment opportunities due to an increase in economic activity in the vicinity of the proposed corridor.

The projects pass through the

Aspirational District of Narmada and will improve connectivity to tribal areas in Dahod, Chhota Udepur, Tapi, and Bharuch, thereby helping in the economic growth and development of the region. Boosting tourism, the project will also improve connectivity to the Statue of Unity, a prominent national tourist destination located in Kevadia village at a distance of about 11 km from NH-56.

Once completed, the projects will provide continuous four-lane connectivity from Bodeli to Malotha, thus easing congestion on NH-56 and further enhancing connectivity to NH-53, NH-48, and the Delhi–Mumbai Expressway, thereby strengthening overall connectivity and economic growth in the region.

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Vehicles/day Managed on Road



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6

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Secretary, MoRTH Urges Volunteers to Focus on Prevention of Road Accidents and Save Lives

The Centre of Excellence for Road Safety (CoERS) at IIT Madras, established under the Ministry of Road Transport and Highways (MoRTH), has successfully concluded the first physical training-cum-workshop for Sadak Suraksha Mitra (SSM) volunteers from March 16–18, 2026, at Faridabad. The program aims to empower India's youth as active contributors to road safety, creating a youth-driven movement across the country. The three-day intensive workshop brought together 53 volunteers from 5 states and 13 districts. Participants were trained to support District Road Safety Committees (DRSCs) in three key areas: first response to accidents, road safety audits, and administrative support for district-level road safety initiatives.

The three-day Sadak Suraksha Mitra Workshop-cum-Training Programme concluded in New Delhi, with the Secretary, Ministry of Road Transport and Highways, V Umashankar, addressing participants and emphasizing the critical role of grassroots interventions in improving road safety across the country.

Addressing road safety volunteers and stakeholders, V Umashankar expressed pride in the participation of road safety leaders and volunteers from across the country. He encouraged the participants to translate their learnings into actionable outcomes at the district level.

Underscoring the importance of preventive measures, Secy., RT&H stated that while post-accident



responses such as providing CPR and calling emergency services are crucial, preventing accidents altogether should be the primary focus. He emphasized that every road accident has an underlying cause, and identifying and addressing these causes can help prevent recurrence.

Interacting with the participants, the Secretary highlighted that road accidents remain one of the leading causes of death, particularly among the younger population. He stressed that saving even a single life is a significant achievement and called upon the volunteers to work with dedication and commitment.

Highlighting key statistics, he remarked that nearly 45% of road accidents fatalities in India involve two-wheelers, with non-use of helmets being a major contributing factor. He called for intensified awareness campaigns and community engagement to promote helmet usage. He also pointed out that around 20% of accident fatalities involve pedestrians, stressing the need for improved infrastructure and traffic-calming measures.

Emphasizing a problem-solving approach, he advised volunteers to treat each accident case uniquely, akin to diagnosing a patient before prescribing treatment. He encouraged them to identify local issues and advocate for solutions with district authorities.

Reaffirming the Government's focus on high-risk areas, he informed that 100 districts with the highest number of accidents have already been identified for targeted interventions. Umashankar urged participants to take a pledge to prevent accidents and save lives in their respective areas. He likened their role to that of soldiers serving the nation and expressed confidence that measurable progress would be visible when they reconvene after six months.

The workshop concluded with a valedictory session at MoRTH, graced by Shri V. Umashankar, Secretary, MoRTH, who encouraged participants to become road safety champions in their communities. Shri Mahmood Ahmed, Additional Secretary, and Shri R.P. Shukla, Director, were present at the program.

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“With confidence, you have won before you have started.” - Marcus Garvey

Promotion of Green Highway Initiatives

Green Highway initiatives have promoted environmentally sustainable road construction by encouraging plantation along National Highways, the use of environmental friendly construction materials, proper management of water resources, and measures to reduce carbon emissions during construction and maintenance activities. These initiatives aim to improve ecological balance and enhance the environmental sustainability of highway development. The use of recycled materials in infrastructure development is increasing day by day due to various policy reforms and initiatives taken by the Government. The policy framework encourages sustainable construction practices and promotes the use of recycled and waste-derived materials in projects wherever technically feasible.

Continuous efforts through guidelines, advisories, and technological advancements have created an enabling environment for wider adoption, thereby enhancing the potential and acceptance of recycled materials in construction activities.

Tree plantation and carbon offsetting measures have been integrated into National Highway projects as part of environmentally sustainable development under the Green Highways (Plantation, Transplantation, Beautification and Maintenance) Policy, 2015 and Indian Roads Congress (IRC): SP:21 guidelines.

Under this framework, plantation is undertaken along the median, avenue, and other available Right of Way (RoW) of National Highways. Additionally, wherever tree felling is necessary for highway development, compensatory afforestation and tree transplantation are undertaken.

Technological innovations are increasingly being adopted in road construction to ensure environmental compliance and promote sustainable development. The use of recycled and waste materials such as fly ash, plastic waste, reclaimed asphalt pavement (RAP), and construction and demolition waste in highway projects is encouraged.

Further, the adoption of green initiatives, energy-efficient construction technologies, digital monitoring systems, and improved environmental management practices has helped reduce emissions, conserve natural resources, and minimize environmental impact during road construction. These innovations are implemented in accordance with relevant specifications and IRC guidelines to ensure compliance with environmental standards in highway development.

National Highways Fee Rules, 2026 Amended to Strengthen Toll Compliance and Digital Enforcement

Introducing a comprehensive and technology-driven framework to strengthen toll compliance on National Highways, the Government of India has notified the National Highways Fee (Determination of Rates and Collection) (Second Amendment) Rules, 2026.

The amendment provides a structured recovery mechanism in cases of unpaid user fee and has been introduced to strengthen digital enforcement of toll collection, particularly in the context of evolving barrier-free tolling systems, and to ensure efficient and transparent realisation of user fee on National Highways. The rules have come into effect from 17th March 2026.

The amendment also modifies the rules to introduce the definition of “unpaid user fee” as the toll applicable to a vehicle whose passage has been recorded by Electronic Toll Collection (ETC) infrastructure but where the applicable user fee has not been received.

The structured recovery mechanism for unpaid user fee, notified under Rule 14, includes a technology-driven Electronic Notice (e-notice) system, wherein electronic notices will be issued to registered vehicle owners specifying vehicle details, date and location of passage, and the amount payable. These notices may be served through SMS, email, mobile-based applications, or other electronic means, and will also be made available on a designated online portal.

The rules further provide for integration of the National Electronic Toll Collection system with the VAHAN database to enable seamless identification of vehicles and enforcement of unpaid dues.

As per the amendment, the unpaid user fee payable in response to an e-notice shall be twice the applicable toll amount. However, to encourage timely compliance, if the amount is paid within 72 hours of issuance of the e-notice, only the original user fee will be payable without any additional charge.

A provision has also been made for grievance redressal. Any aggrieved vehicle owner or driver may submit a representation through the designated portal within 72 hours of issuance of the e-notice. Such representation is required to be examined and disposed of within five days, failing which the claim for unpaid user fee shall lapse.

In cases where the unpaid user fee remains unpaid beyond 15 days and no representation is pending, the amount will be recorded in the VAHAN system, and appropriate restrictions may be imposed on vehicle-related services until the dues are cleared.

The amendment will further enhance transparency in toll operations, boost investor confidence, and provide legal and financial safeguards. This amendment marks an important step towards strengthening compliance mechanisms and supporting the transition to a modern, efficient, and barrier-free tolling ecosystem in the country.

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Cargo Matters To Establish India's First Integrated Green Freight Hub In Andhra Pradesh To Electrify HCVs

The Government of Andhra Pradesh and Cargo Matters, a technology-driven logistics and sustainable infrastructure company, announced the signing of a historic Memorandum of Understanding (MoU) to create an integrated EV manufacturing and charging hub. The project, which will cost Rs 100 crore in total, aims to electrify heavy commercial vehicles (HCVs) to hasten India's 'Green Freight' transition.

For the allocation of eighteen acres of industrial land, Cargo Matters has formally submitted a Detailed Project Report (DPR) to the Andhra Pradesh Industrial Infrastructure Corporation (APIIC). With a dedicated Manufacturing Block for the manufacturing of chargers, a specialised Retrofit Facility for the electrification of heavy vehicles, and a strong R&D unit for validation and certification, the facility is designed to be a multipurpose ecosystem.

The project is in line with the Andhra Pradesh EV Policy 2024-2029, which aims to establish the state as a global centre for the production of high-value electric vehicles and environmentally friendly transportation. Major highlights of the project are mentioned below:

Employment Creation: It is anticipated that the plant will generate 3,000 indirect jobs and 1,000 direct jobs in the state of Andhra Pradesh.

Strategic Green Infrastructure: To support regional heavy-duty electric corridors, Rs 50 crore of the overall expenditure is set aside expressly for



charging infrastructure.

Quick Implementation: In accordance with the state's proactive industrial policy, full commercial commissioning is expected within 24 months of approval, with pilot operations anticipated to start within 12 to 18 months.

Umesh Padala, Founder and Chairman, Cargo Matters, said, "This MoU represents our commitment to practical decarbonization. While the passenger EV market is maturing, the heavy freight sector remains the final frontier. Our Madanapalle facility will provide fleet owners with a cost-effective pathway to electrification through advanced retrofitting and dedicated heavy-duty charging networks."

P.N. Mahesh, Director, APIIC, noted, "As part of our commitment to building a green and future-ready logistics ecosystem, we are pleased that Cargo Matters has chosen Madanapalle for its upcoming hub. The project aligns with the Andhra Pradesh Sustainable Electric Mobility

Policy 4.0 (2024–2029) and strengthens our 'Green Freight' vision."

He added, "Strategically located near the borders of Karnataka and Tamil Nadu, with Bengaluru about 100 km away and Chennai around 250 km away, Madanapalle offers excellent connectivity for logistics operations. The initiative will generate nearly 1,000 direct and 3,000 indirect jobs, creating meaningful opportunities for the region's youth," reported TrucksDekho.com.

With its headquarters located in New Delhi, Cargo Matters (Parmelee Cargo Matters Logistic Solutions) is a technologically advanced logistics company. The company serves blue-chip customers like Tata Steel, DHL, and Havells with a fleet of more than 400 GPS-equipped trucks spread across more than 15,000 pincodes. With a focus on real-time visibility and 'Green Freight' innovation, the company specialises in FTL and LTL services and integrates data through the National ULIP.

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"The first one gets the oyster, the second gets the shell" - Andrew Carnegie

FADA Reports Indian Commercial Vehicle Sales Growth Of 28.89% YoY In February 2026

The Federation of Automobile Dealers Associations (FADA) just released retail commercial vehicle (CV) sales data for February 2026. Sales data for LCVs, MCVs, HCVs, and others are included in this monthly FADA sales report. The retail market share of different commercial vehicle manufacturers, the fuel-wise market share of commercial vehicles, and the retail strength index based on urban and rural RTOs are all made public. Continue reading.

Heavy commercial vehicle (HCV) retail sales rose from 26,071 units to 35,127 units between February 2025 and February 2026, showing a 34.74% YoY increase. Retail sales in the HCV category increased by 2.45% MoM (month over month). Light commercial vehicle (LCV) sales increased by 24.39% YoY and declined by 12.15% MoM from 46,262 units in February 2025 to 57,547 units in February 2026.

Medium commercial vehicle (MCV) retail sales increased by 39.54% YoY and 5.77% MoM from 5,797 units sold in February 2025 to 8,089 units sold in February this year. Indian retail sales of commercial vehicles increased by 28.89% YoY in February 2026, from 78,219 units to 1,00,820 units. The CV segment experienced a 6.2% MoM drop in comparison to retail sales of 1,07,486 units in January this year.

Diesel fuel accounted for 83.5% of India's retail fuel market share for commercial vehicles as of February 2026, up slightly from 82.97% in February 2025. The percentage of CNG/LPG fuel in commercial vehicles climbed slightly from 11.34% in February 2025 to 11.04% in February this year.

Petrol or ethanol ranks third on the list with a 3.40% market share for commercial vehicles in February 2026. The proportion of environmentally friendly EV powertrains rose from 1.02% in the last month of the previous year to 2.03% in February of 2026. The percentage of hybrid commercial vehicles in February 2026 was 0.02%.

Based on both urban and rural RTOs, the all-India commercial vehicle retail strength index revealed a 25.78% YoY increase in urban areas and a 32.21% YoY rise in rural areas in February of this year. The MoM comparison shows that the urban component decreased by 6.84% while the rural component declined by 5.54% MoM. The retail sales of commercial vehicles in urban areas (50.3%) and rural areas (49.7%) differed somewhat in the last month.

Reflecting February 2026 retail performance, C.S. Vigneshwar, President, FADA, said, "Commercial Vehicle retails in February'26 stood at 1,00,820 units, registering a strong 28.89% YoY growth. Dealers across regions reported improved freight availability, steady e-commerce activity and infrastructure-linked demand supporting fleet additions. The positive sentiment following GST 2.0 also helped improve secondary demand and bulk purchases. However, some pockets saw supply constraints for certain models, though the overall pipeline of bookings and market movement remained encouraging," reported TrucksDekho.com.

Dealer opinion remains generally upbeat for March of the current calendar year, with 75.51% of dealers anticipating growth, 19.90% seeing a stable market, and only 4.59% expecting a fall. The combination of

several holidays, including Navratri, Ramadan, Ugadi, GudiPadwa, and Eid, as well as the financial year-end buying cycle, which typically speeds up vehicle purchases across sectors, is expected to increase demand.

As businesses conclude the fiscal year, infrastructure activity, freight transportation, and robust pipeline bookings are expected to sustain the growth of commercial vehicles. However, supply limitations in some models and changing geopolitical circumstances throughout the world are still things to keep an eye on. Overall, the picture for March seems cautiously optimistic, with year-end dynamics and seasonal demand predicted to maintain retail growth.

Dealer confidence is still strong when looking at the March–May 2026 period, although it has become slightly more measured than it was in the prior reading. Compared to the January forecast for February–April, when 79.70% of dealers anticipated an increase, 67.35% now anticipate growth. This implies that although the market is still growing, expectations are progressively returning to normal following the solid start to the year and the big post-GST 2.0 bounce.

Although supply and liquidity are still important indicators, sentiment for commercial vehicles is still largely stable, supported by economic activity, the flow of products, infrastructure-driven demand, and year-end business closures. The industry may gradually transition from a phase of robust comeback to a phase of more stable and calibrated growth, according to the study, but overall, the next three months still seem cautiously optimistic—the growth momentum remains intact.

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Dwell Time Performance (February 2026): PAN India



Pipavav	
Import 84.6	Export 90.4

Hazira	
Import 35.0	Export 103.8

Mundra	
Import 23.6	Export 104.3

Nhava Sheva (JNPA)	
Import 25.2	Export 74.1

Kandla	
Import 31.4	Export 82.6

Tuticorin	
Import 25.5	Export 72.0

Kochi	
Import 43.1	Export 69.4

New Mangalore	
Import 67.0, 42.3*	Export 96.3, 47.6*

Kattupalli	
Import 41.9	Export 98.1

Ennore	
Import 38.7	Export 100.5

Chennai	
Import 43.4	Export 83.0

Kolkata	
Import 51.1	Export 109.0

Visakhapatnam	
Import 60.1	Export 96.8

Haldia	
Import 80.6	Export 120.0

Gangavaram	
Import 43.4	Export 117.2

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

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

Source: NICDC Logistics Data Services Limited



इस गर्मी में सड़क पर सुरक्षित रहें।

नमस्ते ट्रक ड्राइवर भाईयों!

जैसा कि आप जानते हैं, भारत में गर्मियां बहुत भयंकर होती हैं। लेकिन आप हमारे देश को सबसे गर्म मौसम में भी चलाते रहते हैं। आप सड़कों के योद्धा हैं, जिनके बिना हमारा देश थम जाएगा।

लेकिन गर्मी का मौसम आपके स्वास्थ्य के लिए खतरा बन सकता है। इसलिए आज, हम आपके लिए कुछ ज़रूरी बातें लाए हैं, जिनसे आप इस गर्मी में सड़क पर सुरक्षित और स्वस्थ रह सकते हैं।

गर्मी से कैसे बचें:

- अपनी यात्रा की योजना बनाएँ: जितना हो सके, दिन के सबसे गर्म समय (दोपहर 12-4 बजे) में गाड़ी चलाने से बचें।
- जब भी संभव हो छाया में पार्क करें: अगर आपको सीधी धूप में रुकना पड़े, तो केबिन को ठंडा रखने के लिए विंडशील्ड सनशेड का इस्तेमाल करें।
- ढीले, हल्के रंग के, सूती कपड़े पहनें: तंग कपड़े और गहरे रंग के कपड़े पहनने से बचें जो गर्मी को सोख लेते हैं।
- पूरे दिन अपने चेहरे और गर्दन को ठंडा रखने के लिए गीला तौलिया या रूमाल रखें।
- अपनी आँखों और सिर को धूप से बचाने के लिए धूप का चश्मा और चौड़ी टोपी ज़रूरी है।

नियमित रूप से पानी पिएँ

- पानी आपका सबसे अच्छा दोस्त है! रोज़ाना कम से कम 4 लीटर ठंडा पानी साथ रखें। हर 15-20 मिनट में एक गिलास पानी पीने का लक्ष्य रखें, खासकर ब्रेक के दौरान।
- मीठे पेय और बहुत ज़्यादा चाय/कॉफ़ी पीने से बचें। ये शरीर में पानी की मात्रा को कम करते हैं। प्राकृतिक इलेक्ट्रोलाइट्स के लिए छाछ (लस्सी) या नारियल पानी पिएँ।

खाना और आहार:

- हल्का, आसानी से पचने वाला खाना खाएँ: मसालेदार खाना प्यास बढ़ा सकता है। तरबूज, खरबूजा और खीरा जैसे फल और वैजिटेबल्स चुनें जिनमें पानी की मात्रा ज़्यादा हो।
- भारी भोजन से बचें जिसे पचाने में बहुत ज़्यादा ऊर्जा लगती है। अपनी यात्रा के दौरान फल, सलाद और लस्सी, दही का सेवन करें।
- खाना न छोड़ें! नियमित रूप से खाने से आपकी ऊर्जा का स्तर बनाए रखने में मदद मिलेगी।

अतिरिक्त सुझाव:

- ब्रेक लें! हर 2-3 घंटे में किसी ठंडी जगह पर जाएँ, भले ही आपको थकान महसूस न हो। बाहर निकलें, अपने पैरों को फैलाएँ और छाया में आराम करें।
- अपने शरीर की आवाज़ सुनें: गर्मी से थकावट के लक्षणों में चक्कर आना, सिरदर्द और अत्यधिक पसीना आना शामिल हैं। यदि आप इन लक्षणों का अनुभव करते हैं, तो तुरंत गाड़ी चलाना बंद कर दें, आराम करने के लिए ठंडी जगह ढूँढ़ें और खूब सारा तरल पदार्थ पिएँ।
- बुनियादी दवाइयों साथ रखें: आपात स्थिति के लिए पैरासिटामोल और ओरल रिहाइड्रेशन सॉल्यूशन (ORS) अपने पास रखें।

याद रखें, आपका स्वास्थ्य ही आपकी संपत्ति है! इन सरल सुझावों का पालन करके, आप इस गर्मी में सड़क पर सुरक्षित और स्वस्थ रह सकते हैं।

यात्रा में सुरक्षित रहें!

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राजमार्ग प्रवेश पोर्टल राष्ट्रीय राजमार्गों पर ईंधन स्टेशनों, रेस्तरां और सड़क किनारे सुविधाओं तक पहुंच पहले से कहीं अधिक आसान बनाता है

कल्पना कीजिए कि आप भारत के किसी व्यस्त राष्ट्रीय राजमार्ग पर पेट्रोल पंप, रेस्तरां या होटल या गेस्ट हाउस स्थापित करने की योजना बना रहे हैं। कुछ समय पहले तक, आवश्यक अनुमति प्राप्त करने की प्रक्रिया में कई कार्यालयों से अनुमति लेना, कागजी कार्रवाई और लंबा इंतजार करना पड़ता था। आज यह प्रक्रिया काफी सरल हो गई है। उन्नत राजमार्ग प्रवेश ऑनलाइन पोर्टल के साथ, राष्ट्रीय राजमार्गों के किनारे निर्माण की अनुमति प्राप्त करना अब पहले से कहीं अधिक तेज, पारदर्शी और सुविधाजनक हो गया है।

यह प्लेटफॉर्म ईंधन स्टेशनों, सड़क किनारे की सुविधाओं, आवासीय संपत्तियों, विश्राम क्षेत्र परिसरों और राष्ट्रीय राजमार्गों से जुड़ने वाली सड़कों जैसी सुविधाओं के लिए अनापत्ति प्रमाण पत्र (एनओसी) प्राप्त करने की प्रक्रिया को सुव्यवस्थित करने के लिए बनाया गया है। केंद्रीय सड़क परिवहन एवं राजमार्ग मंत्री श्री नितिन गडकरी द्वारा हाल ही में लॉन्च किया गया यह पोर्टल, तकनीकी रूप से सक्षम शासन के माध्यम से अधिक दक्षता और पारदर्शिता लाने के सरकारी प्रयासों में एक और कदम है।

कई स्वीकृतियों को एक ही डिजिटल प्लेटफॉर्म पर लाकर, उन्नत राजमार्ग प्रवेश का उद्देश्य व्यवसायों, संगठनों और नागरिकों के लिए भारत के विस्तारित राजमार्ग नेटवर्क को सहारा देने वाले बुनियादी ढांचे का विकास करना आसान बनाना है। अब निजी संपत्तियों, उद्योगों और सड़क किनारे की सुविधाओं के लिए राजमार्गों से पहुंच सम्बंधी अनुमतियों के लिए कुछ ही क्लिक में ऑनलाइन आवेदन किया जा सकता है।

इसी माध्यम से सरकार और निजी दोनों पक्ष राष्ट्रीय राजमार्गों के समानांतर या उसके पार पानी और गैस पाइपलाइन, ऑप्टिकल फाइबर केबल और बिजली की लाइनें जैसी महत्वपूर्ण उपयोगिताओं को बिछाने के लिए अनुमोदन प्राप्त कर सकते हैं।

आवेदन प्रणाली के डिजिटलीकरण के साथ, सड़क परिवहन एवं राजमार्ग मंत्रालय का लक्ष्य जवाबदेही को केंद्र में रखते हुए प्रक्रिया को अधिक समयबद्ध और कुशल बनाना है। ऑनलाइन पोर्टल से कागजी कार्रवाई में उल्लेखनीय कमी आने, आवेदनों की ट्रैकिंग

सक्षम होने और देरी कम होने की उम्मीद है, इससे हितधारकों के लिए बहुमूल्य समय और परिचालन लागत की बचत होगी। उन्नत राजमार्ग प्रवेश पोर्टल से राजमार्ग क्षेत्र में डिजिटल शासन को और मजबूत करने के साथ-साथ वास्तविक समय ट्रैकिंग के माध्यम से अधिकारियों और आवेदकों के बीच समन्वय में सुधार होने और प्रक्रिया को अधिक सुगम बनाने की आशा है।

अनुमतियों और एनओसी के लिए एकल खिड़की समाधान के रूप में मार्ग प्रवेश

देश का राष्ट्रीय राजमार्ग नेटवर्क 1.46 लाख किलोमीटर से अधिक तक फैल चुका है और सड़कें केवल स्थानों को जोड़ने से कहीं अधिक कार्य कर रही हैं। ये सड़कें नए व्यवसायों, बेहतर सेवाओं और मजबूत बुनियादी ढांचे के विकास के द्वार खोल रही हैं। इन सुविधाओं के निर्माण और उपयोग को आसान बनाने के लिए, राजमार्ग प्रवेश पोर्टल राष्ट्रीय राजमार्गों से सम्बंधित पहुंच अनुमतियों, मार्ग अधिकार अनुमतियों और राष्ट्रीय राजमार्ग स्वीकृति प्रमाणपत्रों के लिए एक ही स्थान पर सभी समाधान उपलब्ध कराने वाला डिजिटल मंच है।

राजमार्ग प्रवेश पोर्टल पर आवेदन के प्रकार :

- वाणिज्यिक प्रतिष्ठान- राष्ट्रीय राजमार्गों के किनारे पेट्रोल पंप, रेस्तरां, ढाबे और विश्राम क्षेत्र स्थापित करने की योजना बना रहे व्यवसाय पोर्टल के माध्यम से आवश्यक अनुमतियों के लिए आवेदन कर सकते हैं।

- अवसंरचना तक पहुंच- उद्योग, आवासीय क्षेत्र और निजी भूस्वामी अपनी संपत्तियों को पास के राष्ट्रीय राजमार्गों से जोड़ने वाली संपर्क सड़कों के लिए अनुमोदन प्राप्त कर सकते हैं।

- मार्गवर्ती सुविधाएं- यह प्लेटफॉर्म विश्राम केंद्रों और विशेष लॉजिस्टिक्स सुविधाओं के विकास के लिए आवेदन का समर्थन करता है जो यात्रियों और माल ढुलाई के लिए सुविधा को बढ़ाते हैं।

- आवश्यक सुविधाओं का विस्तार- राजमार्ग गलियारों के साथ भूमिगत जल पाइपलाइन, गैस पाइपलाइन, ऑप्टिकल फाइबर केबल और बिजली लाइनें बिछाने के लिए भी अनुमति प्राप्त की जा सकती है।

तब और अब: प्रक्रिया में कैसे बदलाव आया है पहले, आवेदकों को अक्सर कई फील्ड कार्यालयों

में जाना पड़ता था, कागजी कार्रवाई पूरी करनी पड़ती थी और लंबी प्रक्रिया से गुजरना पड़ता था। इस प्रक्रिया में अक्सर निम्नलिखित शामिल होते थे:

- व्यक्तिगत रूप से कागजी कार्रवाई और फाइलों की आवाजाही

- आवेदनों की स्थिति जानने के लिए सीमित ट्रैकिंग सुविधा, जिसके कारण अक्सर देरी होती है

- खंडित क्षेत्राधिकार प्रबंधन, जहां सही प्राधिकारी की पहचान करने के लिए कभी-कभी अतिरिक्त मेहनत करनी पड़ती है और इससे प्रसंस्करण समय बढ़ जाता है

इससे प्रक्रिया समय लेने वाली और कम पारदर्शी हो गई।

नया डिजिटल प्लेटफॉर्म कई महत्वपूर्ण बदलाव हुआ है:

- रीयल-टाइम ट्रैकिंग, आवेदक 24x7 ऑनलाइन अपनी वर्तमान स्थिति देख सकते हैं।

- समयबद्ध प्रतिक्रियाएं, इससे यह सुनिश्चित होता है कि अनुमोदन या प्रतिक्रिया एक निर्धारित समय सीमा के भीतर प्रदान की जाए, जिससे अनावश्यक देरी कम होती है।

- पेपरलेस सबमिशन, जहां दस्तावेज डिजिटल रूप से अपलोड किए जा सकते हैं और प्रक्रिया शुल्क डिजिटल पेमेंट गेटवे के माध्यम से सुरक्षित रूप से भुगतान किया जा सकता है।

- जवाबदेही सुनिश्चित करने और विवादों के त्वरित समाधान के लिए प्रत्येक कार्रवाई और दस्तावेज का पूर्ण ऑडिट ट्रेल।

- सही चेनेज (चेनेज 'शब्द का प्रयोग किसी काल्पनिक रेखा, जैसे कि सड़क या रेलवे की केंद्र रेखा, के अनुदिश मीटर में मापी गई दूरी को संदर्भित करने के लिए किया जाता है) और अधिकार क्षेत्र की पहचान करने के लिए जीआईएस-सक्षम ऑटो-डिटेक्शन, डेटा-संचालित निर्णय लेने में सहायता करता है और मैनुअल त्रुटियों की संभावना को कम करता है।

अपने अनेक लाभों के साथ, उन्नत राजमार्ग प्रवेश ऑनलाइन पोर्टल अब भारत के राजमार्गों के किनारे निर्माण करने वाले सभी लोगों के लिए विचार से लेकर अनुमोदन तक की प्रक्रिया को सुगम बनाने के लिए तैयार है।

राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) ने राष्ट्रीय राजमार्गों पर सुरक्षा और सहभागी शासन को बढ़ावा देने हेतु वाणिज्यिक वाहन एग्रीगेटर प्लेटफॉर्मों के साथ समझौता ज्ञापन पर हस्ताक्षर किए

वाणिज्यिक वाहन चालकों और फ्लीट संचालकों के लिए 'आवागमन को सुगम बनाने' की पहल के तहत, राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) द्वारा समर्थित भारतीय राजमार्ग प्रबंधन कंपनी लिमिटेड (आईएचएमसीएल) ने नई दिल्ली स्थित एनएचएआई के मुख्यालय में वाणिज्यिक वाहन एग्रीगेटर प्लेटफॉर्मों के साथ एक समझौता ज्ञापन (एमओयू) पर हस्ताक्षर किए। इस समझौता ज्ञापन का उद्देश्य राष्ट्रीय राजमार्गों पर यात्रा करने वाले वाणिज्यिक वाहन चालकों और फ्लीट संचालकों की सुरक्षा, दक्षता और समग्र उपयोगकर्ता अनुभव को बेहतर बनाने हेतु अंतर-संचालनीय एवं प्रौद्योगिकी पर आधारित उपायों का लाभ उठाना है। इस समझौता ज्ञापन पर एनएचएआई के अध्यक्ष श्री संतोष कुमार यादव और आईएचएमसीएल के सीएमडी श्री विशाल चौहान की उपस्थिति में हस्ताक्षर किए गए। इस अवसर पर एनएचएआई व आईएचएमसीएल के वरिष्ठ अधिकारी और व्हील्सआई टेक्नोलॉजी इंडिया प्राइवेट लिमिटेड, ब्लैकबक लिमिटेड, ट्रक्सअप सॉल्यूशंस प्राइवेट लिमिटेड, ट्रकसुविधा - सर्वोदय इन्फोटेक प्राइवेट लिमिटेड और सैफ्रॉन नेविगेटर्स प्राइवेट लिमिटेड सहित पांच एग्रीगेटर प्लेटफॉर्मों के प्रतिनिधि भी उपस्थित थे। एनएचएआई के अध्यक्ष ने राष्ट्रीय राजमार्गों पर सुरक्षित एवं जिम्मेदार ड्राइविंग से जुड़ी कार्यप्रणालियों का पालन करने वाले वाणिज्यिक चालकों को 'विशिष्ट सारथी' सम्मान से सम्मानित भी किया।

इस सहयोग के तहत, वाणिज्यिक वाहन एग्रीगेटर प्लेटफॉर्म समय पर और प्रभावी सुरक्षा संबंधी संचार सुनिश्चित करने हेतु 'राजमार्गयात्रा ऐप' को एकीकृत करेंगे। इससे चालकों को दुर्घटना की संभावना वाले मार्गों, वैकल्पिक मार्गों, निर्माण कार्य वाले क्षेत्रों, आवागमन पशुओं की उपस्थिति और प्रतिकूल मौसम की जानकारी सहित सुरक्षा संबंधी चेतावनियों का वास्तविक समय में प्रसार करने में मदद मिलेगी। एग्रीगेटर प्लेटफॉर्म

'राजमार्गयात्रा ऐप' पर उपयोगकर्ताओं के स्वैच्छिक पंजीकरण को बढ़ावा भी देंगे और समय-समय पर उपयोग के आंकड़े एवं प्रतिक्रिया साझा करेंगे।

इस पहल के तहत सहभागी शासन प्रणाली के जरिए 'जन भागीदारी - चालक-केन्द्रित रिपोर्टिंग' को बढ़ावा दिया जाएगा। इसमें एक ऐसे चालक-केन्द्रित रिपोर्टिंग तंत्र का उपयोग किया जाएगा, जिसके अंतर्गत गड्डे, क्षतिग्रस्त बैरियर, खराब स्ट्रीटलाइट एवं सड़क पर धुंधली मार्किंग जैसे राष्ट्रीय राजमार्ग से संबंधित समस्याओं और सड़क के किनारे की अन्य असुरक्षित स्थितियों की जियो-टैग रिपोर्टिंग की जा सकेगी। इन रिपोर्टों को केन्द्रीकृत समाधान हेतु 'राजमार्गयात्रा' इकोसिस्टम के साथ जोड़ा जाएगा।

राष्ट्रीय राजमार्गों पर आपातकालीन प्रतिक्रिया को और मजबूत बनाने हेतु, एग्रीगेटर प्लेटफॉर्म अपने एप्लिकेशन में एक समर्पित 'कॉल 1033' की सुविधा को एकीकृत करेंगे। इससे राष्ट्रीय राजमार्ग हेलपलाइन तक एक क्लिक में पहुंचा जा सकेगा। इस प्लेटफॉर्म के सहमति देने वाले उपयोगकर्ता तेजी से प्रतिक्रिया सुनिश्चित करने और एम्बुलेंस भेजने की स्थिति एवं निकटतम अस्पताल की जानकारी प्राप्त करने हेतु भौगोलिक स्थान की जानकारी साझा कर सकेंगे।

इस समझौता ज्ञापन में राष्ट्रीय राजमार्ग पर सुरक्षा संबंधी जागरूकता वाले वीडियो के प्रसार के जरिए ड्राइविंग से जुड़े जिम्मेदार व्यवहार को बढ़ावा देने की परिकल्पना भी की गई है। इसमें गति सीमा से अधिक गति से गाड़ी चलाने से बचना, गलत दिशा में गाड़ी चलाने से बचना, लेन संबंधी अनुशासन बनाए रखना, असुरक्षित तरीके से रुकने या रिवर्स करने से बचना और आपात स्थिति में 1033 हेलपलाइन का तुरंत उपयोग करने के लिए प्रोत्साहित करना जैसे प्रमुख व्यवहार संबंधी पहलुओं को शामिल किया जाएगा। ये प्लेटफॉर्म इन-ऐप सहभागिता मॉड्यूल और जागरूकता संबंधी पहलों के जरिए इस कंटेंट का

प्रसार करेंगे और समय-समय पर भागीदारी के आंकड़े साझा करेंगे।

इसके अलावा, वाणिज्यिक वाहन चालकों के बीच सुरक्षित एवं जिम्मेदार ड्राइविंग से जुड़ी कार्यप्रणालियों को प्रोत्साहित करने हेतु 'विशिष्ट सारथी' वाणिज्यिक चालक मान्यता पहल शुरू की गई है। इस कार्यक्रम के तहत, एग्रीगेटर प्लेटफॉर्म राष्ट्रीय राजमार्ग पर सुरक्षा संबंधी मानदंडों का अनुकरणीय अनुपालन करने वाले चालकों की पहचान करेंगे और उन्हें प्रमाण पत्र एवं डिजिटल बैज के जरिए सम्मानित करेंगे।

पारदर्शिता एवं सेवा मानकों को और बेहतर बनाने हेतु, एग्रीगेटर प्लेटफॉर्म वाणिज्यिक चालकों से टोल प्लाजा के संचालन के बारे में व्यवस्थित प्रतिक्रिया हासिल करने में सक्षम बनाएंगे। इसमें प्रतीक्षा में लगा समय, शुल्क की सटीकता, लेन संबंधी दक्षता के साथ-साथ स्वच्छता संबंधी मानकों, मूल्य निर्धारण से जुड़ी पारदर्शिता और सेवा की गुणवत्ता को कवर करने वाली सड़क के किनारे की सुविधाएं शामिल होंगी।

वाणिज्यिक चालकों के लिए शिकायत निवारण को सरल बनाने हेतु, ये प्लेटफॉर्म फास्टैग से संबंधित चिंताओं की व्यवस्थित रिपोर्टिंग की सुविधा भी प्रदान करेंगे, जिनमें गलत टोल की कटौती, लेनदेन में देरी, विवाद और वाहन की जानकारी (केवाईवी) से संबंधित मुद्दे शामिल होंगे। रिपोर्ट किए गए मामलों को निर्धारित डिजिटल इंटरफेस के जरिए आगे बढ़ाया जाएगा ताकि संबंधित हितधारकों के साथ समन्वित और समयबद्ध समीक्षा की जा सके।

यह समझौता ज्ञापन वैसे डिजिटल प्लेटफॉर्मों का लाभ उठाने की दिशा में एक महत्वपूर्ण कदम है, जो वाणिज्यिक वाहन चालकों को राष्ट्रीय राजमार्ग सुरक्षा को मजबूत करने, आपातकालीन प्रतिक्रिया प्रणालियों को बेहतर बनाने और राष्ट्रीय राजमार्ग नेटवर्क में अधिक पारदर्शिता एवं सेवा की गुणवत्ता को बढ़ावा देने की प्रक्रिया में भाग लेने में समर्थ बनायेंगे।

X

"Very little is needed to make a happy life; it is all within yourself, in your way of thinking."

- Marcus Aurelius



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA

UNSTARRED QUESTION NO. 1391

ANSWERED ON- 11/02/2026

IMPACT OF RISING TOLL COLLECTION

1391. SHRIASHOKRAO SHANKARRAO CHAVAN:

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

- (a) whether Government has estimated that toll collection on National Highways may reach ₹ 1 trillion in next financial year and if so, the details thereof;
- (b) whether Government is planning to roll out a satellite based Multi Lane Free Flow (MLFF) system nation-wide to plug leakages;
- (c) if so, details thereof and the amount likely to be add up in terms of toll revenue due to said step;
- (d) whether Government has assessed the impact of rising toll collections on commuters, transporters and inflation and if so, details thereof; and
- (e) total number of new toll plazas likely to be operative in next fiscal year?

ANSWER

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

(a) to (c) The increase in the amount of user fee collection at toll fee plazas on National Highways (NHs) depends on several factors. These include the annual revision of user fee, which is linked to the Wholesale Price Index in accordance with the National Highways Fee (Determination of Rates and Collection) Rules, 2008, increase in the length of highway under tolling, the volume of traffic plying on the stretch, and the category of vehicles using the highway.

However, user fee collection on NHs during the last 03 financial years and current financial year upto December, 2025 is as under:

Financial Year	User fee Collection (Rupees in crore)
2022-23	48,032.40
2023-24	55,882.12
2024-25	61,408.15
2025-26 (April, 25- Dec,25)	50,345.10

The Apex Committee and High-Level Empowered Committee consisting of Experts from Industry and Academia, in view of security and privacy considerations, breach and overall operational control, have recommended further deliberations for

Satellite based Multi-Lane Free Flow (MLFF) Tolling. However, in effort to enhance toll operations and enable seamless movement of vehicles, the Government has decided to implement MLFF through Automatic Number Plate Recognition (ANPR) with AI analytics and RFID-based Electronic Toll Collection (FASTag) which facilitates barrier-less tolling. Further, a barrier less tolling system is expected to improve user convenience by offering faster and seamless travel, while also delivering significant economic benefits through cost savings, higher operational efficiency, environmental benefits, and improved productivity.

(d) Impact Assessment conducted for the National Electronic Toll Collection (NETC) Programme during 2024–25 indicates that the average time taken by a vehicle to cross a fee plaza under ETC operations is 40 seconds, as compared to 12.23 minutes per vehicle under the earlier manual tolling system. This demonstrates a significant improvement in traffic flow and a substantial reduction in congestion at fee plazas. The reduction of time taken by a vehicle at the toll plazas improves efficiency and reduces operational costs.

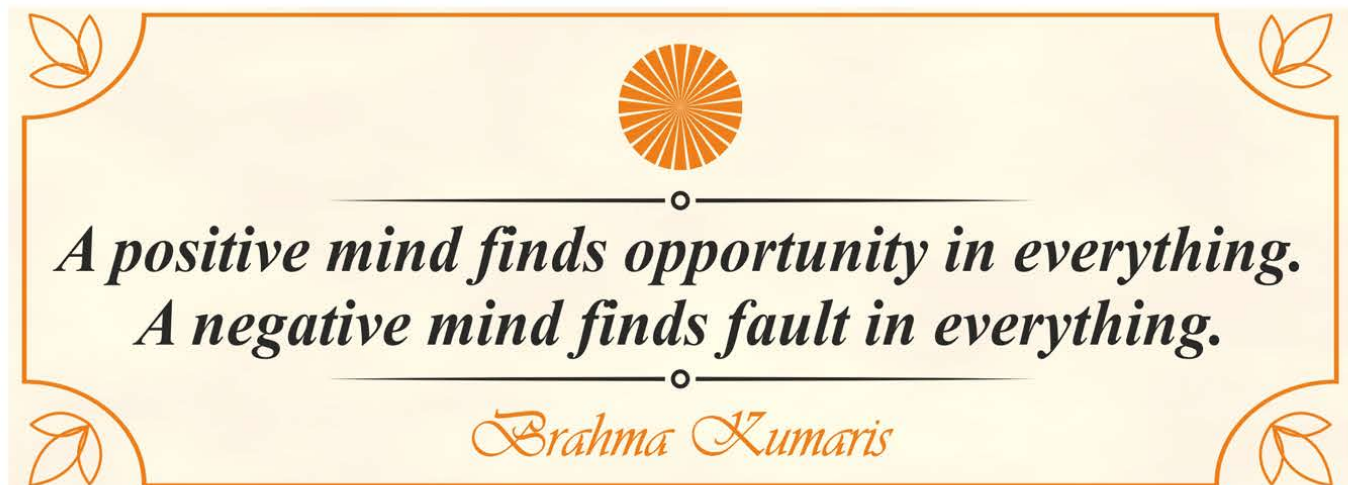
User fee at all toll fee plazas on National Highways are collected as per the respective user fee notification published in the Gazette of India, in accordance with the provisions of the National Highways (NHs) Fee (Determination of Rates and Collection) Rules, 2008, and the Concession Agreement. The user fee collected at NH user fee plazas is subject to periodic revision in accordance with the NH Fee Rules, 2008, primarily to account for changes in the Wholesale Price Index (WPI), which reflects inflationary trends in the economy.

Further, there are already various provisions for discounts in user fees and monthly passes for local and regular users of National Highways across the country, in accordance with the NH Fee Rules, 2008. In addition, no fee is levied for the use of the section of national highway, permanent bridge, bypass or tunnel, as the case may be, by two wheelers, three wheelers, tractors and animal drawn vehicles provided no service road is available.

In addition, the Government has introduced a FASTag based Annual Pass for non-commercial cars, jeeps, and vans, which has come into effect from 15th August, 2025. Annual Pass scheme will be activated on payment of Rs.3000/- and offers travel for non-commercial car/jeep/vans at all National Highway/National Expressway fee plazas for one year or upto 200 fee plaza crossings whichever is earlier.

(e) Establishment of fee plazas are project-specific and depend upon the completion and operationalization of National Highway projects. The collection of user fee commences only upon issuance of the Completion Certificate/Provisional Completion Certificate and the safety report certifying that the concerned section of the National Highway is fit for operation. User fee at Fee Plazas on National Highways (NHs) is levied and collected only after the publication of the respective user fee notification in the Gazette of India, in accordance with the provisions of the National Highways Fee (Determination of Rates and Collection) Rules, 2008 and the terms and conditions stipulated in the respective Concession Agreements. Accordingly, toll fee plazas become operational only upon fulfilment of these statutory and contractual requirements from time to time.

x



Expired e-way bill does not justify harsh penalty under GST Law: Gujarat High Court orders Rs 18 lakh refund

Case Title: Balkrishna Industries Limited vs. Union of India & Ors.

THE Gujarat High Court has ordered refund of Rs 18,00,140 collected as penalty from Balkrishna Industries Limited, holding that imposition of penalty merely because an e-way bill expired during transit was unsustainable in the facts of the case

A Division Bench of Justice A. S. Supedia and Justice Pranav Trivedi held that "In wake of such undisputed fact, the imposition of harsh penalty under Section 129(3) of the CGST Act was uncalled for and is also beyond the scope of Section 129(1)(a) of the CGST Act."

The case arose after an e-way bill dated March 21, 2025 expired at 2400 hours on March 22, 2025. Under Rule 138(10)

of the CGST Rules, it could have been extended till 0800 hours on March 23, 2025. The vehicle was intercepted at 1522 hours on March 23, 2025, about 15 hours after expiry.

The Court recorded that due to breakdown of the conveyance, the transporter could not extend the e-way bill. It further noted that the management of Balkrishna Industries Limited remained unaware of the expiry during transit.

The company had challenged the order dated November 29, 2025 and the appellate order dated December 2, 2025 passed in Form GST APL-04. It sought a declaration that the

penalty of Rs 18,00,140 was not imposable under Section 129(1)(a) of the CGST Act.

Earlier, while issuing notice, the bench observed that if the issue was squarely covered by precedent, it may not relegate the petitioner to the GST Appellate Tribunal since the tribunal bench was not yet constituted.

On instructions, the state accepted that the issue was covered by the decision in Marcowagon Retail Pvt Ltd v. Union of India.

Referring to that judgment, the Court reiterated that where there is contravention of Rule 138, which is procedural in nature and there is no tax payable, computation of penalty would fail. In Marcowagon, the Court had held that "no tax is payable on the zero rated supply though leviable," and therefore, a penalty could not be computed in the absence of tax payable.

Holding that the present case was squarely covered, the bench quashed the impugned orders and directed refund of Rs 18,00,140 along with applicable interest within twelve weeks, as per a communique.

(Advocate Mr Chiranjeet Tandon appeared on behalf of the petitioner company and argued the case.)

Earlier, while issuing notice, the bench observed that if the issue was squarely covered by precedent, it may not relegate the petitioner to the GST Appellate Tribunal since the tribunal bench was not yet constituted

हाइवे-एक्सप्रेसवे के टोल प्लाजा पर नहीं लगेंगी वाहनों की कतारें

बड़ा वक्तियों बनाया साध राज्य अपर्णा की है। झमंत्री जा है। लिए त्रकार कि वासी ने के

हेमंत श्रीकृष्ण • जागरण

लखनऊ: आने वाले समय में हाइवे और एक्सप्रेसवे पर सफर आसान हो जाएगा। टोल प्लाजा पर लगने वाली वाहनों की कतारें समाप्त हो जाएंगी और समय की बचत भी होगी। भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआइ) सभी हाइवे व एक्सप्रेसवे को बैरियर मुक्त टोल प्रणाली के दायरे में लाने की योजना पर काम कर रहा है। प्रदेश में मल्टी लेन फ्री फ्लो (एमएलएफएफ) टोल प्रणाली का ट्रायल लखनऊ-कानपुर एलिवेटेड एक्सप्रेसवे पर होगा। इस निर्माणाधीन एक्सप्रेसवे का अप्रैल में

● एनएचएआइ कर रहा बैरियर मुक्त टोल प्रणाली लागू करने की तैयारी, समय-ईधन दोनों बचेंगे

उद्घाटन कराने की तैयारी है।

एनएचएआइ की इस योजना को अमली जामा पहनाने के लिए फ्री फ्लो टोल प्रणाली का ट्रायल देश में 40 स्थानों पर किया जाना है। यूपी में लखनऊ-कानपुर एक्सप्रेसवे को ट्रायल के लिए प्रस्तावित किया गया है। इस प्रणाली के लागू होने पर हाइवे और एक्सप्रेसवे पर टोल प्लाजा पर लगने वाली वाहनों की कतारें समाप्त होने से लोग कम समय में गंतव्य तक पहुंच सकेंगे। वाहनों में ईंधन

● लखनऊ-कानपुर एलिवेटेड एक्सप्रेसवे पर होगा मल्टी लेन फ्री फ्लो टोल प्रणाली का ट्रायल

की बचत भी होगी। कई देशों में लागू इस प्रणाली को एनएचएआइ इसी साल के अंत तक हाइवे और एक्सप्रेसवे पर लागू करने की तैयारी कर रहा है, जिसके तहत ट्रायल शुरू किए जा रहे हैं। गुजरात के सूरत जिले में एनएच-48 पर चौरासी टोल प्लाजा पर बैरियर मुक्त टोल प्रणाली का पहला ट्रायल शुरू किया जा चुका है। एनएचएआइ के क्षेत्रीय अधिकारी विशाल गौतम के मुताबिक लखनऊ-कानपुर एक्सप्रेसवे का

उद्घाटन अप्रैल में हो सकता है। 63 किलोमीटर लंबे इस एक्सप्रेसवे पर एमएलएफएफ टोल प्रणाली का ट्रायल प्रस्तावित किया गया है।

इस प्रणाली में आरएफआइडी रीडर (रेडियो फ्रीक्वेंसी आइडेंटिफिकेशन रीडर) का उपयोग होगा। यह वायरलेस तकनीक है जो कि रेडियो तरंगों के माध्यम से टैग लगी वस्तुओं या लोगों की पहचान और ट्रैकिंग करती है। इसके साथ ही एनपीआर (आटोमेटिक नंबर प्लेट रिकग्निशन) कैमरे लगे होंगे। यह दोनों तकनीक चलते वाहन को स्कैन करते फास्टेज से आटोमेटिक तरीके से पैसा काट सकेंगी।

New Traffic Rules 2026: Driving License Cancellation After 5 Violations

WBPAY Team February 9, 2026

Traffic Rules 2026: The Central Government has introduced significant changes to the motor vehicle regulations under the 'Central Motor Vehicles (Second Amendment) Rules 2026'. The primary objective of these amendments is to enhance road safety, discipline driver behavior, and streamline the toll collection process. Unlike previous regulations that focused mainly on major offenses, the new system takes a comprehensive approach where even repeated minor violations can cost you your driving license.

Here is a detailed breakdown of how these rules will affect vehicle owners and drivers across the country.

The '5 Violations' Rule for License Cancellation

Marking a shift from 'event-based' to 'behavior-based' regulation, the government has empowered authorities to cancel driving licenses based on the frequency of offenses.

- **The Threshold:** If a driver commits 5 traffic violations within a single year, the concerned authority will have the power to cancel or suspend their driving license.
- **Annual Reset:** This count applies on an annual basis. The violation count will reset at the end of each year.

• **Scope:** Previously, license suspension was reserved for severe offenses like drunk driving. Now, a cumulative count of smaller offenses will also lead to strict action.

Violations Under Scrutiny

A total of 24 categories of traffic offenses have been included in this monitoring system. The distinction between 'minor' and 'major' offenses has been effectively removed for the violation count. Every mistake matters. Key violations include:

- Over-speeding.
- Jumping red lights.
- Using mobile phones while driving.
- Driving without a seat belt or helmet.
- Wrong-side driving and illegal parking.
- Driving without valid documents or overloading passengers.

Digital Tracking and Action Protocol

The enforcement of these rules will rely heavily on technology rather than manual policing. Violations will be tracked via E-challans, ANPR cameras, and CCTV integration with the 'Vahan' and 'Sarathi' databases.

- **RTO Intervention:** Upon the 5th violation, an alert will be sent to the Regional Transport Office (RTO). The RTO will analyze the nature and frequency of the offenses.
- **Due Process:** Before any cancellation, a 'Show Cause Notice' will be issued to the driver to present their side.
- **Penalties:** The RTO will exercise discretion to either issue a warning,

suspend the license for a temporary period, or cancel it entirely based on the risk to public safety.

Stricter Rules for Toll Payments and NOC

To curb toll evasion and prepare for barrier-free tolling, the government has linked toll payments to vehicle documentation. If a vehicle has unpaid toll dues, the owner will face severe restrictions:

- **RTO Intervention:** Upon the 5th violation, an alert will be sent to the Regional Transport Office (RTO). The RTO will analyze the nature and frequency of the offenses.
 - **Due Process:** Before any cancellation, a 'Show Cause Notice' will be issued to the driver to present their side.
 - **No NOC Issuance:** A 'No Objection Certificate' (NOC) will not be issued. Without an NOC, owners cannot sell their vehicles or transfer the registration to another state.
 - **Fitness Certificate Block:** Renewal of fitness certificates for commercial vehicles and older private vehicles will be blocked.
 - **Permit Restrictions:** Commercial vehicles will face hurdles in obtaining national or state permits.
 - **Penalties:** Commercial vehicles will face hurdles in obtaining national or state permits.
- These changes aim to create a strong deterrence against reckless driving in India, which currently records some of the highest road accident rates globally.

44% vehicles on Indian roads lack insurance: Nitin Gadkari

News Bytes Mar 12, 2026

Turns out, 44% of all vehicles on Indian roads don't have insurance, according to new government data shared by Union Minister Nitin Gadkari.

This gap is a big deal since third-party insurance is legally required under the Motor Vehicles Act.

The numbers come from the VAHAN database, which tracks vehicle registrations and fitness.

Motor Vehicle Accident Fund was set up to help people

To help people caught in accidents (especially those involving uninsured vehicles), the Motor Vehicle Accident Fund was set up.

Updated rules this January mean there are now two main accounts: one funds the new PM RAHAT scheme, which covers up to ₹1.5 lakh for emergency medical care within seven days of an accident; the other gives fixed compensation to hit-and-run victims.



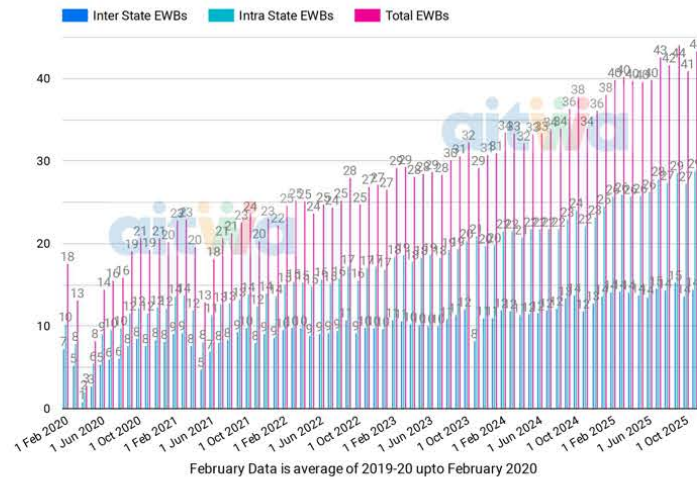
Eway Bill Dashboard

Developed & compiled by

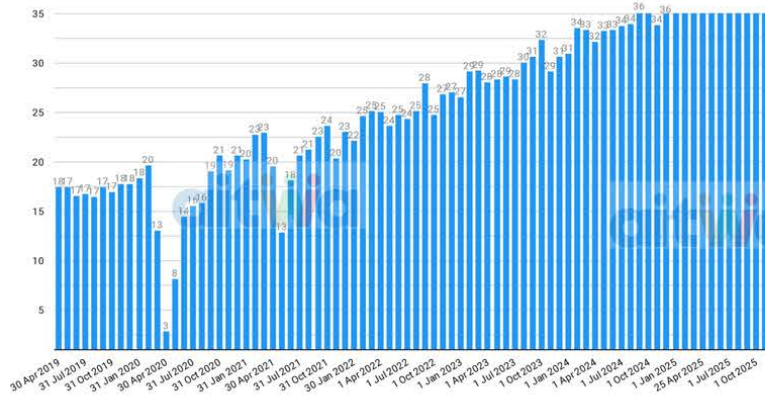


Last updated on 15th December 2025 | Data as on 30th November 2025

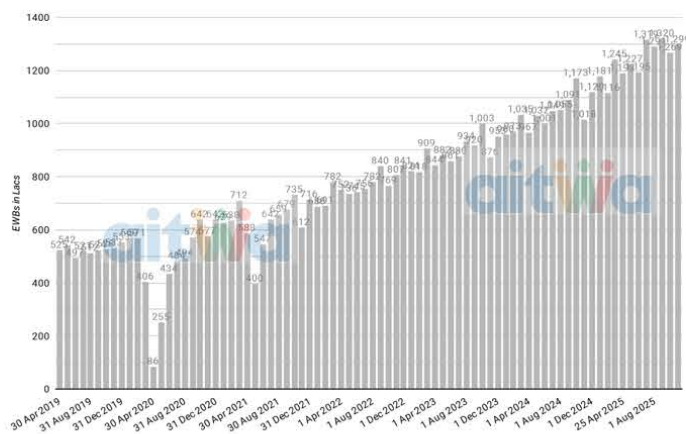
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



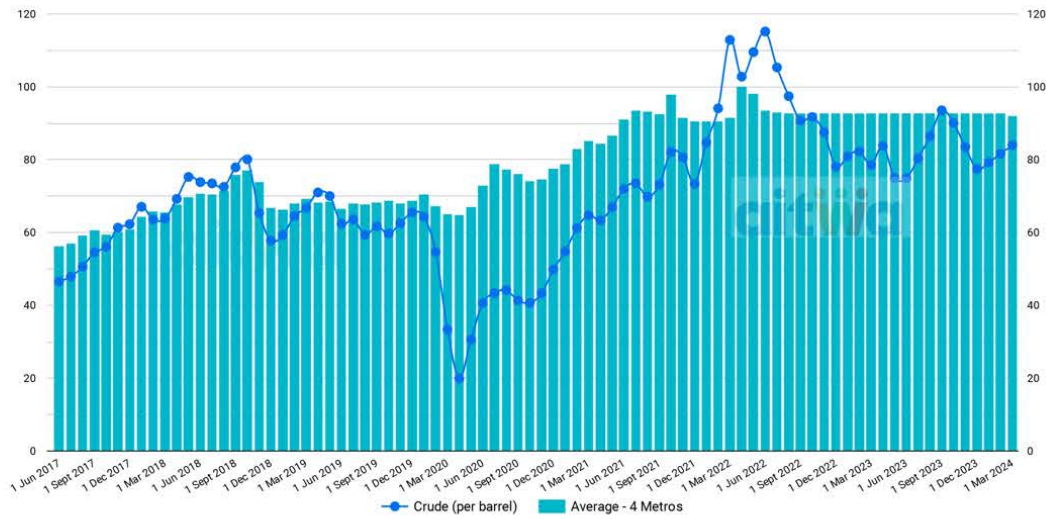
Total number of monthly EWBs generated (in lacs per month)



Diesel Dashboard

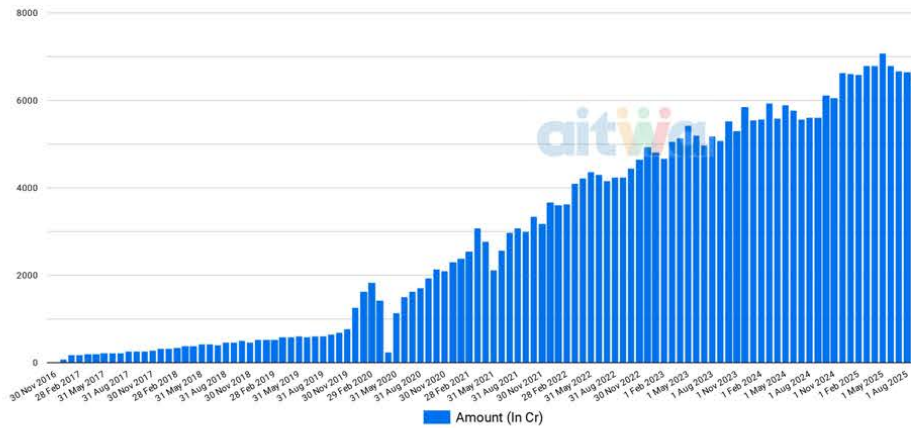
Last updated on 21st March 2024 | Data as on 21st March 2024

Diesel Price Average of 4 metros since 2017



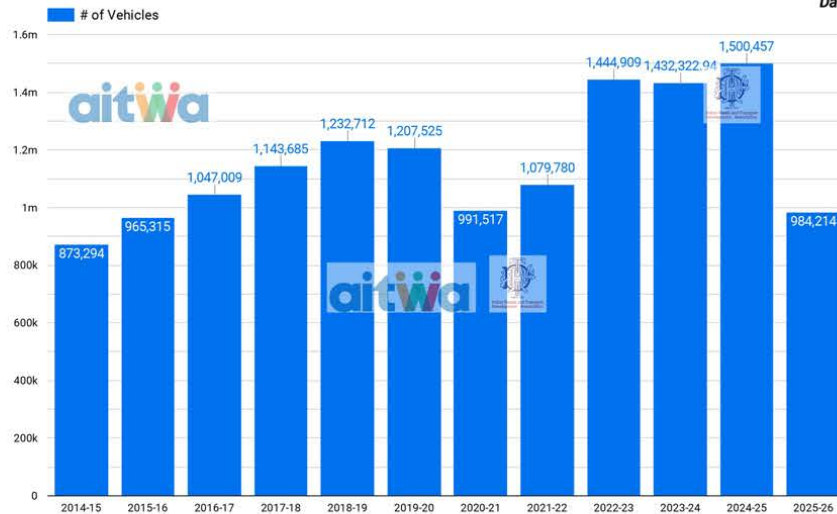
Toll Collection Dashboard

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.)

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To Jan.		
		Jan. 2026	Jan. 2025	% Change	2025-26	2024-25	% Change
(A) 18 International Airports							
1	Amritsar	356.7	194.9	83.0	3149.1	3034.0	3.8
2	Ayodhya	0.0	0.0	-	0.0	0.0	-
3	Bhubaneswar	783.7	755.4	3.7	7747.5	7447.1	4.0
4	Chennai	32896.2	29844.1	10.2	349993.3	311683.9	12.3
5	Coimbatore	960.5	960.7	-	11038.5	10131.9	8.9
6	Goa	607.6	593.3	2.4	4967.2	4555.8	9.0
7	Imphal	761.5	558.9	36.2	5354.8	5151.6	3.9
8	Kolkata	15116.7	13051.2	15.8	141034.2	139963.9	0.8
9	Kozhikode	1470.3	1747.9	-15.9	15623.2	18026.7	-13.3
10	Kushinagar	0.0	0.0	-	0.0	0.0	-
11	Port Blair	789.1	724.9	8.9	7720.3	6694.0	15.3
12	Rajkot (Hirasar)	137.8	47.6	-	804.4	525.7	53.0
13	Srinagar	598.2	617.6	-3.1	8425.0	8414.9	0.1
14	Surat	664.1	477.7	39.0	6687.4	5512.0	21.3
15	Tiruchirappalli	662.8	609.3	8.8	6005.7	5439.4	10.4
16	Tirupati	48.1	0.0	-	243.2	70.7	-
17	Varanasi	429.3	419.9	2.2	6064.6	5191.0	16.8
18	Vijayawada	112.2	112.4	-0.2	976.7	999.2	-2.2
Total		56394.7	50715.7	11.2	575834.9	532841.8	8.1
(B) 6 PPP International Airports							
19	Ahmedabad	11354.7	8761.2	29.6	111653.8	86081.5	29.7
20	Guwahati	2908.2	2465.9	17.9	25221.8	22383.7	12.7
21	Jaipur	2658.9	1783.3	49.1	23237.4	18271.6	27.2
22	Lucknow	1852.0	1852.4	-	18830.1	18508.7	1.7
23	Mangalore	269.0	145.3	85.2	2099.1	2002.9	4.8
24	Thiruvananthapuram	1565.1	1904.2	-17.8	17874.7	19255.9	-7.2
Total		20607.8	16912.3	21.9	198916.9	166504.2	19.5
(C) 7 JV International Airports							
25	Bangalore (BIAL)	42812.0	38698.0	10.6	442188.0	419575.0	5.4
26	Delhi (DIAL)	95129.0	92355.0	3.0	953821.2	925410.7	3.1
27	Hyderabad (GHIAL)	14908.4	12789.4	16.6	151152.0	138672.3	9.0
28	Kannur (KIAL)	206.6	335.6	-38.4	3274.3	3524.3	-7.1
29	Kochi	5386.8	5476.9	-1.6	57639.7	51504.3	11.9
30	Mumbai (MIAL)	75447.3	70482.1	7.0	769185.7	741555.8	3.7
31	Nagpur	635.5	658.9	-3.6	7986.8	7470.7	6.9
Total		234526.2	220796.0	6.2	2385247.5	2287713.0	4.3
(D) 3 ST Govt./Pvt. INTL Airports							
32	Goa (MOPA)	332.7	343.3	-3.1	2491.7	2636.8	-5.5
33	Navi Mumbai (NMIAL)	132.6	0.0	-	133.9	0.0	-
34	Shirdi	9.0	6.9	30.3	53.2	88.3	-39.8
Total		474.3	350.2	35.4	2678.7	2725.2	-1.7
(E) 12 Custom Airports							
35	Agartala	382.6	434.0	-11.8	4958.0	4682.0	5.9
36	Aurangabad	107.9	59.7	80.7	1145.8	748.5	53.1
37	Bagdogra	632.7	687.6	-8.0	7947.6	7750.7	2.5
38	Bhopal	199.5	198.8	0.3	2062.6	1996.6	3.3
39	Chandigarh	1096.7	889.4	23.3	12017.9	12154.2	-1.1
40	Gaya	0.0	0.0	-	0.0	0.0	-
41	Indore	951.3	880.5	8.0	9768.6	8512.9	14.7
42	Madurai	322.9	255.5	26.3	3635.1	2912.0	24.8
43	Patna	819.8	796.2	3.0	9711.0	7647.7	27.0
44	Pune	4708.6	3572.6	31.8	43687.5	34689.0	25.9
45	Vadodara	96.8	190.3	-49.1	1439.0	1456.4	-1.2
46	Visakhapatnam	258.2	312.4	-17.4	3655.3	3514.9	4.0
Total		9576.9	8277.0	15.7	100028.3	86064.9	16.2
(F) 70 Domestic Airports							
47	Adampur (Jalandhar)	0.0	0.0	-	0.0	0.0	-
48	Agatti	0.0	0.0	-	0.0	0.1	-
49	Agra	5.6	6.7	-16.8	95.5	43.7	-
50	Barapani (Shillong)	0.0	0.0	-	0.0	0.0	-
51	Bareilly	0.0	0.0	-	0.0	0.0	-
52	Belagavi	0.9	1.7	-50.0	6.0	22.1	-72.9
53	Bhatinda	0.0	0.0	-	0.0	0.0	-
54	Bhavnagar	0.0	0.0	-	0.0	0.0	-
55	Bhuj	0.9	0.9	-3.2	3.6	3.4	6.4
56	Bhuntar (Kulu/Manali)	0.0	0.0	-	0.0	0.0	-
57	Bikaner	0.0	0.0	-	0.0	0.0	-
58	Coochbeher	0.0	0.0	-	0.0	0.0	-
59	Cuddapah	0.0	0.0	-	0.0	0.0	-
60	Darbhanga	27.8	14.3	93.9	521.7	358.7	45.4
61	Dehradun	99.9	108.8	-8.2	1696.5	1762.4	-3.7
62	Deoghar	0.0	0.0	-	0.0	0.0	-
63	Dimapur	107.6	63.4	69.9	1091.7	1001.1	9.1
64	Diu	0.0	0.0	-	0.0	0.0	-
65	Gaggal (Kangra)	0.0	0.0	-	0.0	0.0	-
66	Gondia	0.0	0.0	-	0.0	0.0	-

S. no.	Airport	For The Month			For The Period April To Jan.		
		Jan. 2026	Jan. 2025	% Change	2025-26	2024-25	% Change
(F) 70 Domestic Airports							
67	Gorakhpur	0.0	0.0	-	0.0	0.0	-
68	Gwalior	0.0	0.0	-	0.0	0.0	-
69	Hindon	0.0	0.0	-	0.0	0.0	-
70	Hubbali	24.0	26.5	-9.6	196.4	241.7	-18.8
71	Hyderabad (Begumpet)	0.0	0.0	-	0.0	0.0	-
72	Itanagar (Holongi)	2.2	0.0	-	16.2	0.0	-
73	Jabalpur	0.0	0.0	-	0.0	0.0	-
74	Jaisalmer	0.0	0.0	-	0.0	0.0	-
75	Jalgaon	0.0	0.0	-	0.0	0.0	-
76	Jammu	79.2	70.9	11.6	641.3	874.4	-26.7
77	Jamnagar	3.8	13.0	-71.2	133.9	197.2	-32.1
78	Jharsuguda	0.0	0.0	-	0.0	0.0	-
79	Jodhpur	24.0	16.4	45.8	146.1	108.5	34.7
80	Jorhat	3.8	5.9	-35.5	109.6	114.5	-4.3
81	Juhu	19.0	23.7	-19.8	203.0	212.0	-4.3
82	Kalaburagi (Gulbarga)	0.0	0.0	-	0.0	0.0	-
83	Kandla	0.0	0.0	-	0.0	0.0	-
84	Kanpur (Chakeri)	12.2	15.0	-18.7	153.4	96.3	59.3
85	Kanpur (Civil)	0.0	0.0	-	0.0	0.0	-
86	Keshod (Junagarh)	0.0	0.0	-	0.0	0.0	-
87	Khajuraho	0.0	0.0	-	0.0	0.0	-
88	Kishangarh	0.0	0.0	-	0.0	0.0	-
89	Kolhapur	0.0	0.0	-	0.0	0.0	-
90	Kota	0.0	0.0	-	0.0	0.0	-
91	Lakhimpur (Lilabari)	0.0	0.0	-	0.0	0.2	-
92	Leh	158.2	160.6	-1.5	1350.5	1528.1	-11.6
93	Ludhiana	0.0	0.0	-	0.0	0.0	-
94	Mohabani (Dibrugarh)	68.3	60.7	-12.5	951.5	818.5	16.2
95	Moradabad	0.0	0.0	-	0.0	0.0	-
96	Mysuru	0.0	0.0	-	0.0	0.0	-
97	Pakyong	0.0	0.0	-	0.0	0.0	-
98	Pantnagar	0.0	0.0	-	0.0	0.0	-
99	Porbandar	0.0	0.0	-	0.0	0.0	-
100	Prayagraj	2.9	11.8	-75.2	29.4	46.7	-37.1
101	Purnea	0.0	0.0	-	0.0	0.0	-
102	Puducherry	0.0	0.0	-	0.0	0.0	-
103	Raipur	507.5	428.7	18.4	4618.3	4288.5	7.7
104	Rajahmundry	6.1	2.8	-	34.8	19.1	81.8
105	Ranchi	646.6	490.3	31.9	6271.4	5714.5	9.7
106	Rewa	0.0	0.0	-	0.0	0.0	-
107	Rupsi	0.0	0.0	-	0.0	0.0	-
108	Safdarjung	0.0	0.0	-	0.0	0.0	-
109	Salem	0.0	0.0	-	0.0	0.0	-
110	Shimla	0.0	0.0	-	0.0	0.0	-
111	Sholapur	0.0	0.0	-	0.0	0.0	-
112	Silchar	62.0	48.9	26.9	709.4	545.4	30.1
113	Tezpur	0.0	0.0	-	0.0	16.5	-
114	Tutu	0.0	0.0	-	0.0	0.0	-
115	Tuticorin	0.7	0.4	-	9.7	6.8	43.2
116	Udaipur	54.0	36.8	46.7	450.5	271.8	65.7
Total		1917.1	1608.2	19.2	19440.5	18292.3	6.3
(G) 28 St. Govt. / Pvt Airports							
117	Aizawl (Lengpui)	86.2	139.3	-38.1	1052.7	1111.5	-5.3
118	Aligarh	0.0	0.0	-	0.0	0.0	-
119	Ambikapur	0.0	0.0	-	0.0	0.0	-
120	Amravati	0.0	0.0	-	0.0	0.0	-
121	Azamgarh	0.0	0.0	-	0.0	0.0	-
122	Bengaluru (Hal)	0.0	0.0	-	0.0	0.0	-
123	Bidar	0.0	0.0	-	0.0	0.0	-
124	Bilaspur	0.0	0.0	-	0.0	0.0	-
125	Chittrakoot	0.0	0.0	-	0.0	0.0	-
126	Datia	0.0	0.0	-	0.0	0.0	-
127	Durgapur	176.0	14.6	-	826.8	270.1	-
128	Hisar	0.0	0.0	-	0.0	0.0	-
129	Jagdalpur	0.0	0.0	-	0.0	0.0	-
130	Jamshedpur	0.0	0.0	-	0.0	0.0	-
131	Jeypore	0.0	0.0	-	0.0	0.0	-
132	Kurnool	0.0	0.0	-	0.0	0.0	-
133	Mundra	0.0	0.0	-	0.0	0.0	-
134	Nanded	0.0	0.0	-	0.0	0.0	-
135	Nasik (Hal Ozar)	932.5	360.8	-	7634.1	2981.5	-
136	Pasighat	0.0	0.0	-	0.0	0.0	-
137	Pithoragarh	0.0	0.0	-	0.0	0.0	-
138	Rourkela	0.0	0.0	-	0.0	0.0	-
139	Shivamogga	0.					

**OCEAN FREIGHT
TRAFFIC HANDLED AT MAJOR PORTS
(DURING APRIL TO FEBRUARY '2026* VIS-A-VIS APRIL TO FEBRUARY '2025)**

(IN '000 TONNES)

(*) TENTATIVE

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 2025-26
KOLKATA	TRF APRIL-FEB., 2026	427	424	-	1248	12	749	11085	665	3088	17033	
	TRF APRIL-FEB., 2025	393	536	-	528	23	1182	8818	561	3530	15010	13.48
Haldia Dock Complex	TRF APRIL-FEB., 2026	9917	5840	103	90	392	1507	16479	209	9183	46993	
	TRF APRIL-FEB., 2025	8867	5376	434	149	453	233	13646	2937	10602	42697	10.06
TOTAL: SMP, KOLKATA	TRF APRIL-FEB., 2026	10344	6264	103	1338	404	1507	17228	874	12271	64026	
	TRF APRIL-FEB., 2025	9260	5912	434	677	476	233	14828	11755	14132	57707	10.95
PARADIP	TRF APRIL-FEB., 2026	41743	1539	17320	753	5664	47111	15920	515	26	142307	
	TRF APRIL-FEB., 2025	33067	1612	20993	2045	5880	46349	14730	481	24	136249	4.45
VISAKHAPATNAM	TRF APRIL-FEB., 2026	25278	1389	12005	2364	1591	8744	5790	9423	575	15421	82005
	TRF APRIL-FEB., 2025	20439	1264	10665	1120	1516	8437	6365	9290	578	14607	73703
KAMARAJAR(ENNORE)	TRF APRIL-FEB., 2026	4951	168	-	-	-	20639	2501	12304	637	3723	44286
	TRF APRIL-FEB., 2025	4742	165	-	-	-	20817	2264	12170	631	3673	43831
CHENNAI	TRF APRIL-FEB., 2026	13827	1171	924	11	357	-	34209	1772	2636	53135	
	TRF APRIL-FEB., 2025	12372	1270	860	-	202	-	32066	1661	3191	49961	6.35
V.O.CHIDAMBARANAR	TRF APRIL-FEB., 2026	458	1462	-	897	864	6404	8528	15662	783	5397	39672
	TRF APRIL-FEB., 2025	458	1255	-	559	772	8937	7422	14400	720	3994	37797
COCHIN	TRF APRIL-FEB., 2026	23146	597	-	-	188	-	9439	696	1193	34563	
	TRF APRIL-FEB., 2025	22205	425	-	-	223	-	10334	762	990	34177	1.13
NEW MANGALORE	TRF APRIL-FEB., 2026	25780	2147	6366	725	70	5995	1134	2267	176	1291	45775
	TRF APRIL-FEB., 2025	25783	2780	1825	496	58	5524	1882	2233	168	730	41311
MORMUGAO	TRF APRIL-FEB., 2026	530	384	3520	289	-	1781	8311	7	-	4466	19288
	TRF APRIL-FEB., 2025	515	365	3421	239	-	2424	6096	-	-	3075	16135
MUMBAI	TRF APRIL-FEB., 2026	40923	1908	4963	996	292	9520	-	8	1	10114	68724
	TRF APRIL-FEB., 2025	37123	1772	5661	451	66	7369	-	5	-	10025	62472
J.N.P.A.	TRF APRIL-FEB., 2026	3639	2408	-	-	-	-	83990	7426	2809	92846	
	TRF APRIL-FEB., 2025	3111	2312	-	-	-	-	76384	6629	2040	83847	10.73
DEENDAYAL	TRF APRIL-FEB., 2026	58271	11331	1555	4965	638	14890	866	11545	589	40032	144093
	TRF APRIL-FEB., 2025	58495	11065	1336	3879	369	16015	559	6839	420	35268	133825
ALL PORTS	TRF APRIL-FEB., 2026	248890	30768	46756	12338	10068	116591	60278	193936	13555	111095	830720
	TRF APRIL-FEB., 2025	227570	30197	45195	9466	9562	116105	54146	175957	12322	102817	771015
% Variation from previous year												7.74

Source: I.P.A.

First Annual Report on National Highways – Green Cover Index (NH-GCI) for 2025-26

With the objective to provide a quantitative assessment of the plantations along the National Highways, NHAI has released the first-of-its-kind Annual Report on the National Highways Green Cover Index (NH-GCI) 2025–26. The report has been prepared in coordination with the National Remote Sensing Centre (NRSC) of the Indian Space Research Organisation (ISRO). The initiative aims to provide a scientific and quantitative assessment of green cover within the Right of Way (RoW) along the National Highways network by leveraging advanced space-based technologies.

The assessment is derived from chlorophyll content detected through high-resolution satellite sensors, enabling an objective, technology-driven measure of vegetation presence along the left and right sides of the highways. NH-GCI is reported as a percentage value that represents the proportion of land covered by green cover within the RoW of National Highways at a granularity of one kilometre.

In this first assessment cycle, approximately 30,000 km of National Highways spanning 24 States have been covered for the period July–December 2024. Subsequent annual cycles will track year-on-year changes to monitor progressive improvements in green cover.

The initiative has been taken under a three-year Memorandum of Understanding (MoU) that NHAI signed in January 2024 with the National Remote Sensing Centre (NRSC), Indian Space Research

Organisation (ISRO). This innovative approach offers a robust, reliable, cost-effective, and time-efficient mechanism for macro-level estimation of the green cover along the National Highways. The findings will enable comparison, ranking, and targeted interventions for improved plantation management.

The NH-GCI initiative reflects NHAI's strong commitment to enhancing environmental sustainability and advancing the green transformation of the National

The NH-GCI initiative reflects NHAI's strong commitment to enhancing environmental sustainability and advancing the green transformation of the National Highway network. A copy of the report is available on the NHAI website

Highway network. A copy of the report is available on the NHAI website.

As per the executive summary of the report, “The National Highways' Green Cover Index (NH-GCI) project uses 5 m-resolution Resourcesat-2/2A LISS-IV imagery to estimate green cover along NHAI-managed highways. It currently covers about 30,000 km of National Highways in the Operation & Maintenance (O&M) phase (across 24 states). Both avenue

plantations (left and right sides) and median plantations are analysed wherever feasible. Monitoring is done biannually. Future expansions are planned to include highways transitioning out of construction and roads under other MoRTH wings, as requested under the NRSC–NHAI MoU.

The methodology was developed through detailed pilots. In Phase-1, selected stretches (~100 km in Rajasthan and Punjab; 50 km in Odisha) were analysed to derive a segment-wise GCI. After signing the MoU, Phase-2 (Telangana) covered 17 project units (~1,121 km) using precise inputs (centre lines, right-of-way, chainages). The workflow proceeds as follows: high-resolution LISS-IV scenes are pre-processed and orthorectified (using DEMs and GCPs), then divided by the highway centreline into 1 km segments. For each 1 km segment (and separately for left-side, right-side, and median polygons), NDVI is computed from the NIR and red bands. A scene-specific NDVI threshold then classifies vegetated vs non-vegetated pixels: pixels \geq threshold are “pure vegetation,” those \leq (mean– 2σ) are non-vegetation, with linear weighting for intermediate values. The fraction of vegetation pixels yields the Green Cover Index for each 1 km segment. For every 1 km segment, GCI values is computed separately for LHS and RHS in such a way that the GCI % represents the % of land within that 1 km segment which is covered by green cover. In this way, every highway is represented by a series of per-kilometre GCI values and statistics.”



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