



Parivahan | परिवहन Pragati | प्रगति

Monthly Magazine of All India Transporters Welfare Association

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

RATAN TATA

**A Learner, A Leader,
A Legend.**

**who uplifted the commercial vehicle
industry to empower the nation.**



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Special Campaign 4.0 Reaches Midway: Ministry Achieves
100% Cleanliness Targets at 14,559 Sites, Makes Significant
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Latest Trucking Technologies You Must To Know About

Plus Other Features : Statistics (Air Data; Ocean Data),
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Ratan Tata – A Life Dedicated to Humanity, the Nation, and the Transport Sector

Ratan Tata is a visionary industrialist, an inspiring leader, a moving philanthropist, an ardent animal lover and a great human being. His contributions have made a profound impact on the lives of every Indian. He will forever be remembered and cherished for his leadership and kindness.

Ratan Tata's legacy of integrity, innovation, and unwavering strength has set the highest standard for all of us. His life is a testament to the values of integrity, humility, and unwavering commitment to the betterment of society. Over decades, while he focused on transforming the Tata Group into a globally respected conglomerate he never shied away to work tirelessly for the welfare of humanity and the nation.

This issue of Parivahan Pragati is especially dedicated to Ratan Tata who has made us proud with his remarkable contributions to the transport sector and India's progress.

Taking you two decades back to 1991 – the year Ratan Tata came to the helm of the Tata Group, India was on the cusp of economic liberalization. Under his leadership, the Tata Group ventured into new industries, expanded its global footprint, and became a symbol of Indian excellence on the world stage. Yet, for Tata, success was never about accumulating wealth or personal fame. His ambitions for Tata were always guided by a profound sense of responsibility towards the people of India.

The transport sector has particularly

benefited from his visionary leadership. Tata Motors, one of the Tata Group's flagship companies, revolutionized the Indian automotive industry, bringing Ratan Tata's dream to life by introducing affordable vehicles for every Indian. His belief that every Indian family deserves safe and reliable mobility led to the creation of the Tata Indica – the first passenger car designed and manufactured entirely in India. Later the Tata Nano – the world's most affordable car was launched in 2009. Although the Nano had its challenges, Ratan Tata's audacity to innovate for the masses became a beacon of inspiration for Indian manufacturing and a testament to his deep empathy for the common citizen.

In addition to passenger vehicles, Tata Motors also made significant contributions to commercial transportation in India. The Tata 407 and Tata Ace have become iconic symbols of India's transportation landscape, widely used by small business owners and transporters across the country. These vehicles have not only transformed logistics in urban and rural areas but have also empowered countless entrepreneurs to build livelihoods. Further, the utilization of these vehicles contributed to the nation's economic growth.

Ratan Tata's leadership has thus fostered a transport ecosystem where accessibility, affordability, and entrepreneurship are intertwined, driving development in ways that touch millions of lives.



Ashok Gupta

His influence extends far beyond the transport sector. Under his leadership, Tata companies have pioneered numerous philanthropic and social initiatives. As Chairman of Tata Trusts, he has spearheaded efforts to improve healthcare, education, and rural development across India. Tata Memorial Hospital in Mumbai has become a lifeline for thousands of cancer patients, while Tata Trusts' initiatives in primary education and skill development continue to empower India's youth. All these also reiterate his belief in doing meaningful businesses, where people come first and making profits much later.

His humanitarian vision was especially evident during times of crisis. When India was hit by the COVID-19 pandemic, Ratan Tata responded with compassion and urgency. Tata Trusts donated hundreds of crores to support the healthcare system, establishing treatment centres, supplying essential equipment, and aiding frontline workers. His quick response to the pandemic underscored his lifelong commitment to the nation and its people, proving once again that the

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Tata Group's core values are rooted in humanity and selflessness.

Environmental sustainability has also been a significant focus for Ratan Tata. Showing his concerns over climate change and environmental degradation, Tata companies have led the way in adopting eco-friendly practices. Tata Steel, for instance, has prioritized green manufacturing processes, while Tata Motors has ventured into electric vehicles, aligning with India's vision of a sustainable future. Ratan Tata's commitment to protecting the planet further highlights his ideology that economic development is a need but it must go hand-in-hand with environmental responsibility.

One of the most inspiring aspects of Ratan Tata's legacy is his ethical approach to business. He has always believed that success is hollow if it is achieved at the cost of ethics. Under his guidance, the Tata Group has maintained a reputation for transparency, integrity, and respect for all stakeholders. His leadership has

One of the most inspiring aspects of Ratan Tata's legacy is his ethical approach to business. He has always believed that success is hollow if it is achieved at the cost of ethics. Under his guidance, the Tata Group has maintained a reputation for transparency, integrity, and respect for all stakeholders

shown the world that corporate success and ethical values are not mutually exclusive; they are, in fact, essential to each other. Ratan Tata's unwavering commitment to integrity has set a standard for Indian businesses, proving that companies can prosper while staying true to their moral compass.

Ratan Tata's life and work remind us of the power of empathy, humility, and service. He has demonstrated that leadership is not defined by titles or wealth but by the impact one has on society. His contributions to the transport sector, his dedication to humanity, and his unwavering commitment to ethical values have left an indelible mark on India's journey towards progress. His legacy serves as a reminder that success is best measured not by what we achieve for ourselves but by what we do for others.

Through this edition of Parivahan Pragati, the All India Transporters' Welfare Association (AITWA) celebrates a visionary who has not only changed the landscape of Indian business but has also embodied the spirit of nation-building. His life is a shining example of what can be achieved when compassion and purpose drive our actions. May his story inspire all of us to work for a better, more equitable, and sustainable future for India and the world as a whole!

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Ratan Tata's Ideologies that Made Tata A Global Name

Known as a prominent business tycoon and philanthropist, Ratan Tata's success story significantly impacted India's economy. He is not only celebrated for his business acumen but also as a risk-taker who reshaped the Tata Group and Indian Industry. His willingness to embrace challenges and take bold measures has left a permanent mark on the corporate landscape. Ratan Tata's life offers a rich trove of lessons for corporate leaders, professionals, and entrepreneurs.

As the driving force behind Tata Motors, Ratan Tata transformed the commercial vehicle sector in India and beyond and established it as one of India's most successful conglomerates. He led initiatives like the Tata Indica, a pioneering attempt at creating a truly Indian car. He launched the world's cheapest car, Tata Nano, designed for affordability and mass mobility. And, all these were achieved while maintaining an unwavering commitment to ethical practices, social responsibility, and innovation.

Let's explore how under Ratan Tata's leadership, the Tata Group expanded its presence in diverse sectors, including steel, automobiles, IT and hospitality, and the revenue surged over 40 times, amounting to over \$100 billion in 2011-12. This was possible because of Ratan Tata's ideologies, which can be expressed as below;

Ethics over Profits:

Ratan Tata believed that businesses should prioritize ethical conduct over short-term financial gains. Under his leadership, the Tata Group became a symbol of corporate integrity, both in India and globally. This ethical foundation was evident when Tata Tea

withdrew from Myanmar over concerns about human rights violations, proving that corporate values should never be compromised. In Ratan Tata's view, businesses built on reputations and ethical behaviour enjoy long-term success, trust, and loyalty, so he always prioritized doing what's right over short-term financial gains.

Resilience in Times of Adversity:

When the tragic 26/11 Mumbai attack happened, Ratan Tata instead of focusing on the financial losses prioritized supporting the victims and rebuilding the hotel as a symbol of strength. His hands-on involvement with the families of employees affected by the attacks, providing them compensation and emotional support, highlighted his empathetic leadership. This reiterates how Ratan Tata as a true leader rose to the occasion and dealt with the crisis time. For him, the crisis is an opportunity to reaffirm values and build deeper connections.

Risk-Taking Abilities:

Ratan Tata's ambitious acquisitions, such as Jaguar Land Rover and Corus Steel, were seen as audacious moves that expanded the Tata Group's global presence. Despite initial scepticism, these acquisitions turned out to be incredibly successful and solidified Tata Group's status as a global conglomerate. This talks volumes about Ratan Tata's character, who never shied away from making bold decisions for the growth of business.

People-Centric Leadership:

Ratan Tata's people-first approach is one of the most cherished aspects of his leadership style. After the 26/11 attacks, he ensured that affected employees and their families were well-compensated and taken care of.



Ramesh Agarwal
National President, AITWA

Even during the COVID-19 pandemic, the Tata Trusts made significant contributions to relief efforts, underlining the company's people-centric philosophy. Tata's method of treating people and prioritizing the well-being of employees fosters loyalty, improves morale, and creates a workplace where people are inspired to give their best.

Innovation with Social Purpose

One of Ratan Tata's most notable projects was the launch of the Tata Nano, the world's most affordable car. Although the Nano did not meet commercial expectations, it was an innovative attempt to make transportation accessible to the Indian middle class. This initiative reflected Ratan Tata's belief that businesses should cater to social needs and improve the quality of life for people. This reflects that behind his innovations there are broader societal needs, which he addresses. He believed a business that focuses on creating social value stands out in the marketplace.

Humility:

Ratan Tata, even after being one of India's most influential business tycoons remained grounded throughout his career. He was often seen travelling without the security



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entourage typically associated with CEOs of his stature, and he maintained a simple lifestyle. His humility was evident in his open engagement with young entrepreneurs, offering guidance and mentoring. He established that leadership is not about displaying power or authority but about staying humble, accessible, and grounded. True leadership is about influence, not dominance.

Thinking Global, Connecting Local

Under Ratan Tata's leadership, Tata Group expanded globally while maintaining a deep respect for local markets. When acquiring international companies like Jaguar Land Rover, Tata Group allowed these brands to retain their identity while adding Indian values and work ethics. This understanding of global-local dynamics helped Tata navigate various markets effectively.

It is important to think globally in today's interconnected world, executing with an understanding of local markets, cultures, and needs is crucial for sustainable growth. Ratan Tata followed this for the growth of the Tata Group.

Coming to Tata Motors, the same ideologies were followed to build the automobile company, a trusted name globally. Today, the company is the biggest manufacturer of trucks in India, establishing it has come a long way since the ages of Tata Engineering and Locomotive Company (TELCO). Modern Tata Motors are known for their toughness, reliability and value and can stand tall in all adverse conditions; be it heavy loads or challenging terrains, they offer unparalleled performance and durability.

The man behind this transformation, Ratan Tata, was also committed to introducing zero-emission platforms as the leader in green mobility. He ensured Tata trucks and buses bring together smart engineering with innovative design for maximum functionality, safety, and efficiency.



Just for the information of readers, Tata trucks come in light, medium, and heavy-duty options. They include different types, like tippers and trailers, to meet various business needs. For urban and intercity transport, Tata's range of buses and vans meets comfort and safety requirements. Green drivetrains match modern feature sets in these vehicles to meet the emerging need for low-emission and reliable public transport solutions.

Tata light commercial vehicle range is exceptionally well-suited for first and last-mile transportation needs. With heavy payloads and multi-fuel options, it assures the best performance on the most varied terrains. Supported by the largest service network in the country, Tata Trucks sets a standard for excellence in commercial vehicles. They are driving progress and improving connectivity across the nation.

Digging deep into history, the journey of Tata Trucks' began in 1954 with the launch of the company's first commercial vehicle, the TMB 312 truck. This truck established a platform that allowed Tata Motors' infrastructure to gain recognition as one of the leaders. Over the years, Tata Motors has launched many new products. These products have changed the commercial vehicle

market completely.

In 2005, the company introduced India's first mini truck, the Tata Ace. This truck changed the small commercial vehicle market in the country.

After the success of Tata Ace, Tata launched the Tata Magic in 2007. This is comfortable and safe and was built on the Ace platform. The company also introduced the Tata Winger, which is India's only minivan.

In 2018, Winger 15S was launched, targeting tours and travel. Next, Signa 4825.TK was introduced in 2020 and is called India's largest tipper truck. In the preceding year (2021), the Ultra Sleek range alongside 21 commercial vehicles was launched, in a single day.

In conclusion, what to pen down about Tata Motors? Without a second thought, we can say, it is a company that always emphasizes designing new solutions to improve its vehicles and serve its customers. Tata resonates with integrity, vision, and humility in the corporate world. Right from manufacturing its first commercial vehicle in 1954 to taking over Jaguar and Land Rovers in 2008, launching Indica to Nano, Tata Motors has been rewriting its journey year after year.

This helps Tata Motors to live the idea of 'Connecting Aspirations' and continue its legacy in commercial vehicles.



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Rules the Hearts of Billions - The Legacy of Ratan Tata

Tata Motors is a leading force in India's trucking industry. With its mission to focus on innovative truck solutions, it has reshaped the market and enjoying a greater market share. Under the leadership of Ratan Tata, the automobile manufacturing company has always prioritised safety, quality, and modernism. Efforts were made to ensure that cars and commercial vehicles are the best in the world, meeting international safety regulations.

Tata Motors offers a wide range of options that are well-suited for various applications across industries. The Tata truck price range is designed to be affordable and accessible, making it an ideal choice for small business owners and large fleet operators.

Today, Tata Trucks stands out because of the following unique qualities;

Reliability: Tata Trucks are built for consistent performance and durability, even on challenging terrain. With advanced diagnostic systems and real-time monitoring, they ensure reliable service and longevity.

Tata Trucks feature quality components and connected systems that help reduce maintenance costs. Easy access to genuine spare parts and a widespread service network ensure hassle-free upkeep.

Safety and Comfort: Tata Trucks emphasizes safety. Features like ABS,

airbags, and real-time safety monitoring are core focus. The ergonomic cabin design enhances driver comfort, while advanced safety systems such as lane departure warning provide added protection.

Fuel Efficiency: Engineers design Tata Trucks for efficient fuel consumption, incorporating features that track and optimize fuel usage. Real-time data analytics aid in route optimization and fuel management, helping to improve mileage.

Connectivity: Tata Trucks feature GPS and telematics that enable efficient fleet management. Real-time data and diagnostics provide insights into vehicle health and performance, ensuring enhanced connectivity and availability.

Tata Trucks uses advanced technology and safety features to provide great performance and value. This makes them a top choice in the commercial vehicle market.

Along with all these Tata Motors offers a few more advantages that make it a preferred choice. The list follows:

Truck Dealers: There are over 2600 authorized Tata Truck dealers across 567 cities in India. This extensive network ensures that customers receive complete services from purchase to after-sales support.

Tata Truck Service Centers: A vast network of more than 1,600 Tata



Abhishek Gupta
General Secretary, AITWA

service centres across India, making it easy to find one near you. These service centres are staffed with highly skilled technicians who deliver top-notch service for all Tata truck models, ensuring your vehicle receives the best care.

Tata Toll-Free Number: For any inquiries related to purchasing or after-sales support for Tata trucks, you can contact the Tata Toll-Free Number at 1800 209 7979. The support team is available around the clock to assist you with your needs.

Tata Truck Loan: Tata Motors has ensured that trucks are offered at an affordable price while ensuring all modern-day amenities like fuel efficiency and fatigue-reducing features. However, the company understands that the initial investment can be challenging for small logistics companies which is why Tata truck loans are a solution for them. This enables their businesses to boost productivity without straining their finances.

Now, let us explore the list of Tata commercial vehicles available in India:

Tata Motors offers 6 truck categories, including Tata Mini Trucks, Tata Pickups, and others, which are high-quality models for various transportation applications.

Tata Mini Truck: These Mini trucks are available in different fuel type variants, such as diesel, petrol, CNG, and electric. They come with advanced features and fast-performing engines. Currently, the brand provides a broad range of Tata mini truck models, including the Tata Ace EV, Ace HT Plus, and others.

Tata Pickup: Known for being easy to drive and for delivering goods to their final destination. The best-selling pickup trucks are Yodha 2.0 CNG, Tata Yodha EX Crew Cabin Tata Yodha 2.0 etc.

Tata Tipper: Designed for the heavy-loading segment, there are 28 tipper models available in different types of fuel, including electric, diesel, and LNG. A few popular models are; the Tata Signa 1918. K, and Tata Signa 4825.TK, Tata and others.

Tata Trailer: Tata Trailers are updated with the latest features and available in a cost-effective price range. The lowest-priced model of Tata Trailer is Tata Ultra 3021.S, costing Rs. 27.35 Lakh. Tata Trailers are available in diesel fuel variants and a 20-tonne to above 40-tonne GVW range.

Tata Transit Mixer: Tata Transit Mixer comes with excellent features and fast-performing engines. It also follows

BS6 and BS-6 Phase 2 emission norms, making it eco-friendly.

Tata Tempo Traveller: Available in 15 models, including diesel, electric, and petrol fuel variants, The Tata Tempo Traveller's starting price is Rs 5.65 Lakh in India.

What is new for Tata Trucks in 2024?

Eco-Friendly Initiatives: Tata Motors is a leader in eco-friendly mobility. The company is adopting zero-emission technologies for its commercial vehicles. This shows its commitment to sustainable transportation solutions.

Sales Performance: In May 2024, Tata Motors reported impressive sales figures, with a total of 76,766 units sold. This includes 29,691 units in the commercial vehicle (CV) segment and 47,075 units in the passenger vehicle (PV) segment.

Price Change: Starting July 1, 2024, Tata Motors raised its prices by up to 2% for all its commercial vehicles. This adjustment was aimed at offsetting the rising costs of raw materials. The exact price varies depending on the specific model and variant.

While Tata truck prices in India start at Rs. 4.50 Lakh and go up to Rs. 82.03

Lakh (ex-showroom), the mini truck price range starts from Rs. 4.50 Lakh and goes up to Rs. 11.43 Lakh. For heavy-duty Tata trucks, the price range is between Rs. 29.38 - Rs. 82.03 Lakh.

To summarise, Tata Motors brings to the customer a proven legacy of thought leadership concerning customer-centricity and technology. Undoubtedly it drives the transformation of the Indian commercial vehicle landscape by offering customers leading-edge auto technologies, packaged for power performances and the lowest life-cycle costs.

Tata Motors' new passenger cars, as well as commercial vehicles, are designed for superior comfort, connectivity and performance. What keeps it at the forefront of the market is its focus on future-readiness and its mission to offer tech-enabled products. Tata Motors' design and R&D centres located in India, the UK, Italy and Korea always strive to innovate new products that achieve performances that will fire the imagination of GenNext customers. And, that is how the automobile company wants to rule the hearts of billions. That is what is the legacy of Ratan Tata.

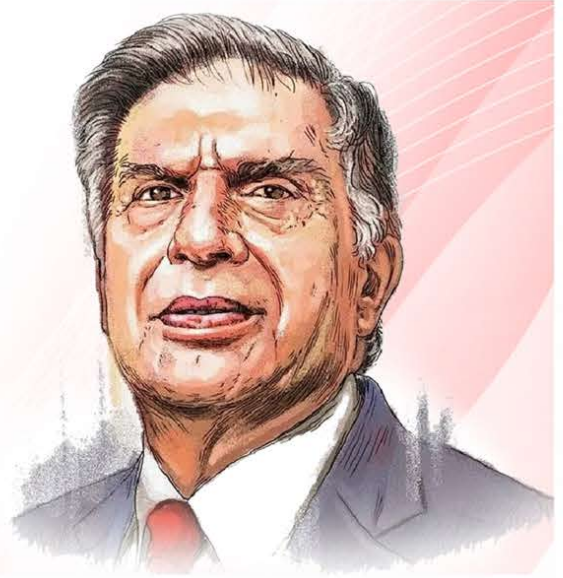
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"If you love someone, you try to be like how that person is. If we love God, should we not attempt to be Godly?"

Brahma Kumaris

Ratan Tata – the Learner, Leader and the Legend

**who transformed the Indian
commercial vehicle industry!**



As history suggests the journey of Tata Trucks began in 1945 when Jamsedji Tata founded Tata Motors (then, Tata Engineering and Locomotive Company - TELCO). However, the actual journey of Tata Trucks began in 1954 with the launch of the company's first commercial vehicle, the TMB 312 truck. This truck established a platform that allowed Tata Motors' infrastructure to gain recognition as one of the leaders.

Since then, Tata Motors has grown into a global leader in the automotive industry. It offers a wide range of trucks, utility vehicles, and e-mobility solutions. Tata Motors is one of India's leading OEMs, known for its emphasis on consumer comfort and innovation.

In 1991, when Jamsedji Tata decided to step down as the chairman of the Tata Group, his son - Ratan Tata came to the helm. Initially, it was a challenging job for Ratan Tata at the office but he loved challenges and believed opportunity lies in the challenges. So, gradually he took control of the company and introduced many revolutionary policies.

One of 'Tata Groups most significant achievements under Ratan Tata's

leadership was the evolution of Tata Motors. During Tata's tenure from 1991 to 2012, Tata Motors truly found its footing in the passenger vehicle market. The launch of the Tata Sierra in 1991 marked the company's entry into this competitive sector, setting the stage for an impressive line-up of vehicles that would follow.

Tata Motors released several iconic models during this transformative period, including the Tata Estate in 1992, the Sumo in 1994, and the Safari in 1998. However, the launch of the Tata Indica in 1998 and Tata Nano in 2009 was particularly ambitious. The visionary was the brain behind several iconic cars that played a pivotal role in transforming the Indian automotive industry.

In the commercial vehicle sector, Tata Motors launched many new vehicles that changed the market completely. Initially, the company started as a truck manufacturer in collaboration with Mercedes-Benz and later came on its own. Some of the standout performances of Tata Motors are listed below:

In 2005, the company introduced India's first mini truck, the Tata Ace. This truck changed the small commercial vehicle market in the country.

After, the success of Tata Ace, the company launched Tata Magic in 2007. A comfortable and safe four-wheeler built on the Ace platform. Tata Motors also introduced the Tata Winger - India's only minivan, in the same year.

Next came Winger 15S in 2018, targeting tours and travel. Signa 4825.TK in 2020 was yet another feather in its cap: India's largest tipper truck. In 2021, Tata Motors launched the Ultra Sleek range alongside 21 commercial vehicles in a single day.

Under the supervision of Ratan Tata, Tata Motors continued to design new solutions to improve its vehicles and serve its customers. This helped Tata Motors to carry on its legacy in commercial vehicles, which it still follows.

Today Tata Motors is a leading force in India's trucking industry, known for its innovative truck solutions that have reshaped the market. It stands out because of its qualities – Reliability, Safety & Comfort, Fuel Efficiency and Connectivity.

Tata Motors offer trucks in many models for customer's different needs. From cargo trucks to tippers to trailers, Tata caters for the needs of different industries.

As of 2024, Tata Motors offers a wide



Pradeep Singal
Chairman, AITWA

range of series. This includes the Tata Signa, Tata LPT, Tata ACE, Tata LPK, Tata Ultra, and Tata Prima. These six Tata truck series have many of the best commercial vehicles used for transportation. Now, let's explore the Tata commercial vehicle series;

Tata Signa: This series is a top choice for long-haul transportation, especially in tough conditions. It includes 43 key models, offering a variety of body types like trucks, tippers, trailers, and more. The Signa 5530.S and Signa 4225.T are the most popular vehicles of all.

Tata LPT: This series is known for its efficiency and reliability in cargo logistics. The popular models in this series are the Tata LPT 4825, Tata 1512 LPT, and Tata LPT 4225 Cowl Truck. These trucks are available in multiple fuel types, such as diesel and CNG, making them versatile for different applications.

Tata ACE: This series features 11 key models, including the Ace Gold and Ace Gold Petrol CX. Tata Ace are the most popular mini trucks and come with multiple fuel options - diesel, CNG, petrol, electric, and LPG.

Tata LPK: This series is familiar for its reliability and power. It is most suited for heavy-duty tasks, making it the preferred choice for demanding work environments like mining. It offers four main models, such as the Tata 912 LPK and Tata 1212 LPK.

Tata Ultra: This series has a GVW

range from 5 - 40 tons, making them suitable for various business needs. It offers over 23 options, featuring trucks, tippers, and trailers and comes with multiple fuel options - diesel, electric, LNG, and CNG. Tata Ultra 2821.T, T.9 Ultra, T.14 Ultra, and Ultra 1918.T are the most popular models.

Tata Prima: Designed to meet the demands of the construction and mining industries, this series provides 18 models, including tippers, transit

Designed to meet the demands of the construction and mining industries, this series provides 18 models, including tippers, transit mixers, and trailers. The Tata Prima 5530.S Trailer, Prima 3530. K Tipper, and Prima 4625.S Trailer are the most popular. Available in diesel, electric, and hydrogen fuel types

mixers, and trailers. The Tata Prima 5530.S Trailer, Prima 3530. K Tipper, and Prima 4625.S Trailer are the most popular. Available in diesel, electric, and hydrogen fuel types.

Tata SFC: Available in both diesel and CNG fuel types, the Tata SFC series is a top choice for those needing a truck with high loading capacity and a strong engine. It has 11 models in this series with Tata 407 Gold SFC 29 WB, Tata 510 SFC TT, and Tata 710 SFC being the most selling models.

Tata Winger: This series of

commercial vehicles is known for its versatility. Often used as a passenger van, it includes 9 different models with varying seating capacities. These vehicles are available in diesel fuel variants with 4 tyres. Popular models include the Tata Winger Tourist/Staff, Skool, and Ambulance.

Tata Intra: These trucks are pickup vehicles, ideal for parcel delivery, courier services, and logistics. Available in 6 models, these carriers run on diesel and bi-fuel (CNG + Petrol).

Tata Magic: Primarily used as a passenger transport, the Tata Magic series offers 6 models. Magic Express and Magic Gold are popular models.

Briefly, for India and Indians, Tata Motors is not just a vehicle manufacturing company. It is far beyond that. It is an organization that has been at the forefront of building the nation for over seven decades now. India's largest automobile company has been contributing to the growth of various sectors such as e-commerce, FMCG, FMCD, construction, mining, steel and cement, logistics, infrastructure, and mining.

In this journey, we cannot isolate Ratan Tata from the Tata Group. The visionary, who always promoted Tata Motors to build cars and trucks to make mobility accessible for all Indians will forever be remembered for his ambitious cars – Indica (India's first indigenous car) and Nano (the world's most affordable car). With the introduction of electric vehicles, Tata Motors reflects its commitment to innovation. He leaned, led from the front and introduced vehicles which became unbeatable in the market. His contributions cannot be ignored by the trucking fraternity, who spearheaded in design of modern trucks, suited for all Indian conditions. Ratan Tata's legacy will always be cherished.

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"Nothing is impossible. The word itself says 'I'm possible!'"— Audrey Hepburn

Tata Motors, Today : The Only Difference Is Ratan Tata

On October 9, 2024, the entire India came to stand still. This was the day when the country lost the most valued soldier - Ratan Tata. He was not just a business tycoon but a philanthropist whose contribution to society is unmatched.

The former chairman of Tata Sons who led the conglomerate for over 20 years as chairman, was 86 when he left for the heavenly abode.

As the driving force behind Tata Motors, Ratan Tata transformed the commercial vehicle sector in India and beyond. His vision and commitment to innovation positioned Tata Motors as a leader in the industry.

Today, Tata Motors is a synonym for resilience, reliability and exceptional value as it has established itself as India's largest manufacturer of trucks and buses with a global presence. Be it rough roads, heavy loads or extreme conditions, Tata vehicles are appreciated for their policies to adapt to zero-emission technologies. Tata Motors has won appreciation for a future-focused and customer-centric approach. Under the supervision of Ratan Tata, the group always came up with intuitive thinking, design and smart engineering prowess, to set new paradigms of functionality, productivity, connectivity, safety and performance for cargo and public transport.

In the current market scenario, Tata Motors is known as one of the global leaders in the automobile industry, but this was not a simple journey. Then, what made it possible? – Let's explore the game-changing history of Tata Motors.

Tata Motors has been developing a robust range of vehicles, including cars, buses, trucks, and military vehicles, since entering the

automotive industry in 1954. Its operation is not limited to India alone and goes beyond. It has been

Tata Motors has been developing a robust range of vehicles, including cars, buses, trucks, and military vehicles, since entering the automotive industry in 1954. Its operation is not limited to India alone and goes beyond. It has been operational in several countries, including, the UK, South Korea, Indonesia, and Thailand. It continually strives to introduce innovative products that appeal to younger customers

operational in several countries, including, the UK, South Korea, Indonesia, and Thailand. It continually strives to introduce innovative products that appeal to younger customers. This global footprint showcases the brand's dedication to growth and modernization.

In the history of Tata Motors, to date, one of the significant milestones is the launch of the Tata 407 Light Commercial Vehicle (LCV) in 1986. Its performance and reliability were

quickly recognized and climbed the popularity list instantly not only in India but also worldwide. Furthermore, Tata Motors made significant advancements in the commercial vehicle sector over the years.

However, when we dig down, we discover that the history of Tata Motors began in the year 1954 when it collaborated with Daimler-Benz AG to roll out its first-ever commercial vehicle. Believe it or not, the group took 34 years to come up with its vehicle, and it was only in 1988 that it started manufacturing for the passenger vehicle market. Their first passenger vehicle was the Tata Mobile 206 (a pickup truck that is popularly known as Tata Telcoline).

After this initial success, Tata Motors (then TELCO - Tata Engineering and Locomotive Co. Ltd.) introduced their hugely successful sports utility vehicle, Tata Sierra, in the year 1991 and also established a joint venture with Nitol Motors, marking its first assembly unit outside India.

Subsequently, the company rolled out a station wagon Tata Estate in 1992, based on the earlier Tata Mobile design, which showcased their innovation. The launch of the Tata Sumo in 1994, a five-door SUV, and Tata Safari in 1998, contributed to its growing popularity.

In 1998, Tata launched the first ever fully indigenous passenger car in India, they named it Indica. It became one of the most sought-after cars in the commercial segment.

Tata entered into a joint venture with Mercedes Benz in the late 1990s and successfully manufactured the Mercedes Benz E Class, the top-class luxury sedan.

Tata introduced the Indica 2000, as well as the Euro II Compliant



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passenger cars, entering the new millennium in style. The company changed its name from TELCO (Tata Engineering and Locomotive Co. Ltd.) to Tata Engineering Ltd.

In 2001, they launched their Indica V2 range's petrol version.

In 2003, during the annual general meeting in Mumbai, Tata Engineering Chairman Ratan Tata informed the media that the company had decided to rechristen Tata Engineering Ltd as Tata Motors Ltd. This is when he also spelt out his dream project of launching India's first ever Rs 1-lakh passenger car, which later became popular as Tata Nano.

In 2004, Tata Motors acquired Daewoo Commercial Vehicles Company (a renowned South Korean truck manufacturer) to capitalize on its capabilities of manufacturing cargo trucks. Tata Motors was listed on the New York Stock Exchange in September 2004, becoming the first-ever engineering sector company from India to get listed on this bourse. The same year, Tata Motors reached the milestone of producing 3 million passenger vehicles.

The Tata Safari DICOR was unveiled in 2005 in Kerala.

Tata Motors entered into a joint venture with Marcopolo (a Brazilian bus manufacturing behemoth) to create the Tata Marcopolo Bus.

In 2008, the company purchased the legendary luxury car and SUV brands – Jaguar and Land Rover – from Ford Motors. The same year, Tata Motors also launched the world's cheapest car – Tata Nano.

The Lucknow plant of Tata Motors won the Rajiv Gandhi National Quality Award in 2009. It was the same year when it acquired the Spanish bus manufacturer Hispano Carrocera, which founded the base to introduce the Starbus and Globus range of buses for Tata.

In 2010, the company went on with its expansion spree and acquired 80 per cent shares of the Italian engineering and design firm, Trilix, for €1.85



million. This acquisition helped Tata Motors to enhance the styling and design capabilities of its cars.

Tata launched the **Tata Prima**, a next-generation platform for heavy trucks, and collaborated with DRDO to develop Futuristic Infantry Combat Vehicles. This was in the year 2012. At the same time, over €6 billion was invested by the automobile company to develop Futuristic Combat Vehicles, ushering in the next era of growth for Tata Motors.

T1 Prima Truck Racing Championship was also introduced by Tata Motors in 2014.

In 2015, Tata Motors launched its special edition of the Zest model, exclusive Buszone dealership, 6 models of Prima range trucks in Kenya, 2 models of Prima range trucks in UAE, and 3 variants of heavy commercial vehicles in Oman.

In 2015, Tata initiated the SkillPro program for youth skill development and appointed Lionel Messi as its global brand ambassador.

In 2016, Bollywood actor Akshay Kumar became the brand ambassador for Tata's commercial vehicles, enhancing its visibility.

In 2016, the company launched the popular hatchback TIAGO and also lubricants with Petronas. Additionally, they bagged major orders from MMRDA authority in Mumbai for

supplying 25 hybrid buses.

Tata Motors became one of the largest corporations in the world, ranking 226th in the Fortune Global 500 list of 2016.

Today, Tata Motors, the conglomerate's vehicle division, is at the forefront of the **electric vehicle** (EV) revolution in the country. In 2023-24, Tata Motors launched multiple new electric models, enhancing its EV portfolio significantly.

It stands as the third fastest-growing brand among the top 20 automotive companies globally, with vehicles sold in many countries across Africa, APAC, and Latin America, while Jaguar and Land Rover vehicles reach markets in Europe.

Over the years, Tata Motors has touched many milestones. Not that they are just the largest automobile manufacturer in India, but they are also the 2nd largest bus manufacturer, 4th largest truck manufacturer, and 17th largest motor vehicle company in the world. The company currently employs over 80,000 employees, becoming one of the largest Indian MNCs (both in terms of revenue and employee strength).

All these are possible because of one man – Ratan Tata, under whose leadership the company is rewriting its own success story over and again.



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Navigating the Current Landscape: A Look at India's Commercial Vehicle Market

The commercial vehicle (CV) sector in India is facing a challenging period, marked by a decline in sales across key segments. According to the latest data from August 2024, both Light Commercial Vehicles (LCVs) and Medium and Heavy Commercial Vehicles (MHCVs) have struggled, largely due to adverse weather conditions and sluggish demand across several industrial sectors.

LCVs: A Sharp Decline

LCVs, which are the backbone of last-mile connectivity, witnessed a 17% year-on-year (y-o-y) decline in sales in August 2024. This dip was attributed to severe monsoons that disrupted logistics, floods, and overall economic uncertainty in key sectors. While LCV sales showed a modest 4% month-over-month improvement, the broader market sentiment remains weak.

MHCVs: Static Performance

On the MHCV front, sales remained stagnant compared to the previous year. However, a significant drop of 16% from the prior month indicates continued market struggles. A combination of lower demand from the industrial and construction sectors and poor cash flow management among dealers has contributed to this decline.

Industry-wide Challenges

The commercial vehicle sector continues to face several challenges, including disruptions from extreme weather conditions and reduced activity in major industries like



construction. Inventory pile-up, cash flow issues, and weak demand have further exacerbated these challenges, making recovery difficult in the short term.

Market Share Breakdown

Tata Motors continues to dominate the MHCV segment with a 47.2% market share, followed by Ashok Leyland at 30.7%, and VECVs - Eicher at 17.6%. In the LCV segment, Mahindra & Mahindra holds a commanding 43.9% share, with Tata Motors following at 30.4%. These two players continue to lead in their respective segments, but the overall market remains volatile.

Freight Rates and Diesel Prices

Another critical factor affecting the sector is the fluctuating freight rates and diesel prices. Freight rates have been unpredictable, with diesel prices continuing to rise, leading to higher operating costs for transporters. The combination of these factors adds to

the woes of an already struggling industry.

Looking Ahead

The outlook for the commercial vehicle industry in the coming months remains cautious. With economic recovery still tentative and industrial activity showing little sign of substantial improvement, the sector will likely face headwinds. However, the government's continued focus on infrastructure development and easing of financing for commercial vehicles may provide some relief soon.

In conclusion, the CV industry, particularly LCVs and MHCVs, is currently navigating a difficult period, with sales in August 2024 reflecting broader economic and weather-related challenges. Stakeholders will be looking for signs of recovery, especially in the upcoming festive season and government-led infrastructure initiatives.

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KEY FACTS

Group Turnover



\$600 Mn.
(in 2017-18)

Employee
Strength



6000+

Vehicles/day
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12000

Cargo Ships
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Covered Area



12 (million sq. Ft.)

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Ratan Tata's Role in Empowering India's Growth and Development

Shri Ratan Tata's influence on India's growth is profound, with his contributions reaching every corner of the nation. As chairman of Tata Group, he led the expansion of industries like steel, technology, and automotive, transforming Tata from an Indian conglomerate into a global powerhouse. Yet, Ratan Tata's legacy in nation-building goes beyond economic impact; it is rooted in his commitment to integrity, innovation, and ethical business practices, which have made the Tata brand synonymous with trust and quality.

One of Ratan Tata's most remarkable achievements was the global expansion of Tata Motors. Under his leadership, Tata Motors acquired British automotive icons Jaguar and Land Rover, a bold move that positioned India on the global automotive map and gave Tata Motors access to cutting-edge automotive technology. This acquisition reflected Ratan Tata's vision of India's potential to compete with the world's best, driving job creation and fostering skill development. His commitment to affordable innovation is also evident in the Tata Nano project, where his goal was to produce a car affordable for the average Indian family, making a substantial impact on the automobile industry.

In the technology sector, Ratan Tata played a critical role in establishing Tata Consultancy Services (TCS) as a global leader in IT services. Today, TCS is not only one of the largest employers in India but also an emblem of India's prowess in the global tech industry. By nurturing TCS's growth, Ratan Tata helped establish India's reputation as a top destination for IT talent, contributing significantly to the nation's economy. This growth spurred ancillary industries and bolstered India's digital transformation, setting the foundation for the country's thriving tech ecosystem.

Ratan Tata's dedication to nation-building extends to his unwavering commitment to ethical business practices. The Tata Group, under his guidance, has remained a paragon of transparency, corporate governance, and social responsibility. Tata companies consistently lead in corporate social responsibility (CSR) initiatives, ensuring that growth benefits communities and stakeholders alike. By setting high standards for business ethics, Ratan Tata has not only strengthened the Tata brand but has also set an example for Indian enterprises, proving that profitability and responsibility can coexist.

Another significant aspect of Ratan

Tata's nation-building journey is his emphasis on environmental sustainability. Recognizing the importance of sustainable growth, Tata companies have pioneered green practices, from energy-efficient manufacturing processes to investments in renewable energy. Tata Steel, for example, has focused on reducing its carbon footprint and developing eco-friendly steel production methods. Through such initiatives, Ratan Tata has demonstrated that economic growth does not have to come at the expense of the environment, aligning Tata's operations with India's environmental goals.

Ratan Tata's role in empowering India's growth is a testament to his vision of a prosperous, self-reliant nation. By investing in people, upholding integrity, and advocating for sustainability, he has redefined the role of business in society. His contributions reflect a commitment to not only building a successful enterprise but also fostering a sense of national pride, reinforcing that businesses can drive positive change. Ratan Tata's legacy in nation-building will inspire future generations of leaders to think beyond profit, contributing to a stronger, more resilient India.

Dwell Time Performance (September 2024): PAN India



Pipavav		
Import	66.6	Export
	↑	↓
	114.8	

Hazira		
Import	23.0	Export
	↓	
	117.4	

Mundra		
Import	45.3	Export
	↑	↓
	99.5	

Nhava Sheva (JNPA)		
Import	38.6	Export
	↑	
	73.7	

Kandla		
Import	65.8	Export
	↓	
	94.5	

Tuticorin		
Import	24.1	Export
	59.0	

Kochi		
Import	39.9	Export
		↓
	100.4	

New Mangalore		
Import	92.7, 59.5*	Export
	92.3, 50.0*	

Kattupalli		
Import	83.0	Export
	↑	
	86.9	

Ennore		
Import	58.7	Export
		↓
	90.3	

Chennai		
Import	60.4	Export
	81.0	

Kolkata		
Import	44.0	Export
		↑
	123.2	

Visakhapatnam		
Import	65.2	Export
	↑	↓
	82.4	

Haldia		
Import	88.5	Export
	↑	↓
	120.0	

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

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

Source: NICDC Logistics Data Services Limited

MoRTH Chief Participated in Special Events



Union Minister for Road Transport and Highways, Nitin Gadkari, graced the following events:

Latest Emerging Trends and Technologies in Road and Bridge Construction:

Union Minister for Road Transport and Highways, Nitin Gadkari, highlighted the pivotal role of infrastructure in national development, emphasizing that an improved transport system opens new doors for economic growth and creates employment opportunities. The Minister was addressing the inaugural session of a two-day conference on "Latest Emerging Trends and Technologies in Road and Bridge Construction," organized by the Madhya Pradesh Public Works Department and the Indian Road Congress, held in Bhopal.

Gadkari reiterated that infrastructure development remains a top priority for Prime Minister Narendra Modi, as this sector not only drives progress but also lays the blueprint for India's future. He emphasized key objectives such as ensuring uncompromising quality, reducing road accidents, protecting the environment, and resolving on-ground challenges, which he believes can only be achieved through collective efforts across all levels.

Addressing the importance of rural road development, Gadkari advocated for the adoption of a "waste to wealth" policy, which promotes the use of waste materials in road construction, yielding both financial and environmental benefits.

Madhya Pradesh Chief Minister, Dr. Mohan Yadav, in his address, noted that the conference will bring new momentum to the state's infrastructure

development, significantly contributing to the success of various construction projects.

The two-day conference features multiple technical sessions where experts from across the country will deliberate on innovative technologies, construction materials, and the challenges in the Engineering, Procurement, and Construction (EPC) agreement process. An exhibition showcasing the latest machinery and technologies used in road and bridge construction has also been organized as part of the event.

International Methanol Seminar:

Union Minister of Road Transport & Highways, Nitin Gadkari inaugurated International Methanol Seminar and Expo, organised by NITI Aayog in New Delhi. Suman Bery, Vice Chairman of NITI Aayog, V K Saraswat, Member NITI Aayog, Ajay Kumar Sood, Principal Scientific Advisor to the Government of India were present on the occasion. Gadkari also visited the Expo where methanol-based products and machinery were displayed.

Speaking at the seminar, Nitin Gadkari emphasized two key concerns: rising pollution and fossil fuel imports. He underscored the urgent need to reduce these imports for self-sufficiency, which amounts to about ₹22 lakh crore, especially in light of global geopolitical uncertainties. Gadkari highlighted the importance of biofuels in achieving energy independence, bolstering the agricultural economy, and ensuring the prosperity of India's farmers. He also mentioned that India's logistics costs can be reduced by using alternative fuels such as methanol, ethanol, and bio-CNG.

Union Minister said that India is making significant strides in the biofuel sector, especially in methanol. He noted that NITI Aayog's efforts to promote methanol are yielding success, given its affordability and

pollution-free nature. Low quality Coal, which is available in few states, is also being used in making methanol, he added.

Gadkari said the concept of converting waste into wealth and highlighted that materials like used tyre powder and plastic are being utilized in road construction, which helps in reduction of bitumen imports. He also emphasized how the initiative of using crop waste is helping to increase the incomes of farmers across the country. He emphasized the significance of waste-to-energy technologies, particularly the production of bio-CNG from rice straw. This approach has shown promise in 475 projects, with over 40 already up and running in states such as Punjab, Haryana, Western Uttar Pradesh, and Karnataka. The conversion ratio of rice straw to Bio-CNG is roughly 5:1 in tonnes. The Union Minister also urged for additional research into more efficient biomass sources and cost-effective transportation methods for biomass.

Gadkari spoke about the stubble burning problem in Punjab and Haryana. He said that right now, we can process one-fifth of the Parali, but with better planning, we can reduce the seasonal air pollution from stubble burning by using parali as raw material for alternative fuels. He said that India needs to move ahead with a policy

which is cost-effective, indigenous, imports substitute based and employment generating to address the major issues of rising pollution and fossil fuel imports.

Gadkari appreciated NITI Aayog for organising the International Seminar and Expo on Methanol.

Swachhata Hi Sewa Campaign:

Ministry of Road Transport and Highways organized Swachhata Hi Sewa Campaign from 17th September to 1st October, 2024 with a 'Whole of Government' approach. Ministry identified more than 22 activities for the campaign and more than 15,000 sites for cleanliness activities, which include all offices under the Ministry and its subordinate organisations, construction camps/sites, NH stretches, Toll Plazas, Wayside Amenities, road side Dhabas, Bus Stops/Stations, unclogging of drainage along NH, beautification of flyovers, removal of encroachments on NH etc. In addition, Ministry and its organizations have set targets of planting about 4.75 lakh trees including 31,000 under 'Ek Ped Maa ke Naam' and about 600 Surakshamitra Shivar during the campaign.

This campaign was launched with administering 'Pledge' and planting trees under 'Ek Ped Maa ke Naam' on 17th September, 2024 by Sh. Nitin

Gadkari, Union Minister of Road Transport and Highways at the event organized at Duhai interchange of the Eastern Peripheral Expressway in Ghaziabad, Uttar Pradesh for all the offices/organizations under this Ministry across the country. Harsh Malhotra, Minister of State for Corporate Affairs & Road Transport & Highways also participated in the event.

In order to make the campaign successful, Nodal Officer, Ministry reviewed the progress of the Campaign regularly with all the agencies.

In order to ensure mass participation in the campaign, Ministry and its agencies organized 419 Cyclothons and Mini Marathon Run; 15,102 Swachhata Pledges. 4,855 Cleanliness Target Units were cleaned with the involvement of various stakeholders. Approx. 5 Lakh trees were planted, 169 flyovers beautified; 20,000 Kms Roads were made potholes free, 1,100 places were made encroachment free and 200 selfie points were made.

Ministry and its subordinate organizations have undertaken the campaign very enthusiastically. The campaign has been documented and highlighted through Social Media like Twitter, Facebook, Instagram, YouTube etc.

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"The only definite thing about human beings is that they change."

Brahma Kumaris

MoRTH Reviews Readiness of Automobile Industry for Ethanol and Flex Fuels

Union Minister of Road Transport & Highways, Nitin Gadkari, held a review meeting with members of the Society of Indian Automobile Manufacturers (SIAM) at Transport Bhawan. They discussed how prepared the automobile industry is for using ethanol and flex fuels. The discussion focused on how the industry is preparing to launch ethanol-powered vehicles in the coming months. Gadkari also spoke about the benefits of switching from fossil fuels to biofuels, which will help India become more self-reliant (Atmanirbhar), lower pollution, reduce the country's annual fossil fuel imports, and provide consumers with cheaper fuel options, all while supporting farmers.

He urged SIAM members to explore ways to increase public acceptance of these fuels, pointing to Brazil's successful adoption of flex fuels and biofuels in its transportation system as an example.

Minister of State for Road Transport and Highways Harsh Malhotra was also present during the review meeting. Senior Officers of Ministry also attended the meeting with SIAM.





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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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12th CII Bioenergy Summit Commences in Delhi

Union Minister for Road Transport and Highways Nitin Gadkari, reaffirmed the government's commitment to advancing ethanol blending and biofuel initiatives at the 12th CII Bioenergy Summit 2024, themed "Fuelling the Future - Securing India's Green Growth Goals". The event took place in New Delhi.

Highlighting the success of ethanol blending in India, Gadkari noted that ethanol blending in petrol has surged from 1.53% in 2014 to 15% in 2024, with a target to reach 20% by 2025. Research is underway to explore blending 15% ethanol in diesel as well, as part of the government's strategy to reduce fossil fuel dependency.

Speaking on the occasion, Union Minister emphasized the creation of an ethanol ecosystem, which includes the establishment of 400 ethanol pumps by Indian Oil Corporation in four states—Karnataka, Tamil Nadu, Uttar Pradesh, and Maharashtra. Discussions with leading automakers ongoing, with plans to launch flex-engine cars that run on ethanol. Similarly prominent manufacturers of two-wheelers are preparing to launch ethanol-powered bikes once the infrastructure is ready, he added.

"We are fast-tracking efforts to increase ethanol production and distribution in these four key states," said Gadkari. He further added that these initiatives align with India's broader biofuel goals, positioning the country as a leader in sustainable energy solutions.

Gadkari also discussed the importance



of leveraging waste-to-energy technologies, especially in the production of bio-CNG from rice straw, which has proven viable across 475 projects, with over 40 already operational in states like Punjab, Haryana, Western Uttar Pradesh, and Karnataka. The conversion ratio of rice straw to CNG stands at approximately 5:1 in tonnes. Union Minister called for further research into efficient biomass sources and cost-effective transportation of biomass.

Addressing the environmental challenge of stubble burning in Punjab and Haryana, Gadkari praised Indian Oil's Panipat plant, which is converting agricultural waste (parali) into biomass. "At present, we are able to process one-fifth of the parali, but with proper planning, we can significantly reduce the seasonal air pollution caused by stubble burning," he said.

Research by the Central Road Research Institute (CRRI) on bio-bitumen production also promises to reduce India's dependence on imported bitumen, further contributing to the country's green growth agenda.

Nitin Gadkari stressed the urgency of reducing India's annual fossil fuel import worth ₹22 lakh crore, particularly amidst global geopolitical uncertainties. "Biofuel is key to India's energy self-reliance, boosting the agricultural economy, and ensuring prosperity for our farmers," he said.

He concluded by emphasizing the transformative potential of the biofuel sector in expanding the role of farmers from "Annadata" (food-giver) to "Urjadata" (energy-giver), "Indhandata" (fuel-giver), and ultimately, "Hydrogen-Data" (Hydrogen-giver). The Minister congratulated CII on organising the summit.



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

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Special Campaign 4.0 Reaches Midway: Ministry Achieves 100% Cleanliness Targets at 14,559 Sites, Makes Significant Progress in Disposal of Pending Matters



Special Campaign 4.0 for disposal of pending matters and cleanliness has reached midway. Campaign is being carried out by MoRTH and its agencies vigorously to achieve the identified targets under various parameters during the Campaign period. Ministry has achieved 100% targets in cleanliness activities, at 14559 sites. The sites include offices, construction camps/sites, NH stretches, Toll Plazas, Wayside amenities, Road side Dhabas, Bust Stops etc. 41% of pending MP references (583), 85% of pending public grievances (986), 56% of Public Grievance Appeals (211) have been disposed of so far. Nodal Officer of the Campaign in the MoRTH is reviewing progress of the Campaign regularly and personally taking up the matter with the concerned Senior Officers for disposal of pending references. In order to have larger outreach, the various activities of the Campaign have also been disseminated through various Social Media Platforms such as X (Twitter), Instagram & Facebook.



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Ministry of Heavy Industries Proposes Subsidies for Medium & Heavy-duty Electric Trucks



Union Ministry of Heavy Industries (MHI), the parent ministry of the automobile industry, has started the industry engagement for drafting the policies on incentivising the electrification of medium and heavy commercial vehicles (MHCVs) in the country, reported TrucksDekho. According to the official website of the PM E-DRIVE (Electric Drive Revolution in Innovative Vehicle Enhancement) scheme, the eligibility criteria for e-trucks are being finalised and will be announced soon along with the component of incentive level.

The ministry has shared its incentive proposal for electric commercial vehicles in the MHCV segment with truck manufacturers in India. It has proposed 3 levels of subsidies including Rs 10,000/kWh, 15,000/kWh, and 20,000/kWh. The ministerial proposal also asserts that an electric truck's upfront cost can be lowered by 20-40 percent and its total

cost of ownership (TCO) by 11-29 percent.

Using the moderate subsidy level of Rs 10,000/kWh, the proposed subsidy amount is capped at Rs 8 lakh for 3.5-7.5-tonnes electric trucks and Rs 15 lakh for the 7.5-12 tonnes e-trucks, under the N2 (Medium Duty Truck) category.

The suggested incentive for e-trucks in the N3 (Rigid Heavy Duty Truck) category is capped at Rs 20 lakh for vehicles weighing 12-25 tonnes and Rs 30 lakh for vehicles weighing more than 25 tonnes. In the case of N3 Tractor Trailer (Heavy Duty) category vehicles weighing more than 35 tonnes, the suggested incentive cap is Rs 40 lakh.

According to estimates, the sum of Rs 500 crore set aside for electrification in the MHCV segment will encourage the adoption of 1975 e-trucks under the Rs 10,000/kWh subsidy level, 1342 e-trucks under the Rs

15,000/kWh subsidy, and 1014 e-trucks under the Rs 20,000/kWh subsidy level.

The Rs 10,000/kWh subsidy level is what the ministry suggests to truck manufacturers because it will enable more electric trucks to be subsidised. The ministerial document states that it will support a great number of trucks for deployment, in addition to significantly bridging the TCO gap between electric trucks and diesel trucks across various segments.

In India, electric vehicles that run on grid-average electricity emit 17-29 percent fewer greenhouse gas (GHG) emissions than diesel trucks, and those that run on renewable energy emit 78-83 percent fewer emissions, according to a study by the International Council on Clean Transportation (ICCT). Therefore, cleaning up the trucking industry must be the priority when it comes to decarbonising transportation in India. And, its most promising route is boosting the electrification.

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- ✓ कोई अवधि दस्तावेजी आवश्यकता नहीं है जैसे बैलेंस शीट आदि।
- ✓ स्वतः लिमिट ड्रॉप उपलब्ध।

अधिक जानकारी के लिए सम्पर्क करें।

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

Daimler Truck and Volvo Group Develop Software Defined Vehicle Platform For Commercial Vehicles



Volvo Group and Daimler Truck (BharatBenz Truck in India) announced in May of this year that they would form a joint venture in 50:50 to build a common software-defined vehicle (SDV) platform and specialised truck operating system, serving as the foundation for the future software-defined commercial vehicles.

Now that they have signed a legally binding agreement in place to form the joint venture, these 2 top commercial vehicle companies are moving to build

up the business, which will have its headquarters in Gothenburg, Sweden, reported TrucksDekho.

What Is Expected From This Joint Venture?

Volvo Group, Daimler Truck, and other prospective customers of the joint venture will be able to offer stand-alone digital vehicle features for their products thanks to the developed SDV platform. One of the joint venture's tasks will be to specify and acquire centralised high-performance control units that are specifically

designed for commercial vehicles and can manage massive volumes of data.

The new business will create an operating system and tools that vehicle manufacturers can utilise to create unique digital features for their commercial vehicles. Future software and hardware development cycles will be separated as a result, and customers will be able to buy and update digital apps wirelessly 'over the air', improving user experience and efficiency.

Official Statements From Daimler And Volvo

Speaking about the joint venture, Karin Radström, CEO, Daimler Truck, said, "The signing demonstrates our joint commitment to lead the digital transformation of our industry. The software and hardware from this joint venture will be crucial for achieving unprecedented levels of safety, comfort, and efficiency for our customers."

Martin Lundstedt, President and CEO, Volvo Group, added, "We are joining forces to redefine software architecture and pioneer a new era of self-optimizing trucks. Together we are removing complexity to allow our customers to unlock higher levels of connectivity, safety and efficiency and continually push for a greater performance. It is a revolutionary response to the challenges of our modern world, and we are proud to be setting the industry standard."

Future Prospects

Daimler Truck and Volvo Group will continue to compete and set themselves apart with their entire range of goods and services, including their digital solutions. The joint venture deal is anticipated to be finalised in the first half of 2025, subject to all necessary regulatory clearances being obtained.

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"The bad news is time flies. The good news is you're the pilot."— Michael Altshuler



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Indian Commercial Vehicle Export Grows By 12 Percent YoY In First Half Of FY2025

As per the data released by SIAM (Society of Indian Automobile Manufacturers), the Indian commercial vehicle sector has received good news from the export perspective, reported TrucksDekho. In the first half of the current financial year from April to September 2024, the demand for made-in-India commercial vehicles has risen by 12 percent YoY (year on year).

Considering the export performance of 4 segments, including passenger vehicles, commercial vehicles, 3-wheelers, and 2-wheelers, the Indian auto market registered an overall export growth of 14 percent YoY by exporting 25,28,248 units in H1 FY2025 (the first half of the financial year 2025).

Indian Commercial Vehicle Exports In H1 FY2025

The commercial vehicle segment has witnessed overseas dispatches of 35,731 units, up 12 percent YoY during the first half of FY2025 from April to September compared to 31,864 units exported in H1 FY2024. As of this point in the current financial year, 54 percent of the commercial vehicle industry's FY2024 exports have already been realised.

Under the medium and heavy commercial vehicle (MHCV) segment, a 13 percent YoY increase in exports was observed, with 9576 units exported in H1 FY2025 compared to 8440 units in H1 FY2024. In the MHCV segment, goods carriers contributed to 45 percent YoY of export growth in this period, while passenger carriers recorded a decline of 9 percent YoY in exports.

In the light commercial vehicle (LCV) segment, the Indian market registered

export wholesales of 26,155 LCVs in H1 FY2025 compared to 23,424 units in H1 FY2024, reflecting a 12 percent YoY export sales growth. Within this segment, passenger carriers saw a remarkable 65 percent YoY export growth and 9 percent YoY growth in goods carriers during the same period. Brand-Wise Indian Commercial Vehicle Exports In H1 FY2025

It is interesting to note that according to SIAM data, Isuzu Motors India is currently the top commercial vehicle exporter with 9,745 units and a robust 25 percent YoY growth rate. Isuzu is 6,584 units away from surpassing its FY2024 export total of 16,329 units, and its market share has increased to 27.27 percent from 24.37 percent a year ago.

Mahindra & Mahindra has registered 12 percent YoY export sales growth by selling its 8,496 units of commercial vehicles in the international market during the months from April to September 2024 compared to 7,581 units exported in the same months last year. The company's market share has not changed much with 23 percent.

With an export sales decline of 7 percent YoY, Tata Motors is the only leading commercial vehicle manufacturer which registered down exports from 8,393 units in the first half of the financial year 2025 to 7,833 units in the first half of FY2024. This way, the company has seen a decline in its market share from 26.34 percent in H1 FY2024 to 21.92 percent in H1 FY2025.

Ranked fourth in the list of top commercial vehicle exporters in India, Ashok Leyland has exported 5,644 units in the first half of this fiscal year compared to 5,123 units in the same

period last year, showing 10 percent growth YoY. Its market share is 15.79 percent in the first half of the current fiscal year.

VECV including the Eicher Commercial Vehicles shipped 2,322 units globally during the first half of FY2025 compared to 1,764 units exported in H1 FY2024, highlighting a notable 32 percent YoY export rise. As a result of this, the company's market share has increased from 5.53 percent to 6.49 percent.

Maruti Suzuki India dispatched 1,213 commercial vehicles overseas in comparison to 996 units in H1 FY2024, totalling 22 percent YoY export sales growth in the duration between April and September 2024. Force Motors exported 276 units of commercial vehicles in the same period this year with 71 percent YoY export growth.

Highlighting a significant 148 percent increase in commercial vehicle export, SML Isuzu shipped 198 units to the international market from India during the time between April and September this year compared to 80 units in the same period last year. Switch Mobility has also started to dispatch its commercial vehicles to overseas markets with 4 units in the same duration.

Effective management of commercial vehicle sales in both the domestic and international markets supports capacity utilisation and inventory control. It is expected that things will only improve as demand for made-in-India products increases in key international markets. Except for Tata Motors, all the top OEMs recorded export sales growth in the first half of the current fiscal year, indicating the export potential.

Tata Motors Becomes First Manufacturer to Achieve 15 Lakh ILMCV Sales



Tata Motors has announced a milestone of 15 lakh sales in the Intermediate, Light and Medium Commercial Vehicles (ILMCV) segment. Tata Motors becomes the only truck manufacturer in the country to achieve this milestone. To commemorate this achievement, Tata Motors has unveiled new variants of the Tata SFC 407 Gold, Tata LPT, Tata SFC 709G, Tata LPT 1109G, Tata LPK 1112 and Tata LPK 1416 range of trucks and tippers.

The ILMCV segment includes trucks with gross vehicle weight ranging from 4 to 19 tonnes, catering to diverse customer needs across sectors including agriculture, e-commerce, construction and logistics, among others.

Commenting on the announcement, Rajesh Kaul, Vice President & Business Head – Trucks, Tata Motors, said, “Reaching the 15 lakh sales milestone is a moment of immense pride for us. It stands as a testament to the trust and loyalty of our customers and reinforces our commitment to providing innovative solutions that enhance their operations,” reported Express Mobility.

He added, “Our new variants and extended warranty are designed to improve earning potential and ensure long-term peace of mind, keeping us ahead of their expectations. As we move forward, we remain focused on being customer-centric, reaffirming our role as a valued partner in driving long-term growth and success.”

Tata's ILMCV portfolio includes

multiple cabin options like the LPT, SFC, Signa and Ultra range, along with various deck lengths and body styles. The wide range of products is further complemented by Tata Motors' Sampoorna Seva 2.0 initiative, ensuring comprehensive vehicle lifecycle management, including breakdown assistance, guaranteed turnaround times, annual maintenance contracts (AMC), and access to genuine spare parts.

Additionally, Tata Motors leverages Fleet Edge, its connected vehicle platform, to optimize fleet management and maximize vehicle uptime while minimizing the total cost of ownership. Across the country, Tata Motors has over 2500 sales and service touchpoints to offer the highest uptime for its vehicles.

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1.1 Mn Old Medium, Heavy CVs Offer Good Potential for Scrappage: ICRA



Around 1.1 million medium and heavy commercial vehicles (M&HCVs), older than 15 years as of March 31 this year, offer a significant potential for scrappage, said ratings agency ICRA, reported PTI.

While the actual scrappage could possibly be lower given the nature of usage of such vehicles, even if a proportion of these vehicles gets scrapped, it can support vehicle sales to some extent by spurring replacement demand, it said.

The Voluntary Vehicle Fleet Modernisation Programme or the Scrappage Policy, announced in March 2021, is being implemented in phases, with effect from April 1 last year.

While the first phase of the policy proposed to mandatorily scrap government vehicles older than 15 years, the second phase, which started on June 1 this year, mandates scrapping on the basis of fitness of the vehicle rather than age, and as such, is more voluntary in nature.

ICRA also projects an additional around 5.7 lakh vehicles to cross the 15-year age threshold by March 2027, along with over 9 lakh government vehicles proposed to be mandatorily scrapped under the first phase, and thus it offers a significant replacement demand potential for the automotive industry.

Scrappage potential in other segments is limited, considering the limited usage of two-wheelers, passenger vehicles and light commercial vehicles (LCVs) beyond 15 years,

according to the rating agency.

However, as of August 31, 2024, the registered vehicle scrapping facilities (RVSFs) had received only 44,803 private scrap applications and 41,432 government scrap applications (including defence/impound scrap applications), it stated.

"The Vehicle Scrappage Policy has the potential to drive multiple benefits over the long term. While it will aid in reducing air pollution as older polluting vehicles get scrapped, it will also drive fleet modernisation programmes, in turn, supporting the auto industry volumes. ICRA also expects a considerable reduction in scrap imports and raw material costs for automotive original equipment manufacturers (OEMs) through recycling of metals under the Scrappage Policy framework," said Kinjal Shah, Senior Vice President and co-group head for corporate ratings at ICRA.

Implementation of the Vehicle Scrappage Policy, however, faces several challenges, which have slowed down its pace of implementation, she said, adding the limited network of RVSFs at present, inadequate incentives, lack of awareness about this policy, particularly among private vehicle owners, and issues related to registration date criteria are a few factors that have hindered the rapid implementation of the policy.

While several countries in North America and the Western European region have incentivised vehicle scrappages, mainly in the form of monetary compensations, India's implementation of the Vehicular Scrappage Policy comprises voluntary incentives (such as discounts, road tax rebates, registration fee waivers, etc.) and mandatory dis-incentives (such as mandatory fitness tests, imposition of green tax, hike in renewal fees for older vehicles, among others), ICRA said.

GreenLine Mobility Plans To Add 1000 LNG Trucks by March 2025

GreenLine Mobility Solutions, a major player in Essar's green mobility project, intends to decarbonise India's logistics industry by adding more trucks powered by LNG (liquified natural gas) by the end of this financial year, reported TrucksDekho. India is promoting the use of super-chilled gas in place of diesel in the long-range heavy-duty trucking fleet to reduce pollution and help achieve its target of net zero by 2070.

By March 2025, GreenLine Mobility plans to have 1,000 additional LNG trucks in its fleet, which presently consists of more than 500 LNG-powered commercial vehicles. The company is ideally positioned to address the need for sustainable logistics solutions as it puts more emphasis on Environmental, Social, and Governance (ESG) initiatives.

GreenLine Mobility employs Blue Energy BE 5528 Plus 4x2 models which are 55-tonne LNG trucks and can travel up to 1,200 km on a single tank with a payload capacity of 40-tonne. This LNG truck comes with fleet telematics and six Level 1 ADAS (Advanced Driver-Assistance Systems), which let customers keep an eye on vehicle performance and fleet management in real time.

In order to ensure that LNG technology is used effectively, GreenLine invests in extensive training programs for its drivers designed to improve skills and maximise on-road performance. In the future, the company plans to expand



its range and reaffirm its dedication to environment-friendly solutions by introducing electric commercial vehicles for short-haul transportation.

Industry leaders like Vedanta Group, JSW Steel & Cement, Tata Steel, Hindustan Zinc, Jindal Steel and Power, JK Lakshmi Cement, AMNS, Hindalco, Dalmia Cement, UltraTech Cement, GHCL, Reliance, Shell, Nestle, Castrol, and Sterlite Copper are among the company's esteemed customers.

Anand Mimani, CEO, GreenLine Mobility Solutions, said, "At GreenLine, we believe that sustainable logistics is not just a responsibility but an opportunity to lead the way toward a greener future. Our innovative approach to LNG trucking reflects our dedication to reducing carbon emissions while meeting the evolving needs of our clients."

He further added, "Over the past 2 years, GreenLine's initiatives have resulted in a notable 30 percent reduction in CO2 emissions compared to traditional diesel vehicles, translating to a significant decrease of 6,722 tonnes of carbon emissions. By integrating EVs into our operations, we aim to complement our LNG initiatives and provide a comprehensive suite of sustainable transport options that meet the diverse needs of our clients while contributing to a greener planet."

In a recent draft policy, the government of India suggested that by 2030, one-third of long-haul commercial vehicles would be converted to LNG-powered vehicles. This way, the inclusion of an additional 1000 LNG trucks into GreenLine Mobility's fleet would be one step closer to achieving the sustainable mobility goals.

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Tata Motors Finance, Bank of India Ink Co-sourcing Pact for Financing of Commercial Vehicles



Tata Motors Finance (TMF) announced that it has joined forces with Bank of India, by entering into a strategic co-sourcing agreement aimed at enhancing financing accessibility for commercial vehicle owners and fleet operators across the country.

“The co-sourcing arrangement will capitalize on the strengths and capabilities of both entities, facilitating a quicker, more efficient, and reliable customer experience to last mile end-users of all commercial vehicle segments,” said the company, reported Financial Express.

The MOU signing ceremony was attended by officials, including Ashok Kumar Pathak, Chief General Manager, Bank of India, and Neeraj Dhawan, Managing Director (Designate), Tata Motors Finance.

Also present were Anand Bang, COO, Sales & Marketing, TMF; Paras Jha, Business Head – NCV, TMF, and Prashant Bharati, Chief Legal Officer, TMF, along with other key stakeholders from both Tata Motors Finance and Bank of India.

Ashok Kumar Pathak, Chief General Manager, Bank of India, said, “Bank of India is committed to supporting the various segments of the economy with tailored and targeted financial offerings. Our collaboration with Tata Motors Finance exemplifies this commitment as we work towards co-creating financing solutions that address the specific needs of the Commercial Vehicle industry. By leveraging TMF's extensive on-ground network and decades-strong market presence, we are confident about further expanding our last-mile reach.”

Neeraj Dhawan, Managing Director (Designate), Tata Motors Finance, said, “Our collaboration with Bank of India, a trusted brand name in India's banking space, deeply echoes with our shared commitment to driving financial excellence within the Commercial Vehicle ecosystem. Given the capital-intensive nature of the commercial vehicle and logistics sector, our collaborative strength opens-up numerous avenues to efficiently address and meet the diverse, recurring funding requirements of the sector.”

The co-sourcing framework is set to channel promising avenues in commercial vehicle financing, further elevating the longstanding relationship between Tata Motors Finance and Bank of India to newer heights.

x

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Latest Trucking Technologies You Must To Know About

Handling logistics and supply chain operations is a cumbersome task involving the management of different verticals including fleet operations. Numerous challenges arise during the management process resulting in downtime, and missing out on major business opportunities. However, innovations are reducing the challenges associated with logistics.

By innovations, TrucksDekho mean new technological integrations into the fleet management process and the adoption of innovative mobility solutions which have resulted in a smoother flow of operations.

Before we check out the different innovations which can help businesses thrive with profitability and grow, let's understand why technological innovations in the field of trucking and logistics are important.

To begin with, the industry as a whole faces problems such as fluctuating fuel prices, stringent emission rules, shortage of drivers or operators and safety concerns. To tackle these issues, new trucking technologies are necessary by all means. They can increase the efficiency of the business, reduce fuel expenditure, ensure uptime and enhance safety.

Let's now take a look at some of the technologies which have enhanced the sector and you as a logistics operator or owner can integrate:

Autonomous trucks are also known as self-driving vehicles. They can navigate and manoeuvre without human help. The system functions by using several sensors that detect the environment around the vehicle to manage and avoid collision. They also can make decisions by detecting traffic signals and sign boards in their path.

However, there are several levels of autonomy ranging from level 0 to level 5. Level 0 is no automation and level 5 is fully autonomous vehicles. The autonomous trucks which we see are level 2 autonomous trucks with partial autonomy and level 3 with conditional automation.

There are several benefits which come with using autonomous trucks. Primarily

it enhances the efficiency of operations, can solve the problem of driver shortage faced by logistics, reduces fuel consumption and improves uptime. Autonomous trucks are also the best solution to driver fatigue issues, improving productivity.

At present, numerous brands are contributing to self-driving vehicles. Tesla is an example of a global brand which has invested significantly in the introduction of autonomous vehicles.

One of the major issues faced by logistics companies in India is emissions. To solve this issue, the industry is gradually shifting towards the adoption of alternate fuel-propelled vehicles, particularly electric vehicles crafted for efficiency. Additionally, logistics companies are leaning towards inducting trucks powered by hydrogen fuel cells.

With green vehicles, businesses have reported significant reductions in emissions each year along with a reduction in noise pollution in populated areas. Logistics have also reported electric vehicles have lower maintenance requirements compared to internal combustion engine vehicles with complex parts such as an engine with multiple mechanical components.

Examples of such green vehicles are the Tata Ace EV 1000 and Mahindra Zeo, among others.

Telematics solutions are another important technological solution that has now become common in the logistics and trucking industry. With the benefits of vehicle tracking with real-time progress monitoring functionality, telematics solutions have enabled logistics to improve fleet efficiency.

But that's not it, it also comes in handy for solving fleet maintenance issues by offering predictive maintenance tools that help track the vehicle's health and schedule regular service. With this function, breakdowns are reduced to ensure high uptime performance. Apart from this, telematics also offers the ability to monitor driver performance to encourage safe driving, by helping them understand how to efficiently operate the vehicle.

With comprehensive data pooling ability,

it also provides analytics to monitor fleet performance and showcase areas which require improvement.

A GPS is another important innovation that has enabled logistics to optimise fleet management, ensuring effective route planning. They allow for making better route decisions by helping choose efficient routes and going through factors that can affect turnaround times such as traffic, toll and destination distance.

Furthermore, such systems also offer predictive analytics to utilise the data pooled for managing routes. They enable logistics to manage data and analyse past trips to outline which are the efficient routes to consider for the best outcome. Additionally, it offers real-time traffic alerts and estimated arrival times for better communication with customers.

Challenges With Adopting Technologies

High Purchase Cost: One of the major challenges associated with new technologies is the high initial cost that logistics companies have to endure. However, as years go by, the cost of such technologies can come down significantly with them becoming common in the industry.

Training Requirements: Since some of the technologies come with analytical data, there is a high requirement for training the employees of logistics companies such as fleet managers. Due to the complexity, fleet managers might find it difficult with their initial interaction with the systems. Additionally, logistics have to chip in money for training.

Reliability: Like any new technology, there is always the possibility of technological defects or bugs which can hinder the efficiency and reliability of the systems. This can result in logistical downtime with time spent on majorly sorting out the issues.

The future of these trucking and logistics technologies is solid since some of these innovations are already being adopted and put into use by companies. Particularly, GPS, telematics solutions and green fuel vehicles are adopted for improving fleet efficiency and meeting business requirements. Hence, adoption of these technologies is the way forward.



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केंद्रीय मंत्री ने राज्यों के मुख्यमंत्रियों और वरिष्ठ अधिकारियों के साथ उच्च स्तरीय बैठक में पूर्वोत्तर राज्यों के राष्ट्रीय राजमार्गों की समीक्षा की

केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने आज दिल्ली में पूर्वोत्तर राज्यों अर्थात् अरुणाचल प्रदेश, मणिपुर, त्रिपुरा और नागालैंड के राष्ट्रीय राजमार्गों की समीक्षा की। केंद्रीय संसदीय कार्य एवं अल्पसंख्यक कार्य मंत्री किरन रिजिजू और अरुणाचल प्रदेश के मुख्यमंत्री पेमा खांडू, मणिपुर के मुख्यमंत्री एन बीरेन सिंह और त्रिपुरा के मुख्यमंत्री डॉ. माणिक साहा भी बैठक में मौजूद थे। केंद्रीय सड़क परिवहन और राजमार्ग राज्य मंत्री अजय टम्टा एवं हर्ष मल्होत्रा भी इस अवसर पर मंत्रालय के वरिष्ठ अधिकारियों के साथ उपस्थित थे। नितिन गडकरी ने एक्स पर पोस्ट के माध्यम से इनके बारे में जानकारी दी, जिसे नीचे पुनः प्रस्तुत किया गया है: -

1. अरुणाचल प्रदेश

गडकरी ने लिखा, “केंद्रीय मंत्री किरन रिजिजू, केंद्रीय राज्य मंत्री अजय टम्टा, एचडी मल्होत्रा, अरुणाचल प्रदेश के मुख्यमंत्री पेमा खांडू और वरिष्ठ अधिकारियों के साथ आज दिल्ली में अरुणाचल प्रदेश में 423 किलोमीटर तक फैली 15 राष्ट्रीय राजमार्ग परियोजनाओं की प्रगति की समीक्षा की। चर्चा महत्वपूर्ण बुनियादी ढांचे को समय पर पूरा करना सुनिश्चित करने के लिए विकास में तेजी लाने, उत्तर-पूर्व क्षेत्र में गतिशीलता बढ़ाने

और आर्थिक विकास को बढ़ावा देने के लिए हमारी प्रतिबद्धता को मजबूत करने पर केंद्रित थी।

उन्होंने अरुणाचल प्रदेश पर एक अन्य पोस्ट में लिखा, “पीएम नरेन्द्र मोदी के दूरदर्शी नेतृत्व के तहत उन्नत बुनियादी ढांचे और टिकाऊ गतिशीलता के साथ अरुणाचल प्रदेश के राजमार्गों में क्रांति आ रही है, जिससे उज्ज्वल भविष्य का मार्ग प्रशस्त हो रहा है।”

2. मणिपुर

एक्स पर एक अन्य पोस्ट में उन्होंने लिखा, “केंद्रीय राज्य मंत्री अजय टम्टा, एचडी मल्होत्रा, मणिपुर के मुख्यमंत्री एन बीरेन सिंह और वरिष्ठ अधिकारियों के साथ मणिपुर में 808 किलोमीटर लंबी 38 राष्ट्रीय राजमार्ग परियोजनाओं की प्रगति की आज दिल्ली में समीक्षा की।” बैठक का फोकस मणिपुर में विकास को गति देना और इन महत्वपूर्ण बुनियादी ढांचा परियोजनाओं को समय पर पूरा करना सुनिश्चित करना था। इससे न केवल कनेक्टिविटी में सुधार होगा बल्कि आर्थिक विकास को भी गति मिलेगी, जो उत्तर-पूर्व क्षेत्र की उन्नति के लिए हमारी प्रतिबद्धता की पुष्टि करता है।

उन्होंने मणिपुर पर एक वीडियो पोस्ट किया और लिखा, “पीएम नरेन्द्र मोदी के नेतृत्व

में अत्याधुनिक बुनियादी ढांचे के साथ मणिपुर के राजमार्गों का कार्याकल्प, समृद्ध भविष्य के लिए विकास और निर्बाध कनेक्टिविटी को प्रोत्साहित करना।”

3. त्रिपुरा

गडकरी ने एक्स पर एक अन्य पोस्ट में लिखा, “आज दिल्ली में केंद्रीय राज्य मंत्री अजय टम्टा, एचडी मल्होत्रा, त्रिपुरा के मुख्यमंत्री डॉ. माणिक साहा और वरिष्ठ अधिकारियों के साथ त्रिपुरा में 324 किमी तक फैली 16 राष्ट्रीय राजमार्ग परियोजनाओं की प्रगति की समीक्षा की।” बैठक में, हमने यह सुनिश्चित करते हुए कि यह अधिक टिकाऊ और लागत कुशल हो, त्रिपुरा में राजमार्ग बुनियादी ढांचे के विकास को तेजी से आगे बढ़ाने पर जोर दिया। इन प्रयासों से कनेक्टिविटी में उल्लेखनीय सुधार होगा, स्थानीय अर्थव्यवस्था को बढ़ावा मिलेगा और उत्तर-पूर्व को राष्ट्रीय विकास ढांचे में एकीकृत किया जाएगा।”

उन्होंने अपने एक्स हैंडल से पोस्ट किया, “प्रधानमंत्री नरेन्द्र मोदी के दूरदर्शी नेतृत्व के तहत भविष्य के बुनियादी ढांचे के साथ त्रिपुरा के राजमार्गों का नवीकरण करना, विकास, निर्बाध गतिशीलता और समृद्धि का मार्ग प्रशस्त करना।”

केन्द्रीय मंत्री ने राष्ट्रीय राजमार्गों के किनारे सड़क के किनारे सुविधाओं के लिए ऑनबोर्डिंग सेवा प्रदाताओं के लिए 'हमसफर नीति' का अनावरण किया

केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने अजय टम्टा, राज्य मंत्री की उपस्थिति में राष्ट्रीय राजमार्गों पर यात्रा की सुविधा बढ़ाने और सड़क के किनारे सुविधाओं के विकास में तेजी लाने के लिए नई दिल्ली में 'हमसफर नीति' का शुभारंभ किया।

केंद्रीय सड़क परिवहन एवं राजमार्ग मंत्री नितिन गडकरी ने अनावरण के अवसर पर कहा कि इस पहल से समाज के स्थानीय सीमांत वर्ग लाभान्वित होंगे। उन्होंने कहा कि यह योजना उपयोगकर्ताओं के लिए सुगम, सुरक्षित और सुखद यात्रा की सुविधा प्रदान करने में मदद करेगी। यह पर्यावरण के अनुकूल और पारिस्थितिकी तथा स्वच्छता को ध्यान में रखते हुए तैयार किया गया है। उन्होंने कहा कि इस नीति को तैयार करते समय जल संरक्षण, मृदा संरक्षण, अपशिष्ट पुनर्चक्रण, सौर ऊर्जा आदि को ध्यान में रखा गया है।

केंद्रीय मंत्री नितिन गडकरी ने मंत्रालय के अधिकारियों से कहा कि वे इस नीति के माध्यम से यात्रियों को गुणवत्तापूर्ण सेवा सुनिश्चित करें। उन्होंने कहा कि एनएचएआई के कई हरित राजमार्गों की योजना बनाई गई है, जिसमें कई सुविधाओं को ध्यान में रखा गया है।

उन्होंने राष्ट्रीय राजमार्ग के किनारे स्थापित पेट्रोल पंप मालिकों से कहा कि वे मानकों के अनुसार पेट्रोल पंप पर बुनियादी सुविधाएं सुनिश्चित करें। उन्होंने यह भी कहा कि इस नीति के तहत फूड कोर्ट, कैफेटेरिया, फ्यूल स्टेशन, इलेक्ट्रिक व्हीकल चार्जिंग स्टेशन, पार्किंग, शौचालय सुविधा, बेबी केयर रूम, एटीएम, वाहन मरम्मत की दुकान, फार्मसी सेवाएं राजमार्ग उपयोगकर्ताओं के लिए बेहतर

अनुभव सुनिश्चित करेंगी।

इस अवसर पर सड़क परिवहन और राजमार्ग राज्य मंत्री अजय टम्टा ने कहा कि नितिन गडकरी के मार्गदर्शन में 1.5 लाख किलोमीटर राष्ट्रीय राजमार्ग बनाए गए हैं। उन्होंने कहा कि प्रधानमंत्री के विजन और केंद्रीय सड़क परिवहन और राजमार्ग मंत्री के मार्गदर्शन ने कई बाधाओं के बावजूद देश में बुनियादी ढांचे को बदल दिया है।

इस अवसर पर केंद्रीय मंत्री नितिन गडकरी और राज्य मंत्री अजय टम्टा ने प्रदर्शित प्रदर्शनी को भी देखा।

इस नीति का उद्देश्य राष्ट्रीय राजमार्गों और एक्सप्रेसवे पर मौजूदा और आने वाले सेवा प्रदाताओं को शामिल करके यात्रियों को मानकीकृत, सुव्यवस्थित और स्वच्छ सुविधाओं तक पहुंच सुनिश्चित करने के लिए एक व्यापक ढांचा प्रदान करना है। भोजनालयों, ईंधन स्टेशन और ट्रॉमा सेंटर की श्रेणियों के तहत मौजूदा और आने वाले सेवा प्रदाता हमसफर नीति के तहत पंजीकरण के लिए पात्र होंगे। नीति का उद्देश्य सभी हितधारकों को लाभ पहुंचाना है। पंजीकृत सेवा प्रदाताओं को मौजूदा पहुंच अनुमति के नवीनीकरण के लिए शुल्क में छूट का लाभ मिलेगा और उन्हें दृश्यता बढ़ाने के लिए राष्ट्रीय राजमार्गों पर अपने प्रतिष्ठान के साइनेज लगाने के लिए स्थान प्रदान किया जाएगा। इसके अलावा, सेवा प्रदाताओं को उनकी ऑनलाइन दृश्यता बढ़ाने के लिए एनएचएआई के 'राजमार्ग यात्रा' मोबाइल ऐप पर दिखाया जाएगा।

'हमसफर नीति' से यात्रियों को मानकीकृत, सुव्यवस्थित और स्वच्छ सुविधाएं मिलने में मदद मिलेगी। यात्री 'राजमार्ग यात्रा' ऐप पर

तुरंत अपने स्थान के पास संबंधित सेवा प्रदाताओं का विवरण प्राप्त कर सकेंगे। ऐप यात्रियों को मुद्दों की रिपोर्ट करने और प्रदान की गई सेवा और सुविधाओं को रेटिंग देने के लिए भी सशक्त करेगा। पंजीकृत सेवा प्रदाता एक्सेस अनुमतियों के लिए नवीकरण शुल्क की छूट का लाभ उठाने में सक्षम होंगे, यदि वे 3 या उससे अधिक की औसत रेटिंग बनाए रखते हैं।

नीति सुविधाओं के मानक को बनाए रखने और यात्रियों को गुणवत्ता सेवाएं सुनिश्चित करने के लिए पंजीकृत सेवा प्रदाताओं की 'निगरानी और निरीक्षण' के लिए कड़े प्रावधानों की रूपरेखा भी तैयार करती है। प्राधिकरण द्वारा नियुक्त तृतीय पक्ष एजेंसी द्वारा नियमित निरीक्षण किया जाएगा। सेवा प्रदाताओं को उनकी रेटिंग 3-स्टार के औसत से कम होने पर ईमेल/एसएमएस अलर्ट भेजे जाएंगे और कम स्कोर वाली ऐसी सुविधाओं पर अधिक बार निरीक्षण किया जाएगा।

'हमसफर नीति' यात्रियों के लिए उच्च गुणवत्ता वाली सुविधाओं का मानकीकरण करके और राष्ट्रीय राजमार्ग उपयोगकर्ताओं के समग्र यात्रा अनुभव को बढ़ाकर राष्ट्रीय राजमार्गों के साथ विश्वस्तरीय सेवाएं स्थापित करने में एक लंबा रास्ता तय करेगी।

इस कार्यक्रम में मंत्रालय में महानिदेशक और विशेष सचिव डी. सारंगी, एनएचएआई के अध्यक्ष संतोष कुमार यादव और मंत्रालय तथा एनएचएआई, एनएचएलएमएल के वरिष्ठ अधिकारियों के साथ-साथ वेसाइड फैंसिलिटीज डेवलपर्स, हॉस्पिटैलिटी कंपनियों, तेल विपणन कंपनियों, ईवी चार्जिंग कंपनियों, सलाहकारों और शिक्षाविदों के प्रतिनिधियों ने भाग लिया।

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X



7 Tips For SAFE WINTER DRIVING *for Truckers*

1

TAKE IT SLOW

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



2



GIVE YOURSELF SOME SPACE

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

SPLIT FROM THE PACK

3

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



4

PLAN FOR THE WEATHER

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



6

FILL YOUR FUEL TANK

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



STOCK UP ON EXTRA EQUIPMENT



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

5

7

USE GOOD JUDGEMENT

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





GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
UNSTARRED QUESTION NO-1066
ANSWERED ON- 31/07/2024

POLICY ON CLOGGING OF HIGHWAYS

1066. SHRI NARESH BANSAL:

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

- (a) whether Government has come up with any policy addressing the clogging of highways due to local markets, shops, hotels , and parking of trucks at night, to curb encroachment, as suggested by the Parliamentary Standing Committee on Transport, Tourism , and Culture in June 2022;
- (b) if so, the details thereof, if not, the reasons therefor;
- (c) whether Government has taken any other actions specifically in Uttarakhand to curb such encroachment; and
- (d) if so, the details thereof, if not, the reasons therefor?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (b) Yes, Sir. There are instances of ribbon development, unauthorized parking, encroachments on/ along National Highways (NHs). In this regard, Ministry has taken measures for identification and removal of encroachments on NH right of way with assistance from State Govts. In order to involve citizens in this effort, Ministry has introduced a new feature in the “Rajmargyatra” mobile application enabling users to report unauthorized occupation on National Highways. This feature not only empowers users to flag such incidents but also serves to bolster safety measures along National Highways.

Further, for decongestion of stretches passing through built up areas, construction of Bypasses/Elevated roads/flyovers/underpasses/foot over bridges are taken up depending upon traffic volume, techno-economic feasibility, availability of land & funds and inter se priority. Also, in order to avoid re-occurrence of ribbon development, new bypasses/ highways are developed as access controlled facilities based on feasibility.

(c) and (d) Yes, Sir. Special drive has been undertaken to remove such encroachment/unauthorized occupation from the National Highways including those in state of Uttarakhand. In this regard, Ministry has also requested all the state Governments to issue necessary instructions to local Revenue and Police authorities to extend the support to concerned Highway Administrations notified under the Control of National Highways (Land and Traffic) Act, 2002 for removal of unauthorized occupations on National Highways.



इंदौर 07-11-2024

सुनवाई : संविधान पीठ ने दिया फैसला कार के डीएल पर अब चला सकते हैं हल्के ट्रांसपोर्ट वाहन

भास्कर न्यूज़ | नई दिल्ली

पहले टेस्ट जरूर लें

देश में अब कार के ड्राइविंग लाइसेंस (डीएल) पर हल्के ट्रांसपोर्ट वाहन चला सकेंगे। सुप्रीम कोर्ट ने एक फैसले में कहा है कि हल्के मोटर वाहन (एलएमवी) लाइसेंस धारक भी 7500 किलो तक के व्यावसायिक वाहनों को चला सकते हैं।

चीफ जस्टिस डीवाई चंद्रचूड़, जस्टिस ऋषिकेश रॉय, जस्टिस पीएस नरसिम्हा, जस्टिस पंकज मिश्रा व जस्टिस मनोज मिश्रा की संविधान पीठ ने बुधवार को 76 याचिकाओं पर फैसला सुनाया। पीठ ने यह भी कहा कि बीमा कंपनियां लाइसेंस के आधार पर दावा खारिज नहीं कर सकतीं। जस्टिस

सुप्रीम कोर्ट ने कहा कि 7500 किलोग्राम तक के निजी या व्यावसायिक वाहनों में अंतर करना सही नहीं होगा। विशेष लाइसेंस का नियम 7500 किलोग्राम से अधिक वजन वाले व्यावसायिक वाहनों के लिए होना चाहिए। लाइसेंस अथॉरिटी को ड्राइविंग लाइसेंस देते वक्त हर नियमों का पालन करना चाहिए। लाइसेंस देने से पहले टेस्ट जरूर लें।

रॉय ने कहा कंपनियां ऐसा डेटा या रिसर्च दिखाने में नाकाम रहें, जिससे यह कहा जा सके कि एलएमवी डीएल रखने वाले ड्राइवरों के भारी वाहन चलाने से ज्यादा दुर्घटनाएं होती हैं।

कॉमर्शियल वाहनों को भी चुकाना होगा वनटाइम टैक्स

अमर उजाला ब्यूरो

लखनऊ। व्यावसायिक वाहन स्वामी परिवहन विभाग का टैक्स दबाए बैठे हैं। सैकड़ों करोड़ रुपये का टैक्स नोटिसों के बावजूद नहीं चुका रहे हैं। ऐसे में उनसे वसूली के लिए विभाग ने प्लान तैयार किया है। साढ़े सात टन तक भार वाले व्यावसायिक वाहनों से निजी वाहनों की तरह वनटाइम टैक्स वसूला जाएगा।

इसका प्रस्ताव शासन को भेजा जा चुका है। इस पर विभागीय अधिकारियों ने मुख्य सचिव के सामने प्रजेंटेशन भी दिया है। जल्द ही

अधिसूचना जारी होने की उम्मीद है। यह व्यवस्था लागू होने पर वाहनों से त्रैमासिक, अर्धवार्षिक व वार्षिक टैक्स जमा करवाने का झंझट खत्म हो जाएगा। इतना ही नहीं विभाग वनटाइम टैक्स चुकाने वाले व्यावसायिक वाहन स्वामियों को सुविधा भी देगा। इसके तहत एक साथ टैक्स का भुगतान करने पर उन्हें कुल टैक्स का 75% ही जमा करना होगा। 25% की छूट मिलेगी। मसलन, इतना ही नहीं वाहन का परमिट दस साल का होने के चलते टैक्स भी सिर्फ 10 साल तक के लिए ही चुकाना होगा। अधिकारियों ने बताया कि साढ़े सात टन तक के भार वाले

और यात्री वाहनों में टाटा एस, मिनी ट्रक, छोटी कारें, ऑटो, टेम्पो, ई रिक्शा से भी एक मुफ्त टैक्स ही वसूल करने की विभाग की योजना है। साथ ही ऐसे पुराने व्यावसायिक वाहन जो सड़क पर संचालित हो रहे हैं, उन्हें भी अब अपना बकाया टैक्स एक साथ जमा करना पड़ेगा। अभी तक ऐसे वाहन स्वामियों को तिमाही, छमाही या फिर सालाना टैक्स जमा करना होता था।

अपर परिवहन आयुक्त (प्रवर्तन) एके सिंह का कहना है कि शासन को साढ़े सात टन तक की क्षमता वाले व्यावसायिक वाहनों से वनटाइम टैक्स वसूल का प्रस्ताव भेजा गया था।



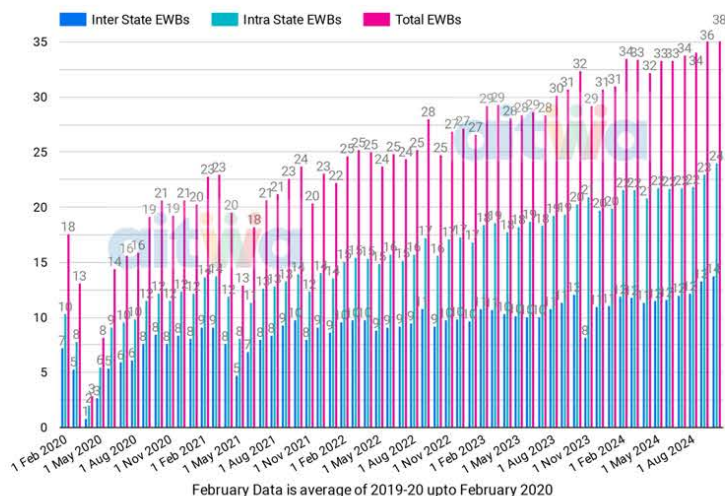
Eway Bill Dashboard

Developed & compiled by

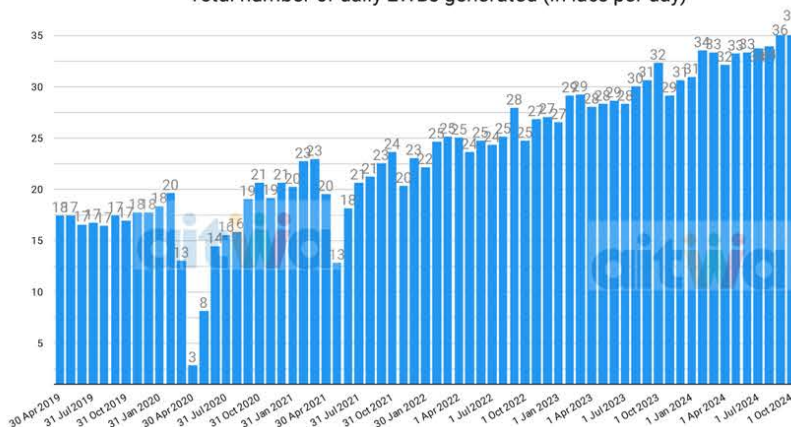


Last updated on 11th November 2024 | Data as on 31st October, 2024

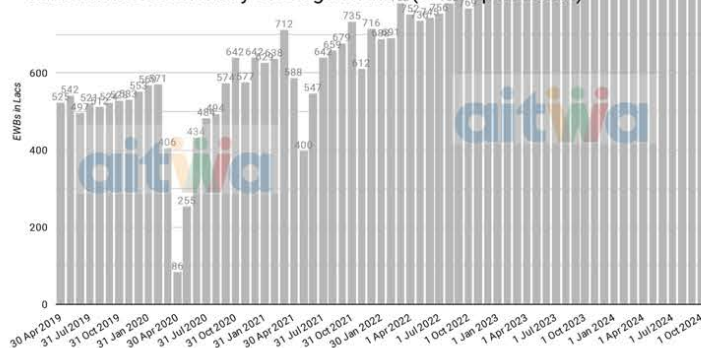
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



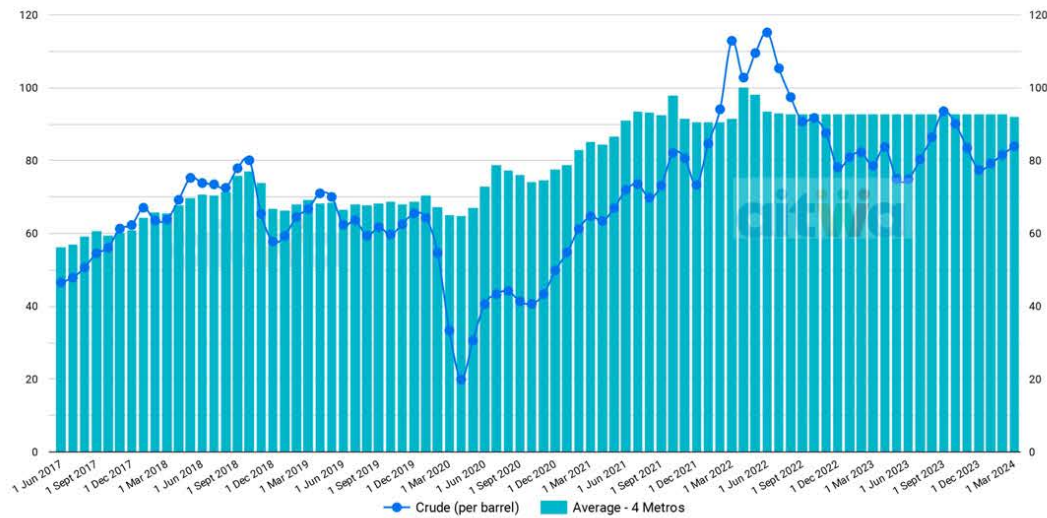
Total number of monthly EWBs generated (in lacs per month)



Diesel Dashboard

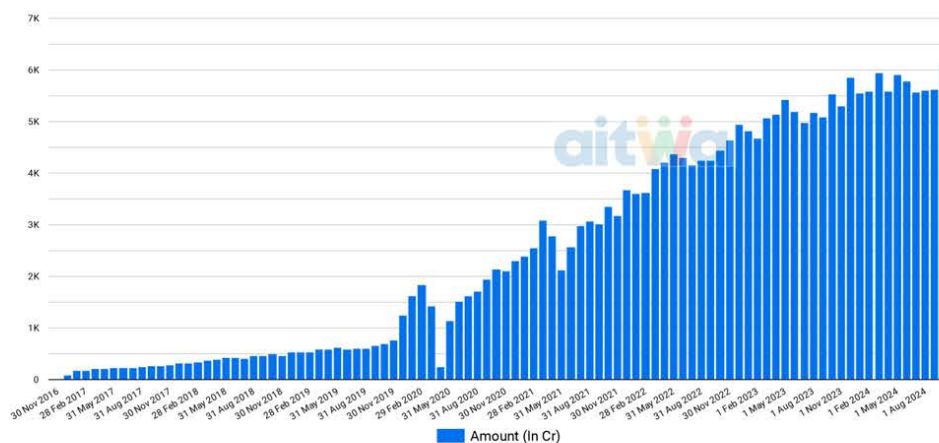
Last updated on 21st March 2024 | Data as on 21st March 2024

Diesel Price Average of 4 metros since 2017



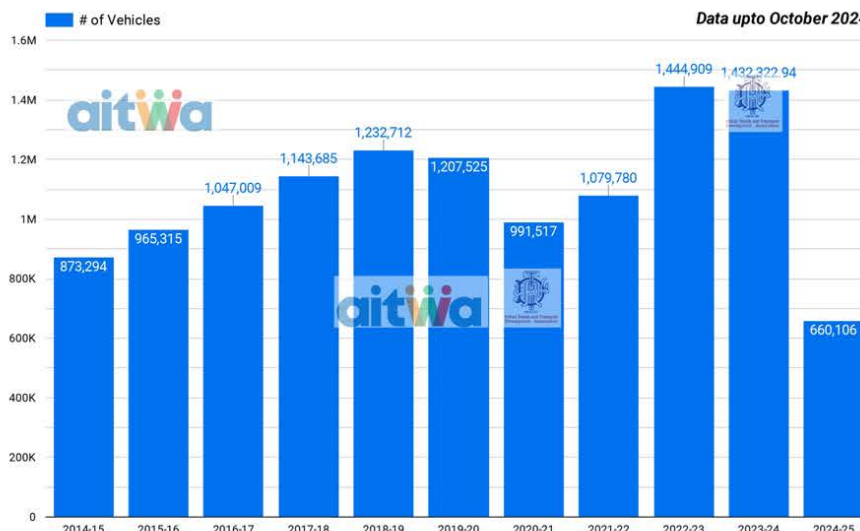
Toll Collection Dashboard

Last updated on 11th November 2024 | Data as on 31st October 2024



National Permit Vehicles in India

Data upto October 2024



TOTAL FREIGHT (INT'L+DOM.)

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

Freight (in MT.)

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

OCEAN FREIGHT
TRAFFIC HANDLED AT MAJOR PORTS
(DURING APRIL TO OCTOBER'2024* VIS-A-VIS APRIL TO OCTOBER'2023)

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/ LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers		Coal		Containers Tonnage	TEUs	Other Misc. Cargo	TOTAL	% VAR. AGAINST 2023-24
					FIN.	RAW	Thermal & Steam	Coking & Others					
KOLKATA	TRF APRIL-OCT., 2024	180	325	-	427	7	-	143	5236	350	1980	8298	
	TRF APRIL-OCT., 2023	163	303	-	527	6	-	1219	5825	379	1865	9908	-16.25
Haldia Dock Complex	TRF APRIL-OCT., 2024	5331	3488	379	67	270	93	7686	1657	94	5655	24626	
	TRF APRIL-OCT., 2023	5456	3094	635	42	251	-	11542	1188	63	4962	27170	-9.36
TOTAL: SMP, KOLKATA	TRF APRIL-OCT., 2024	5511	3813	379	494	277	93	7829	6893	444	7635	32924	
	TRF APRIL-OCT., 2023	5619	3397	635	569	257	0	12761	7013	442	6827	37078	-11.20
PARADIP	TRF APRIL-OCT., 2024	19992	1057	14781	53	3481	29074	9538	254	16	6688	84918	
	TRF APRIL-OCT., 2023	21379	1066	13258	225	3034	27803	8437	106	6	4899	80207	5.87
VISAKHAPATNAM	TRF APRIL-OCT., 2024	12672	755	7091	643	912	5648	4462	6284	395	9424	47891	
	TRF APRIL-OCT., 2023	10896	1035	8522	1084	982	5800	4273	6768	416	7473	46833	2.26
KAMARAJAR(ENNORE)	TRF APRIL-OCT., 2024	3066	108	-	-	-	13368	1340	7787	403	2030	27699	
	TRF APRIL-OCT., 2023	2855	93	-	-	-	12732	1283	7529	390	1756	26248	5.53
CHENNAI	TRF APRIL-OCT., 2024	7694	820	735	-	93	-	-	19983	1035	2071	31396	
	TRF APRIL-OCT., 2023	8476	905	539	-	206	-	-	18052	935	1994	30172	4.06
V.O.CHIDAMBARANAR	TRF APRIL-OCT., 2024	275	797	-	350	495	5973	4973	9277	464	2423	24563	
	TRF APRIL-OCT., 2023	303	730	-	568	454	5530	4600	8731	437	2790	23706	3.62
COCHIN	TRF APRIL-OCT., 2024	13729	291	-	-	74	-	-	6611	492	618	21323	
	TRF APRIL-OCT., 2023	13559	355	-	-	147	-	-	5784	420	760	20605	3.48
NEW MANGALORE	TRF APRIL-OCT., 2024	15998	1979	374	282	45	3698	897	1404	107	375	25052	
	TRF APRIL-OCT., 2023	14381	1529	2015	367	30	3360	192	1712	121	546	24132	3.81
MORMUGAO	TRF APRIL-OCT., 2024	312	235	1842	135	-	1281	3933	-	-	1880	9618	
	TRF APRIL-OCT., 2023	351	321	2358	118	-	2075	3906	-	-	1759	10888	-11.66
MUMBAI	TRF APRIL-OCT., 2024	24104	1141	3170	222	66	5295	-	2	-	6890	40890	
	TRF APRIL-OCT., 2023	23255	998	3139	278	75	4612	-	124	12	5915	38396	6.50
J.N.P.A.	TRF APRIL-OCT., 2024	1883	1507	-	-	-	-	-	47820	4139	1171	52381	
	TRF APRIL-OCT., 2023	1960	1615	-	-	-	-	-	45140	3662	930	49645	5.51
DEENDAYAL	TRF APRIL-OCT., 2024	37372	7223	710	2019	227	10944	365	4034	243	20422	83316	
	TRF APRIL-OCT., 2023	37312	6511	871	2263	170	11218	173	5306	287	12834	76658	8.69
ALL PORTS	TRF APRIL-OCT., 2024	142608	19726	29082	4198	5670	75374	33337	110349	7738	61627	481971	
	TRF APRIL-OCT., 2023	140346	18555	31337	5472	5355	73130	35625	106265	7128	48483	464568	3.75
% Variation from previous year		1.61	6.31	-7.20	-23.28	5.88	3.07	-6.42	3.84	8.56	27.11	3.75	

Source: I.P.A.

MoRTH Chief Emphasizes Use of AI and Advanced Technology to Improve Road Safety

The Union Minister of Road Transport & Highways, Nitin Gadkari, addressed the 12th edition of the Traffic InfraTech Expo, emphasizing the critical need to improve road safety and the adoption of advanced technologies in the transportation sector in New Delhi.

In his address, Gadkari underscored the alarming statistics of road accidents in India, noting that the country experiences around 5 lakh accidents each year, resulting in numerous fatalities. He highlighted that more than half of these casualties are in the age group of 18-36 years. The economic loss due to road accidents is estimated at 3% of the country's GDP, he said. He stressed that improving road safety is a top priority for the government, and measures are already underway to address this issue.

The Minister highlighted the need for improvements in road engineering, emphasizing the use of the latest global technologies. He expressed a keen interest in collaborating with Indian startups and young engineers who are innovating in this area. Gadkari noted that road safety cannot be achieved without integrating advanced engineering solutions, enforcement of laws, and the adoption of cutting-edge technologies like Artificial Intelligence.

Gadkari also spoke about new approaches to law enforcement using technology. He mentioned efforts to identify traffic violations through AI and other innovative methods,



allowing authorities to enforce penalties accurately. He also outlined plans for upgrading toll collection methods, including the exploration of satellite toll systems, which would improve efficiency and ensure transparency in toll collection.

Highlighting the Ministry's approach to enhancing road safety, Gadkari shared that the government has decided to appoint experts from the private sector to collaborate on developing technological solutions. A dedicated expert committee will evaluate proposals from startups and industry leaders, ensuring that the best ideas are implemented. The committee has been directed to finalize its evaluations within three months, aiming for rapid improvements in the sector.

The Minister emphasized the government's commitment to maintaining high-quality standards, particularly in the use of surveillance technology like cameras. He assured that quality and standards would not be

compromised, regardless of whether solutions come from large or small companies. Gadkari encouraged small firms with innovative technologies to participate in government tenders, stressing the importance of cost-effectiveness while maintaining profit margins without exploitation.

While concluding his remarks, Gadkari highlighted the importance of collaboration between the road and transport sectors to create integrated solutions. He expressed confidence that by using the best technologies, India can achieve transparency, reduce costs, and significantly enhance road safety. Gadkari extended his gratitude to the participants for their efforts in research and development, bringing the Indian industry to international standards, and expressed pride in their contributions to the nation.

Union Minister Nitin Gadkari called upon all stakeholders—government, private sector, and startups—to come together in addressing the urgent issue of road safety in India.



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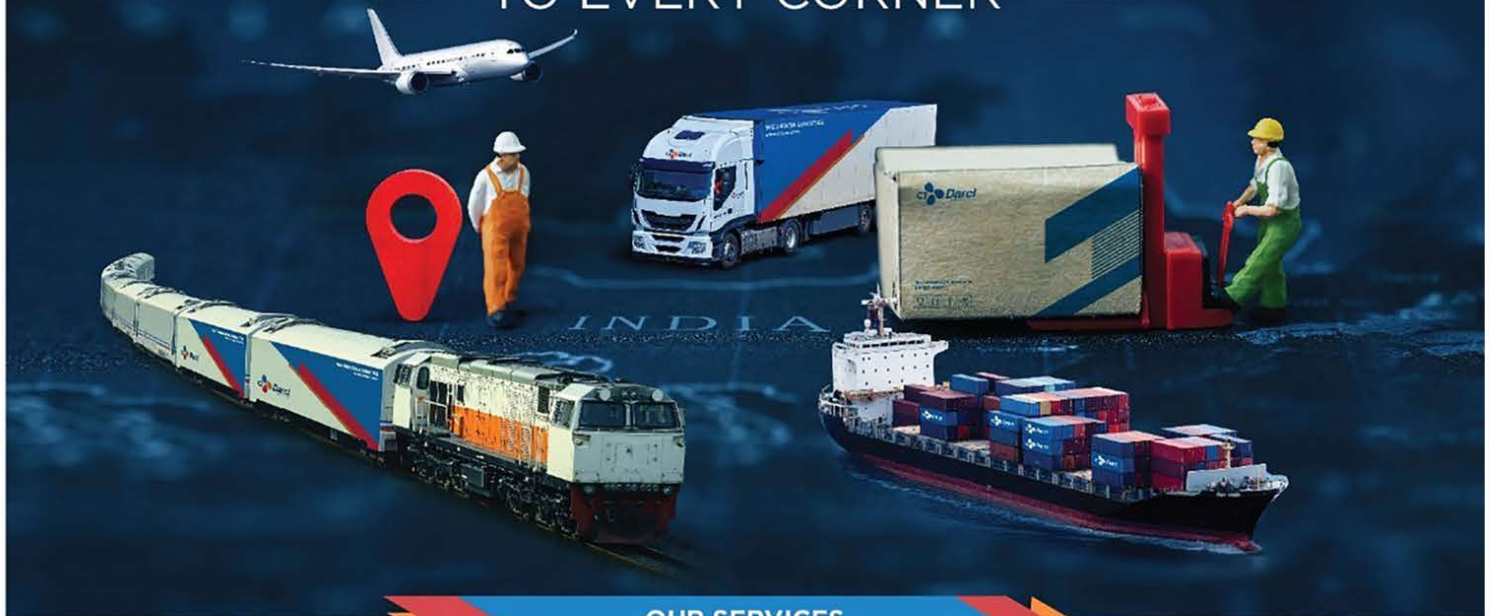
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