



Parivahan Pragati

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Monthly Magazine of All India Transporters Welfare Association

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

Optimizing Infrastructure Usage And Logistics Flow Through Digitization



ZF Unveils Silent, Oil-Free Air Compressor
for Electric Commercial Vehicles

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Mastering the Road: The Role of
Driver Training in the Automotive Industry

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What Makes Eicher Pro 3018XP Plus
The Best Choice For Your Business?

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Adani Group Deploys the First Hydrogen Truck
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Logistics Companies Must Embrace A Digital Future

To improve resilience, increase efficiency, and stay ahead in the global market.

In today's fast-changing digital world and global economy, logistics and supply chain companies face unprecedented pressure to fulfil customer orders quickly, accurately, and cost-effectively. Modern consumers expect real-time visibility, fast delivery, and reliable service, leaving logistics firms scrambling to meet these rising demands. Yet achieving operational efficiency remains a challenge—especially when teams in different locations use incompatible systems. Disconnected tools and scattered data lead to delays, errors, and added costs. Every product we use—from clothing and electronics to food and household goods—must be manufactured, stored, transported, and delivered. Given the complexity and scale of these activities, logistics companies handle massive amounts of data every day. With international trade expanding, the volume and fragmentation of this data are only increasing. Managing this information becomes even harder when it is stored across multiple systems or locations. Traditional processes, reliant on manual entry and outdated tools, often lead to costly mistakes and inefficiencies that hinder customer satisfaction.

Manual, labour-intensive logistics operations also limit a company's agility. As data volumes grow, human-led processes become slower, more error-prone, and harder to scale. Automation, once a competitive

advantage, has become essential. Automating routine tasks helps logistics firms execute transactions error-free, save time, reduce costs, and free up employees for higher-value work.

Legacy systems are another major barrier to growth. These ageing platforms slow operations, reduce productivity, and require expensive maintenance. If logistic companies are to grow and stay resilient in the face of change, they must modernize their infrastructure. Cloud-based and integrated digital tools enable real-time collaboration, streamline workflows, and provide the flexibility needed for rapid decision-making.

At the same time, the logistics industry is grappling with a shortage of skilled workers. As experienced professionals retire and fewer workers enter the field, companies need smarter systems that reduce reliance on manual labour. The answer lies in intuitive, easy-to-use software platforms that automate repetitive work while remaining accessible to employees across departments.

To meet growing expectations and maintain service quality, logistics companies must embrace a comprehensive digital transformation. This means adopting advanced technologies that connect operations, provide real-time insights, and support smarter decision-making.

Take warehouse management, for example. By adopting advanced ERP shifting operations data to the cloud,



Ashok Gupta

firms can optimize space, reduce delays, and manage inventory with precision. Tools like RFID (Radio Frequency Identification) allow accurate item tracking, reduce peak-time congestion, cut fuel usage, and eliminate unnecessary transport.

Reverse logistics companies that handle returns can benefit from Information and Communications Technology (ICT). These tools provide detailed post-consumption data that help companies manage the reverse flow of goods efficiently. ICT also improves coordination between partners, allowing for better control over cost, speed, and service quality.

Inventory management is also being transformed. Automation reduces human error, and software can now analyze data in near real-time. Integration with robotics and ERP (Enterprise Resource Planning) systems boost shop floor efficiency. Machine learning (ML) algorithms enhance forecasting, allowing companies to treat inventory as dynamic data. This enables better planning, reduces holding costs, and



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Freight forwarders, meanwhile, are adopting standardized digital processes to improve speed and consistency. Automated workflows, advanced pricing tools, and instant document generation reduce manual steps, improve compliance, accelerate shipping timelines, and giving real-time visibility.

Logistics tech firms are also deploying IoT sensors and smart alarms to improve interconnectivity between devices and systems. This increases visibility across departments, improves support predictive maintenance, and boosts operational efficiency. The result is a more intelligent, responsive logistics network.

Key to this transformation are emerging technologies like Blockchain, Artificial Intelligence (AI), ML, and IoT. Blockchain enhances transparency by allowing end-to-end product tracking. Consumers can see the complete journey of an item, from origin to delivery. Blockchain Technology helps in data security as well. This fosters trust and improves auditing and fraud detection. Blockchain also supports smart contracts and secure digital payments, making logistics transactions faster and more secure.

AI and ML, on the other hand, provide powerful tools for data analysis. With access to structured and unstructured data, logistics companies can uncover trends, identify inefficiencies, and optimize operations. ML algorithms can detect patterns related to supplier quality, inventory levels, production planning, and delivery timelines—helping companies lower freight costs and reduce supplier risks. Natural Language Processing (NLP), a form of AI, can extract insights from documents like invoices and contracts, highlighting financial discrepancies



early. Predictive analytics can forecast shipment delays, helping firms adjust logistics plans proactively. AI also enables firms to monitor online conversations and news sources for potential disruptions, allowing them to act before issues escalate.

IoT plays a crucial role in asset tracking and fleet management. Sensors installed on vehicles and equipment monitor movement, detect anomalies, and provide real-time data. This helps firms optimize routes, improve delivery visibility, and minimize downtime. For consumers, this means faster updates and more reliable delivery windows.

Fleet management, too, benefits from IoT-driven insights. By monitoring vehicle conditions and driver behaviour, firms can enhance safety and ensure compliance with environmental and legal standards. According to a Frost & Sullivan report, trucking companies using IoT tools have achieved a 10% to 15% boost in annual profits due to better freight traceability and operational control.

In summary, the logistics industry stands at a pivotal moment. To remain competitive, it must transition from fragmented, labor-heavy operations to smart, digital-first systems.

Automation, AI, Blockchain, and IoT are not just buzzwords—they are essential tools that can streamline operations, reduce costs, and deliver better service. Embracing this digital future will enable logistics companies to improve resilience, increase efficiency, and stay ahead in an increasingly demanding global marketplace

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Technology: Making Logistics Operations and Supply Chain Management Smarter

Logistics has long been the lifeblood of successful businesses, but in a competitive and digitally driven economy, traditional approaches are no longer sufficient.

In today's fast-paced business environment, where customer expectations are constantly evolving, the efficiency of logistics operations and supply chain performance has become a critical differentiator. Achieving excellence in these areas demands a strategic blend of speed, accuracy, and adaptability.

Therefore, modern logistics must function like a well-conducted orchestra—each movement is precisely timed and executed to ensure the smooth flow of goods and information across the supply chain.

These operations go far beyond transporting goods from point A to B. They involve comprehensive planning, coordination, and execution of various interconnected activities—from procurement to distribution—all designed to not only meet but exceed customer expectations. Even minor inefficiencies or delays can trigger a domino effect, disrupting the entire supply chain.

The digital transformation of logistics has ushered in a new era. Advanced technologies such as the Internet of Things (IoT), real-time tracking systems, and automation provide unprecedented operational visibility. With these insights, businesses can identify bottlenecks, optimise routes, improve delivery accuracy, and significantly enhance overall supply

chain efficiency.

A streamlined supply chain is more than just a way to cut costs—it is a strategic asset that offers a competitive advantage. At its core, supply chain efficiency means maximising output with minimal input: reducing waste, shortening lead times, and ensuring optimal resource utilisation.

Agility is central to supply chain excellence. An efficient supply chain must adapt swiftly to changing market conditions, demand surges, and disruptions, all while keeping customer satisfaction at the forefront. Today's consumers demand not only fast deliveries but also real-time visibility and flexibility in service.

Technology plays a transformative role here. Predictive analytics, artificial intelligence (AI), and advanced forecasting tools enable companies to better anticipate demand, adjust inventory, and identify improvement opportunities with greater precision.

Importantly, supply chain efficiency isn't solely about speed—it's about achieving consistent reliability. Businesses that prioritise both are more likely to thrive in dynamic markets, reduce operational costs, and build resilient systems capable of weathering uncertainty.

A critical factor in building a high-performing supply chain is the integration of operations and logistics. These two functions must work in harmony to drive agility and precision across the entire supply chain ecosystem.

Strategic Coordination: The alignment of core operations—such as



Ashok Goyal
National President, AITWA

manufacturing, procurement, and process management—with logistics ensures a seamless workflow. Timely production schedules must coincide with efficient transportation and distribution networks, ensuring products arrive at the right place at the right time.

Data-Driven Decisions: The use of integrated systems, such as Enterprise Resource Planning (ERP) and supply chain management software, enables real-time coordination and visibility across departments. This data-driven approach supports proactive decision-making and minimises disruptions.

Last-Mile Optimisation: The last mile of delivery is where businesses often win or lose customer loyalty. Optimising this final stretch—through route planning, dynamic scheduling, and personalised delivery windows—requires close collaboration between logistics and operational teams.

Agility and Flexibility: To remain competitive, companies must be flexible and responsive to change. This means building a supply chain infrastructure where both logistics and



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operations can quickly recalibrate strategies in response to market shifts or unforeseen events.

Also, we cannot ignore the angles - efficiency and responsiveness. One of the core challenges in supply chain management is finding the right balance between efficiency and responsiveness. Each approach offers distinct advantages and trade-offs.

Efficiency: An efficient supply chain is lean and cost-effective, with optimised workflows and resource utilisation. However, excessive focus on efficiency can create rigid systems that struggle to adapt to disruption or variability.

Responsiveness: Conversely, a responsive supply chain prioritises agility and quick adaptation to changes in demand or supply. While this flexibility enhances customer satisfaction, it often involves higher operational complexity and costs.

Businesses must assess their unique needs, risk profiles, and market dynamics to determine the ideal mix. Strategic use of analytics and scenario planning helps identify the optimal balance for long-term resilience and performance.

To navigate this balance, logistics companies are embracing advanced technologies that enhance visibility, predictability, and agility:

Predictive Analytics: Leveraging big data and AI, businesses can forecast demand, optimise inventory, and preempt equipment failures. Platforms like Snowflake integrate real-time and historical data for more accurate planning.

IoT and Telematics: IoT devices and GPS systems provide real-time tracking of shipments and vehicle conditions. Lantronix, for example, uses telematics in over 10,000 NYC intersections to optimise traffic flow and safety.

Fleet Management Software: Tools such as Verizon Networkfleet enhance



route planning and vehicle tracking, improving scheduling, safety, and overall efficiency.

Cloud-Based Supply Chain Platforms: Cloud solutions like Blue Yonder enable centralised control of logistics, enhancing collaboration and responsiveness across supply chain partners.

Blockchain for Transparency: UPS is exploring blockchain to automate route optimisation and ensure secure, tamper-proof tracking of shipments, boosting both speed and accuracy.

Artificial Intelligence (AI): AI-driven platforms analyse real-time factors like traffic and weather to dynamically adjust delivery routes. AltexSoft's solutions help reduce delays and fuel costs while improving service.

Mobility as a Service (MaaS): MaaS apps consolidate transport options, offering consumers flexible, sustainable alternatives to vehicle ownership—reshaping urban logistics strategies.

Demand Planning Software: During

the pandemic, companies like InPost leveraged demand planning tools to optimise stock levels and respond swiftly to shifting customer needs.

Last-Mile Delivery Solutions: Tools that integrate with ERP systems, and enhance last-mile performance through real-time feedback and improved visibility.

As we have reached the concluding section, what we can note from here is that - global markets have become more interconnected and customer expectations are on the rise every day, so logistics and supply chain efficiency are no longer optional—they have become vital.

Today, technology serves as the catalyst, enabling businesses to operate with greater precision, responsiveness, and resilience. By integrating logistics and operations, embracing innovation, and maintaining a strategic focus on both efficiency and adaptability, businesses can position themselves for long-term success in an increasingly complex world.



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Mastering the Last Mile: Technologies That Power Efficient and Transparent Deliveries

Today's consumers expect more than just a great product—they demand a seamless, transparent, and responsive delivery experience. With the rise of e-commerce and evolving digital habits, businesses are under pressure to meet customer expectations for fast, flexible, and reliable delivery options. Yet in any product's journey to the customer, there's one phase that can make or break the experience: **last-mile delivery**.

Despite covering the shortest physical distance—from the distribution centre to the customer's doorstep—the last mile is the most complex and expensive part of the supply chain. It accounts for up to **53% of total shipping costs**, underscoring both its importance and difficulty.

Getting this stage right doesn't just enhance customer satisfaction—it can also lead to significant operational savings. But success depends on the effective use of advanced technologies, agile logistics systems, and customer-centric software.

We all know that the last mile is unpredictable. Traffic congestion, narrow delivery windows, missed drop-offs, and customer availability are just a few of the factors that complicate logistics. To solve this, companies are investing in **last-mile delivery platforms** that offer a suite of digital capabilities aimed at improving speed, communication, and efficiency.

Here are some of the top features

customers expect—and businesses should prioritize:

- **Calendar Integration:** Syncing delivery times with a customer's calendar (e.g., Google Calendar) helps avoid conflicts and missed deliveries.

- **Optimized Delivery Windows:** Machine learning algorithms can use historical data and location inputs to propose delivery windows most likely to suit customers.

- **Geolocation Tracking:** Real-time GPS and weather data help anticipate delays and reroute deliveries proactively.

- **Eco-Friendly Delivery Options:** Offering delivery via electric vehicles or bicycles can appeal to environmentally-conscious shoppers, which is a growing demographic.

- **Real-Time Notifications:** Alerts through SMS, email, or mobile apps reduce uncertainty and help ensure the customer is home to receive their parcel.

- **Customer Availability Confirmation:** Automated systems can verify if the recipient will be available or allow rerouting to a pickup point, smart locker, or alternative address.

Incorporating these features streamlines operations improves customer satisfaction, and reduces the likelihood of delivery failures or returns.

All of us will agree that customers value transparency. Whether it's knowing where their package is or being able to make last-minute adjustments, visibility throughout the



Abhishek Gupta
General Secretary, AITWA

delivery journey builds trust and loyalty.

According to Salesforce, **88% of customers are more likely to make another purchase after a positive delivery experience**. Here's how last-mile technology supports better communication and a stronger customer relationship:

- **Live Tracking:** Whether using advanced GPS or simple time-stamped SMS updates, letting customers track their packages helps reduce delivery anxiety.

- **Courier-Client Communication:** Allowing couriers and customers to communicate directly (via call or chat) can resolve delivery issues in real time—such as navigating a locked gate or changing the drop-off spot.

- **Electronic Proof of Delivery (ePOD):** With mobile apps, delivery personnel can capture digital signatures, photos, or barcode scans to confirm delivery.

- **Built-in Feedback Tools:** Enabling customers to rate their delivery experience and offer suggestions

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improves service and provides actionable insights for logistics teams.

- **Post-Delivery Support:** Having clear return policies and easy access to customer service ensures the end-to-end experience is smooth and frustration-free.

To make last-mile logistics successful, a mix of hardware and software must work in harmony. Below are the core technologies enabling modern delivery networks:

- **IoT Sensors:** Internet of Things devices allow real-time monitoring of delivery conditions (like temperature for perishable goods) and vehicle health, enhancing accountability and quality.

- **RFID Tags:** These streamline the tracking of packages, ensuring faster sorting and fewer errors, especially in high-volume environments.

- **GPS and AI Route Optimization:** Combining location tracking with AI-powered analytics enables dynamic route planning that adapts to live traffic or weather conditions, saving both time and fuel.

- **Automated Dispatching Systems:** These systems assign delivery jobs based on location, driver availability, and customer priority, increasing efficiency and reducing idle time.

- **PUDO Locations:** Pick-up and Drop-Off points (e.g., in retail stores or gas stations) offer flexible options for customers and reduce the need for doorstep delivery.

- **Vehicle Management Tools:** These systems monitor usage, fuel efficiency, and safety compliance, helping companies maintain a healthy and cost-efficient delivery fleet.

- **Third-Party Logistics (3PL):** Partnering with external logistics providers allows businesses to scale quickly without investing in their fleets.

- **Dedicated Delivery Apps:** These apps unify the entire experience—from dispatch to drop-off—and enhance real-time communication between couriers, support teams, and customers.

Let us understand the emerging trends and future innovations. The logistics industry is evolving rapidly, with companies investing in cutting-edge technologies to enhance delivery performance:

- **ML-Enhanced Analytics:** Machine learning can analyze historical and real-time data to optimize delivery routes, forecast delivery times, and predict vehicle maintenance needs.

- **Smart Lockers:** Fully automated lockers offer a secure and contactless way to pick up deliveries using QR codes or temporary access codes.

- **Drone Deliveries:** Aerial and ground drones are gaining traction for short-distance deliveries. Notably, drones produce 31% fewer emissions and consume 94% less energy than traditional vehicles, although limitations like payload size and weather sensitivity remain.

Despite the potential benefits, integrating these technologies into existing systems isn't always straightforward. Here are some common challenges—and strategies to address them:

- **System Integration Issues:** Older systems like CRMs or warehouse management platforms may be incompatible with new delivery software. Using APIs, middleware, or adopting microservices-based architecture can ease integration.

- **Real-Time Data Processing:** Managing real-time inputs from IoT devices or GPS sensors can overload systems. Edge computing—processing data closer to its source—can help reduce latency and lighten the

load on central servers.

- **Connectivity Gaps:** Drones and autonomous vehicles depend on constant internet connectivity. Backup networks (like satellite connections or multi-band switching between 5G, LTE, and Wi-Fi) are essential for seamless performance.

- **Data Accuracy and Bias:** AI algorithms rely on quality datasets. Poor data can result in faulty predictions. Regular audits and diverse training datasets ensure reliability and fairness.

- **Security and Privacy:** With delivery systems collecting sensitive personal data, encryption, firewalls, and authentication protocols are essential. Compliance with GDPR, CCPA, and similar regulations is also critical.

- **Scalability Concerns:** As the volume of data and connected devices grows, cloud-based solutions offer the flexibility to scale without major infrastructure upgrades.

- **Weather and Range Limitations:** Drones and autonomous bots may falter in poor conditions or over long distances. Predictive analytics and weather monitoring tools can help plan better routes and schedules.

As last-mile delivery continues to evolve, businesses that invest in the right technology stack and prioritize customer experience will have a significant competitive edge. Whether through real-time tracking, drone deployment, or sustainable delivery options, innovation in the final leg of delivery is quickly becoming a key differentiator.

By understanding the complexities of last-mile logistics—and proactively addressing its challenges—organizations can deliver more than just parcels: they can deliver satisfaction, loyalty, and lasting value.



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Optimizing Infrastructure Usage and Logistics Flow Through Digitization

The logistics industry is undergoing rapid transformation, facing mounting challenges around **agility, visibility, and sustainability**. To stay competitive, logistics companies must not only adopt digital tools but also embrace a broader **cultural and operational shift** that prioritizes data-driven decision-making and automation.

Digital transformation goes beyond simply deploying technology—it enables businesses to adapt to shifting market demands, improve operational efficiency, and deliver customer-centric services. Yet, despite growing urgency, transformation across the sector remains sluggish. In fact, **72% of logistics executives report a lack of clear direction** in their digital strategies.

Companies that move decisively now will gain a long-term advantage over slower adopters.

Why Digital Transformation Matters

To remain competitive, logistics companies must digitize operations, automate core processes, and build seamless, connected systems that allow employees real-time access to critical information. This transformation drives benefits across several key areas:

Cost Reduction - Automation and advanced analytics significantly lower costs—reducing manual labor, optimizing routes, and cutting fuel consumption. From warehouse

operations to last-mile delivery, digital tools improve efficiency and minimize overhead.

Enhanced Customer Experience - Today's consumers demand transparency, speed, and control. Real-time tracking, AI-powered support, and personalized delivery options improve satisfaction and strengthen brand loyalty.

Operational Efficiency - Legacy systems are prone to delays and human

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Automated inventory management, transportation planning, and data integration enhance accuracy and streamline the entire supply chain

error. Automated inventory management, transportation planning, and data integration enhance accuracy and streamline the entire supply chain.

New Revenue Models - Emerging services—such as autonomous vehicles, drone deliveries, and digital freight platforms—open up new business models and revenue streams, enabled by digital infrastructure.

Barriers to Transformation—and How to Overcome Them



Pradeep Singal
Chairman, AITWA

Labor-Intensive Operations - Manual processes limit scalability and responsiveness. Automation not only cuts labor costs but also reallocates human resources to higher-value tasks.

Legacy Systems - Outdated infrastructure restricts innovation and adds maintenance costs. Modernizing with cloud-based platforms and integrated digital tools is essential to support scalability and ensure operational agility.

Skilled Labor Shortages - As industry veterans retire and fewer new workers enter the field, intuitive software that automates repetitive tasks can maintain productivity. Platforms must be easy to adopt and accessible across roles and departments.

Key Technologies Powering Logistics Transformation

To future-proof operations, logistics companies should adopt a robust technology stack that includes:

Blockchain - Enables secure, transparent supply chain operations by facilitating traceability, smart

contracts, and fraud-resistant transactions.

Artificial Intelligence (AI) & Machine Learning (ML) - AI/ML can analyze massive datasets to uncover trends, forecast demand, and optimize inventory and transportation. These insights reduce risk and improve decision-making accuracy.

Natural Language Processing (NLP) - NLP extracts insights from contracts, invoices, and documents to detect anomalies, support compliance, and enhance financial oversight. It can also track news and social media for early disruption detection.

Internet of Things (IoT) - IoT sensors enable real-time asset and fleet tracking, predictive maintenance, and better safety compliance. For customers, this translates into improved delivery visibility and reliability.

Firms using IoT have reported **10–15% profit gains**, thanks to better freight control and operational traceability (Frost & Sullivan).

To thrive in an increasingly complex, competitive market, the logistics sector must fully embrace digital transformation. Automation, AI, IoT, blockchain, and cloud solutions are no longer optional—they are strategic imperatives.

By investing in these technologies and rethinking traditional workflows, logistics companies can reduce costs, scale effectively, enhance service quality, and maintain a competitive edge in the modern supply chain landscape.

Talking about the final frontier of customer experience, the **Last-Mile Delivery** is very crucial. Because in any product's journey, one phase has an outsized impact on customer satisfaction: **last-mile delivery**. Despite covering the shortest distance—from distribution center to



doorstep—it's the most complex and costly stage, accounting for up to **53% of total shipping expenses**.

Getting last-mile delivery right enhances customer loyalty and reduces operational inefficiencies. Success hinges on integrating **advanced technologies, agile logistics, and customer-focused software**.

The Last-Mile Challenge

The last mile is inherently unpredictable. Factors like traffic congestion, narrow delivery windows, and missed drop-offs introduce friction. To manage this complexity, companies are adopting digital delivery platforms designed to boost **speed, communication, and efficiency**.

Features Customers Expect—and Businesses Should Prioritize

- **Calendar Integration:** Syncing delivery with personal calendars (e.g., Google Calendar) prevents missed deliveries.
- **Optimized Delivery Windows:** AI and historical data suggest time slots

most likely to suit recipients.

- **Geolocation Tracking:** Real-time GPS and weather data enable dynamic rerouting and delay management.
 - **Eco-Friendly Options:** Deliveries via EVs or bikes appeal to environmentally conscious consumers.
 - **Real-Time Notifications:** Updates via SMS, email, or app reduce uncertainty and improve preparedness.
 - **Availability Confirmation:** Automated systems confirm customer presence or offer rerouting to lockers or alternate addresses.
- These features not only streamline operations but also reduce delivery failures and returns.

Transparency Builds Trust

Today's consumers value **visibility and control**. From tracking packages to making last-minute changes, transparency fosters trust and drives repeat purchases. According to Salesforce, **88% of customers are more likely to reorder** after a positive



delivery experience.

Key Communication Tools That Enhance the Experience

- **Live Tracking:** Real-time updates reduce delivery anxiety.
- **Courier-Customer Contact:** Direct communication resolves on-the-spot issues like gate access or rerouting.
- **Electronic Proof of Delivery (ePOD):** Digital signatures, photos, or barcode scans confirm successful delivery.
- **Feedback Mechanisms:** In-app rating tools capture customer insights for continuous improvement.
- **Post-Delivery Support:** Easy returns and responsive service complete a seamless delivery experience.

Technologies Powering Modern Delivery Networks

To meet growing expectations, companies are deploying a range of hardware and software solutions:

- **IoT Sensors:** Monitor conditions (e.g., temperature, vehicle health) in

real time.

- **RFID Tags:** Enable efficient sorting and reduce tracking errors.
- **AI Route Optimization:** Adjusts delivery paths using live traffic and weather data.
- **Automated Dispatching:** Assigns tasks based on driver location and delivery urgency.
- **PUDO Locations:** Offer flexible pickup/drop-off at retail points or smart lockers.
- **Vehicle Management Tools:** Track fuel use, safety compliance, and maintenance schedules.
- **Third-Party Logistics (3PL):** Enable scalability without heavy capital investment.
- **Dedicated Delivery Apps:** Centralize the delivery process and enhance communication across teams.

Emerging Innovations Shaping the Future

The logistics industry is evolving fast. These innovations promise to reshape last-mile delivery:

- **ML-Driven Analytics:** Forecast

delivery times, optimize routes, and predict maintenance needs.

- **Smart Lockers:** Offer secure, contactless pickup with QR or temporary codes.

- **Drone Deliveries:** Reduce emissions by 31% and energy use by 94%, though payload and weather limitations remain.

Overcoming Integration and Operational Challenges

Adopting these technologies comes with hurdles. Key issues—and solutions—include:

- **System Integration:** Legacy software may resist new tools. APIs and microservices help bridge the gap.
- **Data Overload:** Edge computing reduces central processing strain by analyzing data closer to the source.
- **Connectivity Gaps:** Redundant networks ensure drones and autonomous vehicles remain online.
- **Data Accuracy:** AI models require clean, unbiased datasets. Regular audits are essential.
- **Privacy & Security:** Strong encryption and compliance with regulations (e.g., GDPR, CCPA) protect user data.
- **Scalability:** Cloud platforms offer the flexibility to grow without costly infrastructure upgrades.
- **Environmental Limitations:** Predictive analytics and advanced route planning help navigate poor weather or range restrictions.

As customer expectations rise, last-mile delivery has become a strategic differentiator. Whether through **real-time tracking**, **drone adoption**, or **sustainable logistics**, companies that invest in the right technologies and prioritize customer experience will gain a lasting competitive edge.

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



Nothing's
too far

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branches



400 owned
vehicles



2000 people



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India



25+ hubs



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India



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Daimler Truck Appoints Raghavendra Vaidya As Its Chief Information Officer

Daimler Truck, one of the leading commercial vehicle manufacturers, has announced the name of Raghavendra Vaidya as its next Chief Information Officer, with effect from June 1, 2025. Marcus Claesson, who is leaving the position at his own request, will be replaced by him. At the moment, Vaidya is in charge of all IT activities in India as the Managing Director and Chief Executive Officer of Daimler Truck Innovation Centre India (DTICI).

Vaidya graduated from R.V. College of Engineering in Bangalore with a Bachelor of Mechanical Engineering degree and Birla Institute of Technology and Science (BITS) in Pilani with a Master of Technology in Software Systems. In 2016, he became Senior Vice President-IT at Mercedes-Benz Research and Development India, a division of the former Daimler AG. Prior to it, he was in charge of multiple business divisions at General Electric.

Andreas Gorbach, Member of the Board of Management for Truck



Raghavendra Vaidya

Technology, Daimler, said, “We are excited to welcome Raghavendra Vaidya to our Executive Team. In his previous role, Raghavendra has built, strengthened, and sharpened the Daimler Truck Innovation Centre India (DTICI) in Bangalore into an integral part of Daimler Truck for central functions, engineering and IT,” reported TrucksDekho.com

He further added, “With a career spanning over 25 years in various IT positions, he brings a wealth of experience and know-how, strategic

vision and leadership to his new role to lead our company into a rapidly evolving data-driven future. I would like to thank Marcus for his contribution in establishing our new IT set-up following the spin-off from the former Daimler AG.”

After managing several significant advancements, such as the creation of an independent IT department after the spin-off from Daimler AG, Marcus Claesson departs Daimler Truck. Additionally, he spearheaded efforts to connect all brands of automobiles, reaching the one million connected vehicle milestone.

Andreas Gorbach stated, “Marcus has managed a Herculean task to set up a stand-alone IT, including major transformational moves and led vehicle connectivity across all brands worldwide, surpassing the milestone of more than 1 million connected vehicles. We wish Marcus all the best for his future, and we are convinced that Raghavendra will build on this strong foundation.”

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*When the world becomes like a wild storm,
the most beautiful shelter is God.*

Brahma Kumaris

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TRUST**



ABOUT US

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

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

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Tata Motors Partners to Launch a Wide Commercial Vehicle Range in Egypt

Tata Motors, one of the leading Indian commercial vehicle manufacturers in the world, and MM Group for Industry and International Trade (MTI), one of Egypt's biggest distributors, have announced the introduction of a wide range of commercial vehicles in Egypt. The company's diverse portfolio aims to meet Egypt's increasing mobility needs in both the cargo and passenger segments.

The recent launch will help the country's growing infrastructure, increasing urbanisation, and developing logistics industry. It represents a major advancement in Tata Motors' dedication to the market, fusing global experience with a customer-focused strategy to provide reliable, effective, and future-ready solutions.

Customers will gain access to value-added services that ensure hassle-free ownership and excellent lifecycle management in addition to its cutting-edge mobility solutions. This includes a Scheduled Service Package and an extended warranty for the Tata Xenon and Ultra models that lasts up to 5 years or 1,50,000 km. In addition to MTI's well-placed service locations, customers will have easy access to reasonably priced replacement components and prompt assistance, ensuring the highest possible vehicle uptime.

Tata Motors launched several commercial vehicles, including the Tata Xenon, Ultra T.7, Ultra T.9, Prima 3328.K, Prima 4438.S, Prima 6038.S, and LP 613 bus for the Egyptian



market. Tata Xenon is a versatile pickup model which is designed to cater to a wide range of applications. The Ultra T.7 and Ultra T.9 are built to address the emerging demands of urban transportation.

The Tata Prima 3328.K is a robust tipper designed for heavy-duty applications, particularly in the infrastructure and construction segments. The Prima 4438.S is perfectly suited as a prime mover for container, car, and heavy machinery transportation. And, the Prima 6038.S is a heavy commercial vehicle built for offering reliable performance in long-haul logistics.

Speaking at the launch event, Asif Shamim, Head, International Business, Tata Commercial Vehicles, said, "Egypt is a pivotal market for Tata Motors, driven by its expanding infrastructure and the growing demand for reliable mobility solutions. With decades of experience in delivering advanced commercial vehicles across diverse geographies, we are confident that our offerings – from pickups, heavy trucks to buses will cater to the varied needs of fleet owners and businesses in the market,"

reported TrucksDekho.com.

He further added, "Designed for superior performance, fuel efficiency and high uptime, our vehicles enable greater productivity and profitability. We aim to further strengthen the portfolio with new introductions at regular intervals to address evolving customer requirements. Backed by MTI's strong market insight and nationwide network, we are committed to creating lasting value in the country."

Highlighting the importance of the recent launch, Khaled Mahmoud, CEO, MTI, stated, "The introduction of Tata Motors' world-class commercial vehicles in Egypt marks a key milestone in the country's transport and logistics sector. With this launch, we are bringing trusted solutions catering to diverse applications and demanding conditions. Our focus will be on ensuring a superior ownership experience through MTI's robust after-sales network. We value our partnership with Tata Motors and are confident that, together, we will set new benchmarks in efficiency, durability and customer excellence in Egypt's commercial vehicle market."

In more than 40 countries, Tata Motors provides a broad range of commercial vehicles, including mass mobility solutions with 9 to 71 seats and sub-1-tonne to 60-tonne cargo vehicles. These commercial vehicles, which are supported by Tata Motors' advanced R&D skills, are carefully designed and tested to meet the needs of the local market and terrain.

Ashok Leyland Bags an Order for 250 Haulage Trucks from Patanjali Parivahan



Ashok Leyland, one of the leading commercial vehicle manufacturers in India, announced that it has secured a significant order to deliver 250 units of state-of-the-art haulage trucks to Patanjali Parivahan. This milestone solidifies Ashok Leyland's standing as a reliable mobility solution provider and represents a major step in enhancing the collaboration between the two companies. Here are the details.

With a fleet of about 1,000 trucks, Patanjali Parivahan, a major logistics player and one of the fastest-growing transport companies in North India,

has placed a sizable order for Ashok Leyland trucks, reaffirming its faith in the company's state-of-the-art technology, reliability, and excellent service support. It marked the start of the massive fleet expansion with the delivery of the first 25 units of 1916 hauling trucks from Ashok Leyland.

In front of senior officials from both companies, Sanjeev Kumar, President of MHCV, Ashok Leyland, handed over the keys to the first batch of trucks to Ram Bharat, Founder of Patanjali Parivahan, to signal the start of deliveries. This achievement highlights Ashok Leyland's commitment to innovation, customer

satisfaction, and industry excellence while reinforcing its leadership in the commercial vehicle sector.

Commenting on the recently received prestigious order, Sanjeev Kumar, President – MHCV, Ashok Leyland, said, "We are thrilled to deliver the first batch of 1916 haulage trucks to Patanjali Parivahan Private Ltd. This partnership reflects their trust in our brand and products, reinforcing our commitment to meeting the evolving needs of customers in the dynamic commercial vehicle sector. Our relationship with Patanjali began in 2014 with the addition of 20 trucks, marking the foundation of a strong and growing collaboration," reported TrucksDekho.com.

He further added, "As Ashok Leyland continues to expand and lead in the commercial vehicle industry, collaborations like these pave the way for a more efficient and progressive logistics sector. The company remains committed to pushing the boundaries of innovation and offering cutting-edge technologies and an outstanding customer experience."

Ram Bharat, Founder, Patanjali Parivahan, said, "We have complete trust in the quality and performance of Ashok Leyland trucks. Their outstanding after-sales support ensures seamless operations for us, while their growing service network further enhances our capabilities. This delivery represents more than just new trucks, it signifies a deepening partnership aimed at advancing logistics efficiency. With Ashok Leyland's dedication to innovation and our forward-thinking approach to transportation, we look forward to continued success on the road."

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Mahindra Plans to Grow its Medium and Heavy Commercial Vehicle Share 5% By 2030

Even as Mahindra & Mahindra moves forward with its acquisition of SML Isuzu to enhance its position in the intermediate and light commercial vehicle (I&LCV) category, the company is also actively looking for ways to expand in the medium and heavy commercial vehicle (M&HCV) category. This strategic effort comes as global players increasingly see India as a crucial source of opportunity, owing to the altering geopolitical circumstances.

Currently, Mahindra & Mahindra owns a 3% market share of the M&HCV segment, which is led by Tata Motors and Ashok Leyland. The company aims to increase its share to 5% by 2030. A collaboration with a worldwide partner will provide Mahindra with access to crucial technology capabilities, resulting in a mutually advantageous, win-win scenario. However, the company held a significant 51.9% share in the LCV less than 3.5 tonnes category.

During the media conference call on FY25 financial results, Rajesh Jejurikar, Executive Director and CEO, Auto & Farm Sector, Mahindra & Mahindra, said, "We will look at every opportunity to grow. If there is a possibility to collaborate and build momentum in this segment, we are completely open to it," reported TrucksDekho.com.



Acknowledging the challenges in gaining market share in the M&HCV

Acknowledging the challenges in gaining market share in the M&HCV space, he further added, "It is now firmly in the category of a growth gem, and we intend to invest in scaling the business. We are very mindful that market share gains in this segment don't come easy."

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Mahindra considers the Last Mile Mobility and Trucks & Buses businesses the scalable growth gems. The company is focusing on gaining a 2x to 3x growth trajectory in the Last Mile Mobility by enhancing electric vehicle volume by the financial year 2030.

Rajesh Jejurikar said, "The growth strategy includes a strong push for electric vehicles, expanding beyond 3-wheelers to potentially cover 4-wheelers within the Last Mile Mobility segment. We believe exports will present a significant growth opportunity, and it will be a key area of focus going forward."

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

Tata Motors and Vertelo Sign MoU to Offer Custom Leasing Solutions For Tata Electric Truck Buyers

In a strategic move to enhance electric commercial vehicle adoption and further improve accessibility to commercial vehicles with electric propulsion systems, Tata Motors and Vertelo join hands by signing a Memorandum of Understanding (MoU). Vertelo, an electric mobility solutions provider, announced the signing of MoU with Tata Motors to make electric commercial vehicles more accessible for customers in India. Under the partnership, Vertelo will provide customised leasing solutions to help fleet owners transition smoothly to sustainable solutions. This solution applies to Tata Motors' electric commercial vehicle portfolio. Tata Motors' EV portfolio includes the popular Ace EV and Ace EV 1000 range.

Rajesh Kaul, vice president and business head – Trucks, Tata Motors Commercial Vehicles, said, “Tata Motors is committed to democratising electric mobility, ensuring accessibility to sustainable transportation solutions and extending it to all customers. This partnership with Vertelo marks a significant milestone in that journey, enabling broader access to our advanced electric commercial vehicles. Through such collaborations, we are not just accelerating the adoption of sustainable transport solutions but also contributing to the development of a robust EV ecosystem in India.”

Sandeep Gambhir, CEO, Vertelo, comments on this collaboration, “We are delighted to join hands with Tata Motors in accelerating EV adoption across a wide range of electric

commercial vehicles, including Buses, Trucks and Mini-trucks. This partnership will facilitate bespoke leasing solutions and facilitate the creation of a sustainable ecosystem that makes electric mobility the natural choice for commercial fleet operators. This collaboration will enable Tata Motors and Vertelo to accelerate the adoption of electric commercial vehicles and create eco-friendly mobility solutions at scale,” reported TrucksDekho.com

Tata Motors has a wide range of electric commercial vehicles catering to the entire EV ecosystem. This includes the Tata Ace EV in last-mile mobility and the Tata Ultra and Tata Starbus range in mass-mobility solutions. The company also showcased Tata Prima E.55S, Tata Ultra E.12, Tata Ace Pro EV and Tata Intra EV, catering to wide applications and customer requirements across product lines. With a strong focus on innovation and sustainability, Tata Motors continues to expand its electric commercial vehicle portfolio across Trucks, Buses, and Small Commercial Vehicles. Supported by a growing charging infrastructure, a solid service network featuring Fleet Edge; its connected platform for ensuring fleet uptime, Tata Motors leads India's sustainable transportation revolution.

Vertelo is a mobility solutions platform that aims at fleet electrification and offering an end-to-end solution for drivers and corporate entities as a whole. The company is focused on building a solid electric vehicle ecosystem by assisting with the transition, offering customers financing and leasing solutions,

The company is focused on building a solid electric vehicle ecosystem by assisting with the transition, offering customers financing and leasing solutions, charging infrastructure and propulsion solutions, fleet management services and end-of-vehicle life management. At present, this entity has received investment from the Green Climate Fund with an agreement to invest up to 200 million Dollars. The tie-up with Tata Motors is expected to enhance its product adoption

charging infrastructure and propulsion solutions, fleet management services and end-of-vehicle life management. At present, this entity has received investment from the Green Climate Fund with an agreement to invest up to 200 million Dollars. The tie-up with Tata Motors is expected to enhance its product adoption.

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Indian Truck Rentals Remained Subdued In April 2025 Despite A 5-10% Increase In Toll Charges



Shriram Finance, the flagship company of Shriram Group, has released its monthly report, Shriram Mobility Bulletin, detailing truck rental rates, retail sales of commercial vehicles and 3-wheelers, electric vehicle sales, fuel consumption, FASTag collection, and cargo movement across the country. Let's explore the truck rental market after the hike in toll prices from April 1.

Truck rentals on most Indian routes remained low in April 2025, despite nationwide toll price increases, according to the latest Shriram Mobility Bulletin. According to this May 2025 report, an increase in goods movement, combined with the movement of fruits, contributed to a modest upward trend in the freight

market.

The truck rents increased year on year by 14% on the Kolkata-Guwahati-Kolkata route and 8% YoY on the Mumbai-Chennai-Mumbai route. This truck rental report intends to give stakeholders a picture of India's statistical data on the logistics and automobile sectors via its statewide network of fleet owners and vehicle dealers, as well as to assess trends.

While most truck rentals stayed steady, the report noted that the Delhi-Chennai-Delhi corridor had a strong month-on-month gain of 2.5%, while the Delhi-Bangalore-Delhi route experienced a 1.6% fall.

Y. S. Chakravarti, CEO and Managing Director, Shriram Finance, said, "Truck rentals remained subdued during April despite a 5% to 10%

increase in toll charges from April 1. The undercurrent, however, turned slightly better as the just-concluded Rabi season was good. With the summer heat waves predicted, trucking activity could get slightly impacted," reported TrucksDekho.com.

Shriram Finance, founded in 1979, is a comprehensive financial solution provider that specialises in organised financing of pre-owned or used commercial vehicles, as well as meeting the demands of small business owners and road transport operators. It prepares the monthly Shriram Mobility Bulletin to inform all stakeholders about the recent trends in the commercial vehicle and logistics sector.

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ZF Unveils Silent, Oil-Free Air Compressor for Electric Commercial Vehicles

ZF's Commercial Vehicle Solutions (CVS) division just rolled out something pretty exciting: the e-comp Scroll air compressor. This is not just any air compressor; it's a smart piece of electrification tech designed specifically for medium and heavy-duty electric and hybrid vehicles — think trucks, buses, and coaches. What's really cool about this system is that it runs quietly and oil-free, which means cleaner air and a big boost for those zero-emission goals everyone's aiming for.

As we see more commercial vehicles shifting to quieter electric powertrains, the noise from traditional air compressors has become a real headache. The e-comp Scroll is a game changer here. It uses interlocking scrolls for air compression, which not only cuts down on vibrations but also keeps noise to a super low 67dB(A) during regular operation — that's about as loud as an office environment. Pretty impressive, right? Another standout feature of the e-comp Scroll is its oil-free design. By doing away with oil, you don't have to worry about leaks or the hassle of disposal. This means way less maintenance over time, which translates to a significantly lower Total Cost of Ownership (TCO) compared to those traditional electric air compressors. Plus, it smartly switches off between compression cycles, saving energy and boosting overall efficiency. Win-win!



Paweł Porczynski, who heads up Product Line, Chassis Solutions for ZF CVS, pointed out how the e-comp Scroll meets the tech needs of zero-emission vehicles, reported TrucksDekho.com. He really emphasised that the low noise and vibration enhance comfort not just for drivers, but for passengers and even other folks on the road. And let's not forget, with an oil-free system, we're also helping to keep the environment cleaner by preventing oil contamination.

This air compressor is powered by an integrated electric motor. It can compress air up to 12.5 bar system pressure in a single stage. What's neat is its variable speed operation, which allows it to adjust to whatever the application needs for compressed air, optimising energy use. The design is

flexible too, catering to various customer demands regarding pressure, air delivery, size, and noise levels.

The e-comp Scroll also features an inverter and a liquid cooling shell. This advanced thermal management system keeps the discharge temperature below 90 degrees C (194 degrees F), ensuring it runs smoothly even in tough conditions.

In a nutshell, the e-comp Scroll is ZF's way of pushing the commercial vehicle industry closer to zero-emission mobility. This innovative air compression system is just one part of ZF's expanding lineup of advanced products and systems. They are really stepping up to meet the evolving needs of electric and hybrid commercial vehicles, and it's an exciting time to be part of this transformation!

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Mastering the Road: The Role of Driver Training in the Automotive Industry

Navigating the complexities of the automotive industry, where each mile travelled holds the potential for progress, the emphasis on driver training transcends mere necessity—it emerges as the linchpin driving us towards a safer, more efficient, and environmentally conscious future. With the integration of fleet management systems, the role of driver training is increasingly significant in ensuring operational efficiency and safety in the automotive sector. Driver fatigue, speeding, distracted driving, impaired driving, and improper loading are among the common causes of trucking accidents. This alarming trend underscores the necessity of reinforcing road safety measures and enhancing driver training with predictive analytics to address the rising fatality rates. Driver training programmes, augmented with digital twin technology and real-time data analysis, play a pivotal role in mitigating these risks.

Navigating Shortages and Safety

In 2024, the International Road Transport Union (IRU) reported a sharp rise in the shortage of truck drivers worldwide, with more than 3.6 million truck driving positions open in 36 countries, making up 70% of the world's GDP. The logistics sector, particularly in India, faces a significant shortage, with only about 55 drivers available for every 100 trucks, down from 75 a few years ago. This shortage means approximately 2 million trucks are idle due to the lack of drivers. This shortage significantly affects the flow of commerce and goods, highlighting the urgent need for more trained drivers. However, the solution is not just to increase the number of drivers

but to ensure they are well-trained and understand the importance of responsible and sustainable driving. Overloading remains a critical safety issue. In 2023, approximately 12,000 fatalities were attributed to accidents involving overloaded vehicles. This disturbing fact highlights the crucial need for comprehensive driver training programmes that focus on the risks of overloading and stress the importance of following vehicle capacity laws to ensure everyone's safety on the road.

A Blueprint for a Safer Tomorrow

In the context of India's road landscape, where alarming accident statistics underscore the urgency for enhanced driver training, the adoption of eco-friendly driving principles and fuel-efficient driving is indeed crucial. In 2023, India recorded its highest-ever road fatalities, with over 1.72 lakh (172,000) deaths. These statistics highlight the critical need for driver training programmes beyond basic instruction, including eco-friendly driving practices, regular vehicle maintenance, fuel-efficient driving, and avoiding overloading, which is key to fostering a safer and more sustainable future on the roads.

Paving the Way Forward

In an era of technology and automotive innovation, telematics emerges as the unsung hero. Telematics systems collect extensive data on driver behaviour, including speed, acceleration, braking, and more, which is instrumental in identifying specific behaviour that needs attention. For example, telematics data can easily detect frequent speeding or harsh braking. This data allows organisations to establish benchmarks for safe driving behaviour, tailor training programmes to individual drivers'

needs, and provide real-time feedback to drivers, helping them improve their behaviour on the road. Telematics data for performance evaluation is also significant, enabling organisations to assess the effectiveness of their driver training programmes and make necessary adjustments. Additionally, initiatives like the Centre of Advancement of Road Safety (CARTS) are pivotal in spearheading the transformation towards safer roads in India. It is aimed at implementing Zero Fatality Corridors and District programmes to significantly reduce road accidents. By systematically addressing the root causes of road accidents through a comprehensive approach that includes the advancement of road safety education, the improvement of road and vehicle engineering, the enforcement of traffic laws, and the provision of efficient emergency care, CARTS embodies the multifaceted strategy required to mitigate the road safety crisis in India.

Shifting from Status Quo to Excellence

The automotive industry stands at a juncture, and the path forward necessitates a departure from the norm. Driver training is the catalyst that has the potential to redefine the industry. Imagine an industry where every driver embodies eco-driving principles, where accidents are not just reduced but become anomalies. It is not a far-fetched dream; it is a journey that begins with training, extends to responsible driving, and transforms the automotive industry from within. The automotive industry is not just about vehicles but about the people behind the wheel—armed with knowledge, training, and a commitment to a safer, greener future.

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BharatBenz Delivered 200,000th Heavy-duty Truck in India



Signifying the commitment of the company to delivering innovative solutions, ensuring strategic mission plans to develop cutting-edge products, the 200,000th truck was recently delivered in India by BharatBenz. With this, Daimler India Commercial Vehicles (DICV), a subsidiary of Daimler Truck, has achieved a new milestone as a testament to its success, reported TrucksDekho.com. The BharatBenz brand was officially established in 2012 with a wide range of products catering to different applications to meet the diverse requirements of customers in India.

BharatBenz's current portfolio of commercial vehicle solutions ranges from 10-55 tonne gross vehicle weight, catering to long-lead, inter-city and mining applications. The company's commercial vehicles are engineered for continuous operations, offering reliable aggregates. Designed

for heavy-duty operations, the vehicles quickly became a popular choice among large entities and individual business owners seeking a solid and strategic solution.

Additionally, with a widespread network of 3S (sales, service and spares) units spread across the length and breadth of the country, BharatBenz has a proven track record for quicker turnaround times and effective service delivery to enhance customer satisfaction. This has resulted in enhancing its overall customer experience. To point out, BharatBenz commercial grade trucks and buses are sold and serviced through a widespread network of more than 375 customer touchpoints.

BharatBenz has its manufacturing facility established in Oragadam, Chennai, which also houses its research and development centre, headquarters, and state-of-the-art testing track facility. The entire facility spreads across 400 acres, featuring

cutting-edge production sites with top-notch manufacturing processes. At this facility, commercial vehicles of four brands, BharatBenz, Mercedes-Benz, Freightliner and FUSO; are manufactured for 70-plus different markets in the Middle East, Asia, Africa, and Latin America.

BharatBenz is one of the leading manufacturers of diesel-propelled commercial vehicles, ranging from trucks and buses tailored specifically for Indian operating conditions and environments. Their entire vehicle portfolio shares aggregates engineered to be a top-class solution, making their products strategic investments for customers' businesses. Featuring solid construction adhering to both European and Indian standards, they are deemed safe solutions for customers in India. Supported by a widespread network of 3S facilities, BharatBenz as a brand has established itself as one of the market leaders in the CV space.

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Uttar Pradesh to Set Up Modern Truck Driving Training Institutes Across 15 Districts

In a significant move to enhance road safety, the Uttar Pradesh government is strengthening its efforts to establish special regional driving institutions across 15 districts. The focus is on establishing special driving training centres in districts that have not been included in the previously proposed integration of driving training and research institutions. This effort is made to improve road safety and reduce the risk of accidents.

The Regional Driving Training and Research centres are to be established to offer advanced commercial-vehicle driving training, institutionalise road safety and improve the quality of driving with modern practices and implementation of strict guidelines. Transport commissioner Brajesh Narain Singh has provided a written document of the proposal to the magistrates of the 15 districts, requesting that they provide suitable training grounds to set up the modern driving centres.

The U.P Districts under this proposal for establishing advanced driving training centres include Ayodhya, Varanasi, Moradabad, Gonda, Banda, Meerut, Aligarh, Azamgarh, Mathura, Mirzapur, Etawah, Saharanpur, Sitapur, Jaunpur and Bijnor. Brajesh Narain Singh provided a statement highlighting that this proposal aims to minimise road mishaps due to breaches in safety and help drivers follow the guidelines for defensive driving, improving overall driving

The U.P Districts under this proposal for establishing advanced driving training centres include Ayodhya, Varanasi, Moradabad, Gonda, Banda, Meerut, Aligarh, Azamgarh, Mathura, Mirzapur, Etawah, Saharanpur, Sitapur, Jaunpur and Bijnor. Brajesh Narain Singh provided a statement highlighting that this proposal aims to minimise road mishaps due to breaches in safety and help drivers follow the guidelines for defensive driving, improving overall driving skills and safety knowledge

skills and safety knowledge.

“While the letters were sent for the Institute of Driving Training and Research (IDTRs) in nine districts, additionally, 15 districts have now been included for setting up Regional Driving Training Centres (RDTCs), and the respective district magistrates have been asked to provide land for the same. These training centres will play a crucial role in producing skilled drivers and creating employment for

the youth in the said regions of establishment. This initiative is part of the centrally funded scheme led by the Ministry of Road Transport and Highways,” Singh added.

According to the UP Government, “The Government reports suggest that around 30 lakh commercial vehicles are present in the State. However, the total number of trained commercial vehicle operators is rated at only about 27.5 lakh. This translates to a shortage of nearly 20 percent of skilled drivers. To bridge this gap and improve overall road safety, while ensuring new employment opportunities, the State Government will set up RDTCs,” reported TrucksDekho.com.

Additionally, the State Government mentioned that each establishment will be set up at Rs 5.5 crore, and will be integrated in high-population districts that at present do not have driving research and training facilities. The RDTCs will offer training for private and commercial vehicle drivers.

According to MoRTH, an IDTR is a large institutional model for training trainers, while an RDTC is a smaller entity with regional institutes that aim at offering driving training, with IDTRs serving as the main machinery to guide and monitor RDTCs. At present, an IDTR is functional in Rae Bareilly. Moreover, with the new establishments to come up, the State Government expects to enhance driving quality, provide new opportunities and reduce the risk of accidents in the State as a result of breach of safety guidelines.

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

Know Everything About Tata Motors' Demerger Plan in 2025



To enable strategic alignment of business operations to achieve optimal outcomes rather than establishing a single entity for different verticals, Tata Motors recently announced its plans to demerger into two listed entities. After the demerger process is well incorporated, the two focus verticals will be passenger vehicles and commercial vehicles, respectively. With the completion of the process, Tata Motors aims to boost employment and business growth.

Tata Motors has announced that its proposed demerger is aimed at strategic gains and improvement of business performance, with the establishment of two separate entities. The following are the two separate listed companies to be established after careful consideration:

Commercial Vehicles Business (TMLCV): This vertical will focus exclusively on Tata Motors' current and upcoming range of commercial-grade trucks and buses engineered to

be advanced solutions for customers.

Passenger Vehicle Business (TMPV): This vertical will solely focus on passenger vehicles, including internal combustion engine-oriented vehicles, electric vehicles and Jaguar Land Rover (JLR). The existing listed company, Tata Motors Limited, will house the PV, EV and JLR business wings.

According to a TrucksDekho.com report, as per Tata Motors' chairman N. Chandrasekaran:

Business Agility: As per Chandrasekaran, rather than focusing on different verticals, operating in different markets with different strategies of operations collectively, it is important to streamline and dedicate specifically to delve into the product cycle, regulatory guidelines, and cater to distinct customer bases; only achievable with two specific entities.

Enhance Focus: With the demerger, the company expects to focus specifically on customer requirements, innovation and agility to enhance its profit outcomes and

understand its growth trajectory.

Enhance Shareholder Value: The demerger will help ensure that the entities offer financial transparency and enable independent capital allocation to meet the product requirements to enhance shareholder value. Additionally, parallel leadership opportunities will open up for improving the career prospects of employees.

Shareholding impact: According to Tata Motors, all the existing shareholders will have identical shareholding in the two newly listed entities. Additionally, Tata Motors stated that its employees, customers and creditors will not be impacted by the demerger process. As per the arrangement for demerger, shareholders of Tata Motors Limited will receive one share in TMLCV with a face value rated at Rs 2 for every one fully paid share of Rs 2 held in Tata Motors Limited (TML). What's the timeline and progress of the demerger? Let's explore:

The initiation of the demerger process was approved by shareholders, and according to some reports, it is on track for completion in early FY2025. But reports also suggest that the demerger process is expected to near completion in Q3 FY26, somewhere around July-September 2025. Nevertheless, the company has already initiated the process of streamlining the operational structure for a smooth transition.

In hindsight of the fact that Tata Motors had a tough year (FY25), with commercial vehicle sales declining by 5.1 percent year-on-year to 3,84,704 units, while its passenger vehicle sales dipped by 3 percent to 5,56,367 units, the establishment is focused on improving its operational efficiency and growth through strategic demerger into two listed entities. With this, it's clear that Tata Motors is expecting to see a surge in these numbers in the near future.

VECV Emerged as the Light and Medium Duty Trucks Market Leader in FY2025

VE Commercial Vehicles (VECV), one of the Indian commercial vehicle manufacturers, defied the trend and became the leading player in India's light and medium-duty truck (LMDT) market during the last financial year, characterised by a cautious industry mood and a generally flat commercial vehicle market. The Volvo Eicher joint venture ended FY25 as a remarkable CV industry performer, achieving its highest-ever yearly volumes, revenues, and profits.

With record sales of heavy-duty trucks, buses, aftermarket parts, industrial engines, and power solutions, VECV sold 90,161 units in FY25, its greatest number to date, reported TrucksDekho.com. PAT (Profit After Tax) increased by 56.8% to Rs 1,284 crore, while the company's full-year revenue was Rs 23,548 crore, showing a 7.7% rise over FY24. In addition to having high volumes, FY25 also had excellent financial results for the company.

EBITDA (Earnings Before Interest, Taxes, Depreciation, and Amortisation) was Rs 752 crore in Q4, which contributed to a full-year EBITDA of Rs 2,030 crore, up 18.4%, while revenue increased to Rs 7,139 crore, up 13.8% YoY. The company's EBITDA margin was 8.8% for the entire year and 10.5% for the fourth quarter. This shows consistent performance across all of its verticals and disciplined cost control.

In FY25, VECV introduced 92 new products and variants, including upgrades to its electric, CNG, and diesel lineup. These included Volvo's



FM tractors for specialised road-train applications, the long-haul solution, and the Eicher Electric Port.

The Eicher Pro X, which was introduced in an electric-first configuration to cater to last-mile delivery markets, was the company's most notable entry into the 2-3.5 tonne SCV segment. VECV's addressable market is significantly expanded with its official entry into the small truck segment.

The most noteworthy achievement was in the LMDT (Light and Medium Duty Truck) category, where VECV sold 11,591 units in Q4 alone, reaching its highest-ever market share of 37.1% in India. The company credited localisation, a keen emphasis on the needs of the customers, and the breadth of its product range for this achievement.

With 6,765 units sold in the fourth quarter of the financial year 2025, VECV recorded its highest-ever quarterly sales in the heavy-duty truck class, gaining a 9.1% market share in India. The company's Q4 sales were the highest ever, with 7,568 buses supplied during the period.

VE Commercial Vehicles is well-positioned to build on its leadership in light and medium-duty trucks while advancing alternative fuel technologies and future-ready transport solutions, thanks to a strong FY25 performance, new category entries, and an increasing emphasis on clean mobility and digitalised manufacturing. With record sales of power solutions and replacement parts, such as gensets and industrial engines, the company also kept up a strong aftermarket presence.

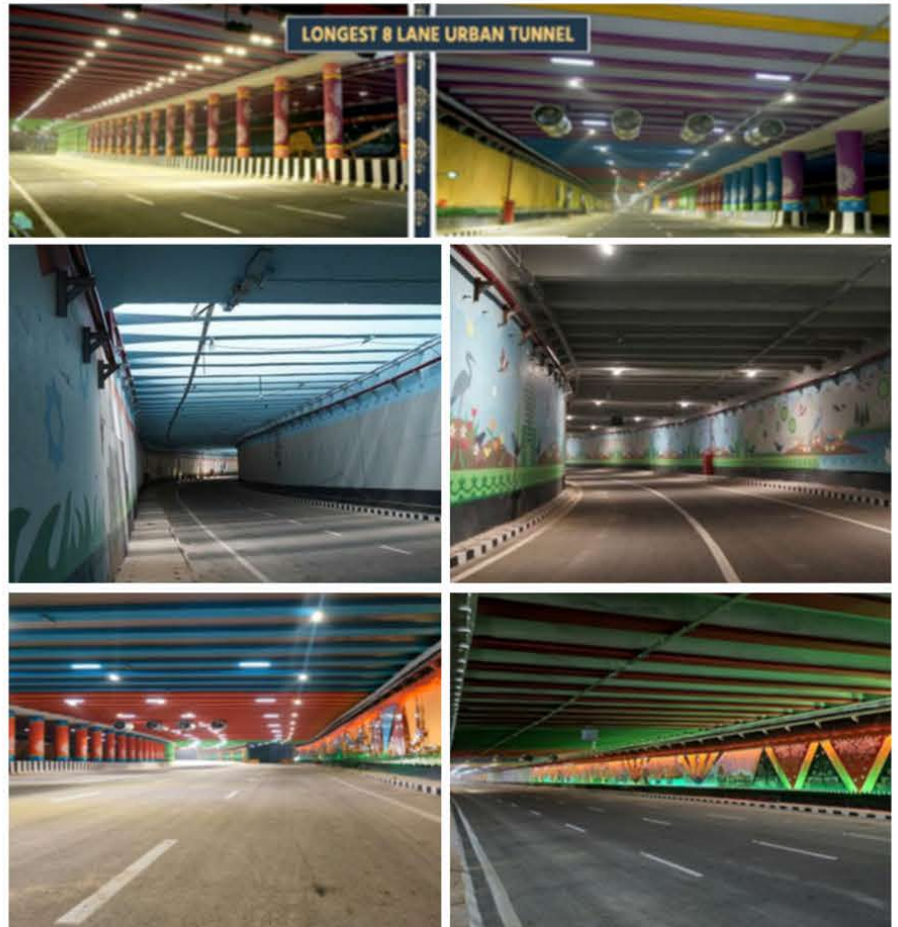
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NHAI Starts Trial Run of Underpasses on Dwarka Expressway to Decongest Delhi – Gurugram Section of NH 48

To enhance traffic flow and decongest Delhi - Gurugram section of NH48, NHAI has begun trial run of the tunnel and underpasses on the Delhi section of Dwarka Expressway starting 29th May 2025 from 12:00 hours to 15:00 hours every day. The trials run mark a significant step toward enhancing mobility and reducing congestion in Delhi NCR. The underpasses opened for the trial run will include a Shallow Tunnel connecting Dwarka / Yashobhumi to Airport through Airport Underpasses & vice versa. Further, users can also ply towards Gurugram (towards Sirhaul) from Dwarka / Yashobhumi through Shallow Tunnel & Right Turn Underpass. Moreover, a combination of airport Underpasses along with Right turn underpass can be used from Terminal 3 to Gurugram (towards Sirhaul).

The trial period will help NHAI to monitor and evaluate traffic patterns, safety measures, and infrastructure efficiency to ensure seamless integration into the city's transport network. The tunnel will have a height restriction of vehicles upto 4.5 meters and slow-moving vehicles like two wheelers, three wheelers & vehicles carrying flammable materials like the Oil tankers will not be allowed inside the tunnel and underpasses. The tunnel is likely to be fully operational from 5th June 2025.

The tunnel has been built using advanced engineering and safety



features. It is equipped with CCTV surveillance, a dedicated control room, and emergency exits to ensure commuter safety and efficiency.

The tunnel's strategic location and layout will benefit large number of daily commuters and reduce the burden on surface roads and reduce congestion by connecting Dwarka Expressway to the Indira Gandhi International (IGI) Airport.

Once operational, the underpasses shall provide alternate connectivity to

IGI Airport through the shallow tunnel, improving connectivity between Delhi, Gurugram, and northern cities. It will help to streamline traffic flow between key areas such as Gurugram, Vasant Kunj, Dwarka, Alipur as well as enhance connectivity with other corridors in & around Delhi-NCR to facilitate seamless movement of traffic from Gurugram, Faridabad, and Manesar towards northern destinations like Sonipat, Panipat, and Chandigarh.



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- स्थायी पूर्ण विकलांगता बीमा राशि ₹5 लाख
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- 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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Summer Preventive Maintenance Tips for Truck Owners in India

The profitability of long-lead cargo carriage sectors and logistics entities in India is ensured with high-fleet uptime performance, a key factor that plays a crucial role in the development of businesses. Due to this requirement, commercial vehicle manufacturers are increasingly delving into the production of innovative products with continuous operational abilities. But while cargo transportation entities prefer such vehicles for operational efficiency, determining uptime performance, the need for preventive maintenance schedules is often overlooked.

Preventive maintenance for trucks is exceptionally important for businesses in India due to a unique combination of factors prevalent in the country like, challenging road conditions, operational efficiency, costly repairs, driver and public safety, regulatory compliance, extending vehicle lifespan, improving fuel efficiency, lower repair costs (long-term), better tyre management, increasing resale value, varied climatic conditions, availability of genuine parts and skilled mechanics, and overloading issues.

Let's explore the top 5 Preventive maintenance tips for truck owners in India with TrucksDekho.com to help their vehicles withstand the harsh summer conditions:

1. Cooling System Overhaul and Monitoring:

Tip: The cooling system is under immense stress during the Indian summer. Thoroughly inspect the entire cooling system. This includes checking the coolant level (ensure it's at the recommended level and a proper coolant-water mixture is used, suitable for high temperatures), inspecting hoses for cracks, leaks, and swelling, and examining the radiator for any blockages (external debris and internal corrosion).

Why: Overheating is a major cause of truck breakdowns in summer, leading to engine damage. Proper coolant levels and a functioning radiator are crucial for dissipating heat. Hoses can weaken and burst under high temperatures and pressure.

Action: Flush and replace the coolant

according to the manufacturer's recommendations. Pressure test the cooling system to identify leaks. Clean the radiator fins externally and consider a chemical flush if there's suspicion of internal buildup. Regularly monitor the engine temperature gauge during operation.

2. Tyre Care and Pressure Management:

Tip: Pay meticulous attention to tire pressure and condition. Heat causes air inside tires to expand, increasing pressure. Overinflated tires are more susceptible to blowouts, especially on hot roads. Underinflated tires lead to increased friction and heat buildup.

Why: Tire blowouts are dangerous and can cause accidents and delays. Proper inflation ensures optimal contact with the road, better fuel efficiency, and even wear.

Action: Check tire pressure regularly (ideally daily or before each long trip) using a reliable tire pressure gauge, especially when the tires are cold. Adjust the pressure to the manufacturer's recommended levels, considering the load. Inspect tires for any signs of wear and tear, cuts, bulges, or uneven wear. Avoid overloading the truck, as this puts excessive stress on the tires in the heat. Consider using nitrogen for tire inflation, as it is less susceptible to temperature fluctuations.

3. Engine Oil and Lubrication Check:

Tip: Ensure the engine oil is at the correct level and of the recommended viscosity grade for summer conditions. High temperatures can cause oil to thin out, reducing its lubricating properties and increasing engine wear.

Why: Proper lubrication is vital for reducing friction and wear within the engine. Using the correct oil viscosity ensures optimal performance and protection in hot weather.

Action: Check the engine oil level regularly. Follow the manufacturer's recommendations for oil change intervals and the appropriate oil viscosity grade for summer operation in India. Consider using a higher viscosity oil if recommended for high ambient temperatures. Also, check and lubricate other critical components like chassis

points, steering linkages, and wheel bearings according to the maintenance schedule.

4. Battery Inspection and Maintenance:

Tip: Inspect the truck battery for electrolyte levels (if applicable), corrosion on terminals, and secure connections. High temperatures can accelerate battery fluid evaporation and corrosion, leading to reduced battery performance and potential failure.

Why: A dead battery can cause significant downtime. Heat can also shorten battery life.

Action: Clean battery terminals with a wire brush and apply a corrosion protectant. Ensure the battery is securely mounted. If it's a wet-cell battery, check the electrolyte level and top up with distilled water if needed. Have the battery's charge and overall health checked regularly, especially if it's old.

5. Brake System Check:

Tip: Thoroughly inspect the brake system components. This includes checking brake fluid levels (ensure it's within the recommended range and free of contamination), inspecting brake lines and hoses for leaks or damage, and assessing the condition of brake pads, rotors/drums.

Why: Brakes are crucial for safety, and their performance can be affected by high temperatures and heavy use. Brake fluid can boil under extreme heat if it's old or contaminated, leading to brake fade.

Action: Check the brake fluid level regularly. Flush and replace the brake fluid according to the manufacturer's recommendations (typically every 2-3 years). Inspect brake lines and hoses for any signs of wear or leaks. Ensure brake pads and rotors/drums have sufficient thickness and are in good condition. Pay attention to any unusual noises or changes in braking performance.

While truck owners in India can reduce the risk of breakdowns, enhance safety, and ensure the reliable operation of their vehicles throughout the challenging summer months with these tips, it is vital to always consult the truck's owner's manual for specific maintenance schedules and recommendations.

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What Makes Eicher Pro 3018XP Plus The Best Choice For Your Business?



Freight rates have increased in the Indian logistics market after the implementation of strict BS6 emission norms, adding to the fleet owners' expenditure. In such a situation, if a business needed a truck with a 13-tonne payload, then fleet owners had to either increase their expenditure by taking a heavy-duty truck or increase the maintenance cost of a small truck by overloading it. To address this issue, Eicher Motors has brought to you Pro 3018XP Plus. Let's find out what makes it the ultimate performer.

Eicher Pro 3018XP Plus is an 18.25-tonne GVW (Gross Vehicle Weight) truck that is known for delivering enhanced mileage, improved payload capacity, and excellent reliability. This model can be used for multiple applications, ranging from carrying up to 260 cement bags, up to 650 agriculture grain bags, delivering up to 520 food and vegetable crates, and

supplying up to 400 LPG cylinders. Besides these, its POL (Petroleum, Oil, and Lubricant) body configuration can serve as a 12,000-litre water tanker and a 14,000-litre POL tanker.

According to a TrucksDekho.com report, its cabin is spacious, the seats are comfortable, and utility features like a music system with FM and Bluetooth connectivity are provided to ensure optimum driver productivity.

But, the best part is that the Eicher Pro 3018XP Plus truck cabin has an HVAC (heating, ventilation, air conditioning) system to make the long-haul operations easy, even in extreme temperature conditions. Whether it is a hot sunny day or a cold winter day, the driver will remain comfortable inside the cabin, which improves the productivity of the driver. For added comfort, this truck offers cruise control to ensure a constant speed over highways without requiring manual control of the accelerator pedal.

The Pro 3018XP Plus is loaded with several other comfort features in the cabin, like sleeping provision for the driver, various overhead storage options, sliding rear window for better ventilation, and tilt and telescopic steering mechanism to adjust the position of the steering wheel for the driver's convenience.

In terms of safety, this truck's cabin is built with double-layer panels which conform to AIS 029 cabin standards to ensure a high safety quotient. Along with this, a mechanically suspended driver seat is fitted to reduce the impact of road conditions on the driver and fire-resistant seat fabric is used to ensure the safety of the driver and co-driver in the event of a fire.

Powered by an E494 4-cylinder diesel engine, the Eicher Pro 3018XP Plus generates 160 hp of power and 500 Nm of torque, ensuring better performance irrespective of any loads. Generally, the market offers truck engines with 2 valves per cylinder, you

will get a 4-valve per cylinder in the engine with this truck. Thereby, a total of 16 valves operate this engine to bring enhanced fuel efficiency along with better performance.

Eicher trucks are known for their better fuel economy, the company has proved the same with this truck also. If you are driving the Eicher 3018XP Plus truck on highways with its rated payload capacity, you will get the fuel efficiency of around 6-7 kmpl. Talking about its gearbox, there is a 7-speed gearbox with 2 overdrive gears, allowing the engine to run at lower RPMs while maintaining the same speed as the wheels on flat road surfaces.

The provision of overdrive gears in this truck helps to provide improved fuel economy due to reduced fuel consumption by the engine working at low RPM, and minimises the wear and tear of engine components due to low stress on the engine.

The Eicher Pro 3018Xp Plus truck comes with 3 driving modes – Power, Eco, and Eco Plus – which you can choose on the basis of your requirement. If the truck is carrying a full payload and requires more power for driving, then you can choose Power Drive mode.

If it is partially loaded and you require fuel economy, then you can switch to

Eco Drive mode. And, if you are going to pick up a load or return with an empty truck after unloading the goods, then you should turn on the Eco Plus drive mode.

Talking about the payload capacity, the Eicher Pro 3018XP Plus truck has a payload capacity of 13 tonnes. The load carrying capacity of this truck varies with the different cargo body configurations. This truck is available in 5 cargo deck lengths – 18 feet, 20 feet, 22 feet, 24 feet and 32 feet – to address diverse business needs. There is another variant, Eicher Pro 2118, available, which comes with a day cabin and provides multiple deck length options – 17 feet, 20 feet, 22 feet, 24 feet, 28 feet, and 33 feet. In this truck, you can get body options – CBC (Cabin with Chassis) and HSD (High Side Deck).

The Eicher Pro 3018XP Plus gets a best-in-segment service interval of 80,000 km. Also, the service cost of Eicher Pro 3018XP Plus is considered to be the lowest in the market. Now let's talk about its warranty, Eicher Motors offers a 3-year vehicle warranty and a 4-year engine and gearbox warranty with this truck. The best thing is that this warranty is for unlimited kilometres.

Whether you drive 1 lakh kilometres or 10 lakh kilometres in 4 years, it will make no difference to your warranty.

This unlimited kilometre warranty shows that the company has ensured that you get reliable and durable aggregates to reduce your truck's maintenance and fleet downtime.

Let's talk about how much you can save with this truck. If your monthly running distance is about 10,000-12,000 km, you can save money from Rs 1.5 lakh to Rs 2 lakh with this truck annually and up to Rs 8 lakh in 5 years. Eicher Motors has also provided extra features worth Rs 1.5 lakh to 2 lakh in this truck, which are hardly offered by anyone in this segment.

Thanks to its reliable aggregates and fuel-efficient engine performance, its resale value is always high, and it does not take you much time to sell it, helping to give you an extra advantage of Rs 2-2.5 lakh. In this way, you get a total savings and advantage of up to Rs 11-12 lakh with the Eicher Pro 3018XP Plus truck. And, the Eicher Pro 3018XP Plus truck price starts from Rs 28 lakh (ex-showroom).

HVAC for driver's comfort, spacious and safe cabin, better payload capacity, improved fuel economy, along with low total cost of ownership and high resale value, make the Eicher Pro 3018XP Plus truck the ultimate performer. This versatile truck allows you to stay ahead in business with its unparalleled performance enablers.

X



*The best way to get rid of enemies is
to make them your friends.*

Brahma Kumaris

Karnataka Revises Commercial Vehicle Lifetime Tax



Karnataka plans to increase the registration fee for commercial vehicles priced within Rs 10 lakh and for commercial-grade material handling vehicles used in the construction sector. According to numerous reports, despite the strong opposition from commercial vehicle operators, the Karnataka state government is implementing the Karnataka Motor Vehicle Taxation (Amendment) Act. The lifetime tax for cabs that cost less than Rs 10 lakh pricetag will be 5 percent of the cost of the vehicle. At present, lifetime taxes are not collected on commercial

Karnataka plans to increase the registration fee for commercial vehicles priced within Rs 10 lakh and for commercial-grade material handling vehicles used in the construction sector

vehicles, particularly taxis that cost less than Rs 10 lakh in lump sum, but

were instead collected quarterly at the rate of Rs 100 per seat for a four-occupant vehicle.

K Radhakrishna Holla, president, Karnataka State Travel Operators' Association, stated that, "All commercial vehicles priced within Rs 10 lakh annually pay a tax of around Rs 1,800, which includes the cess. However, the slabs have been revised, and we have to pay lifetime tax in a lump sum at the time of registration of the vehicle," reported TrucksDekho.com

As per his insights, commercial vehicle buyers must pay roughly Rs 50,000 at the time of registration of their commercial vehicles priced under Rs 10 lakhs in Karnataka. According to the revised tax structure, vehicles with a price tag ranging from Rs 10-15 lakhs can incur a lifetime tax of 9 percent of their cost. That's not all, he stated that vehicles priced above the Rs 15-lakh margin will incur a lifetime tax of 15 percent of their cost. In addition to these, the previous road tax exemption for electric commercial vehicles is removed, meaning buyers will have to pay 10 percent of the vehicle's price as tax. He pointed out that Karnataka is still far behind in terms of EV adoption, and this new implementation can reduce the adoption of e-trucks in the State.

For the fiscal year 2025-26, the state government has a revenue target of Rs 15,000 crore for its Transport Department. Part of this will come from an 8 percent lifetime tax levied on vehicles used in the construction sector and those featuring air compressors or generators. This is deemed a strategic move by the State to improve revenue generation to enhance the State's developments in terms of infrastructure and operational efficiency of the machineries for a better future for its residents.

Dwell Time Performance (April 2025): PAN India



Pipavav		
Import	↓	Export
55.1		126.1
		↑

Hazira		
Import		Export
29.1		116.5

Mundra		
Import	↓	Export
24.8		106.5

Nhava Sheva (JNPA)		
Import	↓	Export
24.2		73.3

Kandla		
Import	↓	Export
28.6		65.9
		↓

Tuticorin		
Import	↓	Export
20.0		64.4
		↓

Kochi		
Import		Export
32.9		83.1

New Mangalore		
Import		Export
67.3, 43.8*		75.2, 59.8*
		↓

Kattupalli		
Import		Export
52.1		87.8
		↑

Ennore		
Import		Export
31.3		94.9

Chennai		
Import		Export
47.5		78.0

Kolkata		
Import	↑	Export
40.9		126.1

Visakhapatnam		
Import		Export
44.4		77.1

Haldia		
Import	↑	Export
73.2		105.2
		↓

↓ ↑ 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

Source: NICDC Logistics Data Services Limited

Adani Group Deploys the First Hydrogen Truck for Mining Logistics in India

Adani Enterprises, the main company of the Adani Group, introduced India's first hydrogen fuel cell truck to promote clean and green transportation. These hydrogen-powered trucks will eventually phase out diesel trucks used in the company's logistics operations. The company is working with an Indian and multinational energy technology firm and a major auto manufacturer to build hydrogen fuel cell battery-powered cargo trucks. Here are the details.

Vishnu Deo Sai, the chief minister of Chhattisgarh, flagged off the first hydrogen truck in Raipur. It will be used to move coal from the Gare Pelma III Block to the state's power plant. Following a competitive bidding process, the state-owned Chhattisgarh State Power Generation Company Limited selected Adani Enterprises as the mine developer and operator for the Gare Pelma III block.

This project is a collaboration between Adani Natural Resources (ANR) and Adani New Industries Limited (ANIL), both subsidiaries of Adani Enterprises. ANR will get hydrogen cells from ANIL, which also manufactures green hydrogen, wind turbines, solar modules, and batteries. The first and foremost benefit of using hydrogen, the most abundant element, is that it emits no hazardous substances.

Hydrogen fuel cell vehicles have the same range and load capacity as diesel trucks, but they generate just water vapour and warm air, with minimal



noise. Each hydrogen truck deployed by the company is outfitted with sophisticated technology and three hydrogen fuel tanks and can transport up to 40 tonnes of cargo materials across a 200-kilometre distance.

While flagging off the introduction of hydrogen trucks, Vishnu Deo Sai, Chhattisgarh Chief Minister, said, "The launch of India's first hydrogen-powered truck in Chhattisgarh reflects the state's commitment to sustainability. Such initiatives will significantly reduce our carbon footprint and set a new standard for industry. Chhattisgarh is not only at the forefront in meeting the country's electricity demands but also leads by example in adopting sustainable practices," reported TrucksDekho.com.

Speaking on the recent development, Vinay Prakash, CEO - Natural Resources and Director, Adani

Enterprises, said, "The initiative for hydrogen-powered trucks is a significant step towards Adani Group's commitment to decarbonisation and responsible mining. We are creating model mines with minimal environmental impact by incorporating autonomous dozer push technologies, solar power, digital initiatives, and tree transplanters to relocate trees. We aim to ensure affordable and reliable electricity for all while pioneering new standards in sustainable mining practices."

Because mining primarily employs diesel-powered trucks, transitioning to cleaner fuels will cut pollution and noise. It will also help to reduce India's crude oil imports and carbon footprint. Notably, Adani Natural Resources was the first in Asia to implement Dozer Push Semi-Autonomous Technology, which improved both safety and sustainability.

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इस गर्मी में सड़क पर सुरक्षित रहें।

नमस्ते ट्रक ड्राइवर भाईयों!

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

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

गर्मी से कैसे बचें:

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

नियमित रूप से पानी पिएँ

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

खाना और आहार:

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

अतिरिक्त सुझाव:

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

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

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Okhla Indl Estate	: Shop No.7, Okhla Industrial Estate, Opp. Luxor Pen Company, Near Modo Flour Mill, New Delhi - 110020	9313540025	9990085312	
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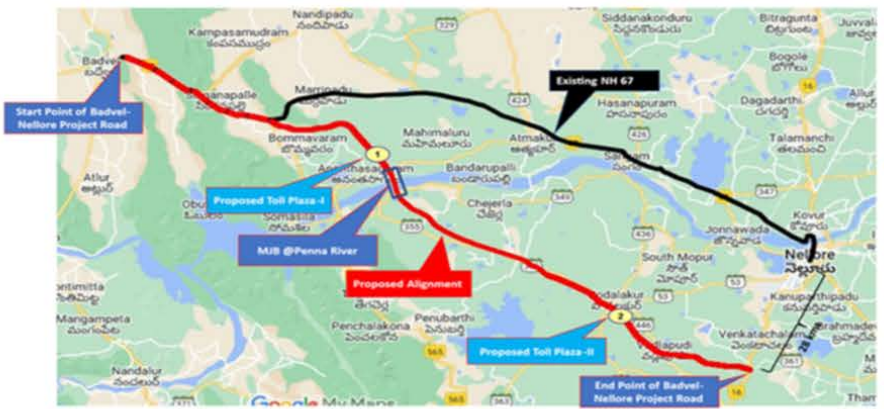
मंत्रिमंडल ने डिजाइन-बिल्ड-फाइनेंस - ऑपरेट-ट्रांसफर (डीबीएफओटी) मोड पर आंध्र प्रदेश में एनएच-67 पर बडवेल-गोपावरम गांव से एनएच-16 पर गुरुविंदपुडी तक 4-लेन वाले बडवेल-नेल्लोर राजमार्ग निर्माण को मंजूरी दी

108.134 किलोमीटर लंबे सड़क के निर्माण पर
कुल पूंजी लागत 3653.10 करोड़ रुपये

प्रधानमंत्री नरेन्द्र मोदी की अध्यक्षता में आर्थिक मामलों की मंत्रिमंडलीय समिति ने डिजाइन-बिल्ड-फाइनेंस-ऑपरेट-ट्रांसफर (डीबीएफओटी) मोड पर आंध्र प्रदेश में एनएच-67 पर 3653.10 करोड़ रुपये की लागत से 108.134 किलोमीटर लंबे 4-लेन बाडवेल-नेल्लोर कॉरिडोर के निर्माण को मंजूरी दे दी है।

स्वीकृत बाडवेल-नेल्लोर कॉरिडोर आंध्र प्रदेश के तीन औद्योगिक कॉरिडोर की महत्वपूर्ण जगहों (नोड) यानी विशाखापत्तनम-चेन्नई औद्योगिक कॉरिडोर (वीसीआईसी) पर कोप्पार्थी नोड, हैदराबाद-बेंगलुरु औद्योगिक कॉरिडोर (एचबीआईसी) पर ओर्वाकल नोड और चेन्नई-बेंगलुरु औद्योगिक कॉरिडोर (सीबीआईसी) पर कृष्णापटनम नोड को जोड़ने का काम करेगा। इसका देश के लॉजिस्टिक प्रदर्शन सूचकांक (एलपीआई) पर सकारात्मक प्रभाव पड़ेगा।

बडवेल नेल्लोर कॉरिडोर आंध्र प्रदेश में वाईएसआर कडप्पा जिले में विद्यमान राष्ट्रीय राजमार्ग एनएच-67 पर गोपावरम गांव से शुरू होता है और एसपीएसआर नेल्लोर जिले में एनएच-16 (चेन्नई-कोलकाता) पर कृष्णापटनम पोर्ट जंक्शन पर समाप्त होता है। यह कॉरिडोर कृष्णापटनम पोर्ट को कार्यनीतिक संपर्क भी प्रदान करेगा, जिसे चेन्नई-बेंगलुरु औद्योगिक कॉरिडोर (सीबीआईसी) के तहत प्राथमिकता नोड के रूप में पहचाना गया है।



प्रस्तावित कॉरिडोर से —कृष्णापटनम बंदरगाह तक की यात्रा की दूरी मौजूदा बाडवेल-नेल्लोर सड़क की तुलना में 33.9 किलोमीटर कम होकर 142 किलोमीटर से 108.13 किलोमीटर रह जाएगी। इससे यात्रा का समय एक घंटे कम हो जाएगा। इससे यह भी सुनिश्चित होगा कि ईंधन की खपत में कमी के मामले में पर्याप्त लाभ प्राप्त हो, जिससे कार्बन उत्सर्जन और वाहन परिचालन लागत (वीओसी) में कमी आएगी।

परियोजना संयोजन और सूचकांक मानचित्र का विवरण अनुलग्नक-I के रूप में संलग्न है।

108.134 किलोमीटर लंबी यह परियोजना लगभग 20 लाख कार्य दिवस प्रत्यक्ष रोजगार और 23 लाख कार्य-दिवस अप्रत्यक्ष रोजगार पैदा करेगी। प्रस्तावित कॉरिडोर के आसपास के क्षेत्र में आर्थिक गतिविधि में बढ़ोतरी के कारण यह परियोजना अतिरिक्त रोजगार के अवसर भी पैदा करेगी।

उत्तर प्रदेश में वाहनों के लिए 5 अंडरपास का शिलान्यास

केंद्रीय सड़क, परिवहन एवं राजमार्ग और कॉर्पोरेट मामलों के राज्य मंत्री हर्ष मल्होत्रा ने कुशीनगर में वाहनों के लिए 5 अंडरपास – बाघनाथ, केन यूनियन चौक, फाजिलनगर, सलेमगढ़ और पथेरिया की आधारशिला रखी। इस मौके पर उत्तर प्रदेश सरकार में ग्रामीण विकास राज्य मंत्री श्रीमती विजय लक्ष्मी गौतम, कुशीनगर के माननीय सांसद विजय कुमार दुबे, विधायक मोहन वर्मा, विधायक डॉ. असीम कुमार, विधायक सुरेंद्र कुमार कुशवाहा और एमएलसी डॉ. रतन पाल सिंह और भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचआई) के अधिकारी मौजूद थे।

भीड़भाड़ कम करने और सड़क दुर्घटनाओं को कम करने के प्रयास के तहत बनाए जा रहे इन वाहन अंडरपासों को कुल 111 करोड़ रुपये की अनुमानित लागत से तैयार किया जा रहा है और इन्हें साल 2026 के अंत तक पूरा कर लिया जाएगा।

माननीय मंत्री ने जोर देते हुए कहा कि ये परियोजनाएं इस क्षेत्र में न केवल सड़क सुरक्षा सुनिश्चित करेंगी, बल्कि क्षेत्र के विकास में भी अहम योगदान देंगी और साथ ही सामाजिक और आर्थिक कल्याण को भी बढ़ावा देंगी।

मल्होत्रा ने कहा कि ये अंडरपास शहर में यातायात की भीड़ की समस्या को हल करेंगे और इनसे दुर्घटनाओं में भी कमी आएगी। इसके साथ ही लोगों की यात्रा सुरक्षित होगी और समय और ईंधन की बचत होगी, जिससे क्षेत्र में प्रदूषण को कम करने में मदद मिलेगी।

हर्ष मल्होत्रा ने इस बात पर प्रकाश डाला कि माननीय प्रधानमंत्री नरेंद्र मोदी जी के दूरदर्शी नेतृत्व में, भारत में अब दूसरा सबसे बड़ा सड़क नेटवर्क है और राष्ट्रीय राजमार्ग

(एनएच) नेटवर्क में 60: की बढ़ोतरी देखने को मिली है, जो साल 2014 में 91,287 किमी से बढ़कर 1,46,195 किमी हो गया है। मल्होत्रा ने यह भी कहा कि पिछले एक दशक में उत्तर प्रदेश में 4300 किमी से अधिक राष्ट्रीय राजमार्ग विकसित किए गए हैं, जिससे यह देश का दूसरा सबसे बड़ा राष्ट्रीय राजमार्ग वाला राज्य बन गया है।

राज्य मंत्री हर्ष मल्होत्रा ने उत्तर प्रदेश के कुशीनगर के मार्ग में 75 किलोमीटर लंबे गोरखपुर रिंग रोड का भी निरीक्षण किया, जिसका निर्माण 1780 करोड़ रुपये की अनुमानित लागत से किया जा रहा है। अधिकारियों ने उन्हें परियोजना के शेष 26 किलोमीटर हिस्से के बारे में भी जानकारी दी। मल्होत्रा ने अधिकारियों को बाकी परियोजना में तेजी लाने के निर्देश दिए, ताकि इसे तय समय के अनुसार आम जनता के लिए खोला जा सके।

हर्ष मल्होत्रा ने पूर्वी उत्तर प्रदेश में चल रही एनएचआई परियोजनाओं की भी समीक्षा की। माननीय मंत्री ने कहा कि नरेंद्र मोदी जी के कुशल नेतृत्व और नितिन गडकरी जी के मार्गदर्शन में विकास और विरासत एक साथ चल रहे हैं और अयोध्या, गोरखपुर, प्रयागराज, चित्रकूट, वाराणसी जैसे सभी धार्मिक स्थलों को इन राजमार्गों के जरिए आपस में जोड़ा जा रहा है। गोरखपुर, अयोध्या, वाराणसी और प्रयागराज में चार रिंग रोड, इन शहरों में वाहनों की भीड़भाड़ को कम करने में मददगार साबित होगी। मल्होत्रा ने अधिकारियों को वर्तमान में जारी परियोजनाओं में तेजी लाने के निर्देश दिए।

हर्ष मल्होत्रा ने आगे कहा कि सार्वजनिक बुनियादी ढांचा आर्थिक विकास, संपर्क,

व्यापार और जीवन की गुणवत्ता को बढ़ाने के लिए बेहद जरूरी है। दुनिया की पांचवीं सबसे बड़ी अर्थव्यवस्था भारत ने पिछले एक दशक में बुनियादी ढांचे के विकास में शानदार प्रगति की है और बुनियादी ढांचे पर खर्च किए गए प्रत्येक रुपये का देश के सकल घरेलू उत्पाद में 3.2 गुना प्रभाव देखा गया है।

चार या अधिक लेन वाले राष्ट्रीय राजमार्गों की संख्या 2014 में 18,371 किलोमीटर से 2.6 गुना बढ़कर साल 2024 में 48,422 किलोमीटर हो गई, जबकि राष्ट्रीय राजमार्ग निर्माण की रफ्तार 2014-15 में 12.1 किलोमीटर/दिन से 2.8 गुना बढ़कर 2023-24 में 33.8 किलोमीटर/दिन हो गई है।

मल्होत्रा ने सड़क, परिवहन एवं राजमार्ग मंत्रालय द्वारा शुरू की गई विभिन्न पहलों का जिक्र किया, जैसे कि सड़क दुर्घटना के पीड़ितों के लिए 'कैशलेस गोल्डन ऑवर' योजना, जिसके तहत वे प्रति दुर्घटना प्रति व्यक्ति अधिकतम 1.5 लाख रुपये के कैशलेस उपचार के हकदार होंगे, 'गुड सेमेरिटन्स' योजना, जिसके तहत सड़क दुर्घटना पीड़ितों की मदद करने वाले लोगों को 25,000 रुपये का नकद पुरस्कार दिया जाता है, ट्रक ड्राइवरों के कल्याण के लिए 'अभय सारथी' कार्यक्रम, जिसके तहत उन्हें चिकित्सा जांच प्रदान की जाती है तथा 'राजमार्ग' और 'सुखद' ऐप, जो राष्ट्रीय राजमार्गों पर वास्तविक समय अपडेट प्रदान करते हैं।

माननीय मंत्री हर्ष मल्होत्रा ने कहा कि बुनियादी ढांचे का विकास, महज सड़कों तक ही सीमित नहीं है, बल्कि यह भारत को एक आर्थिक महाशक्ति में बदलने की नींव रखेगा और इसके बाद विकसित भारत की दिशा में एक प्रमुख मापदंड भी होगा।

x



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA

UNSTARRED QUESTION NO-3628

ANSWERED ON -02/04/2025

MULTI-MODAL LOGISTICS PARKS (MMLPs)

3628. MS. SUSHMITA DEV:

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

- (a) the number of Multi-Modal Logistics Parks (MMLPs) approved and under construction in the country, along with their locations and expected completion timelines;
- (b) the details of the financial allocation and expenditure incurred on MMLPs under the Bharatmala Pariyojana;
- (c) the role of private sector participation in the development and operation of MMLPs;
- (d) the number of MMLPs planned under Public-Private Partnership (PPP) mode, and the status of their implementation, and;
- (e) whether Government has faced land acquisition challenges or delays in environmental clearances for MMLPs, especially in Assam, if so, the details thereof?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRINITIN JAIRAM GADKARI)

- (a) The Government sanctioned 15 locations across the country for setting up Multi-Modal Logistics Parks (MMLPs) under the Bharatmala Pariyojana Phase I. As of now, five (05) MMLPs are approved and are under construction at Jogigopha, Chennai, Bengaluru, Nagpur and Indore. These are expected to be completed by Financial Year 2026-27.
- (b) The details of the financial allocation and expenditure incurred are given at Annexure-I.
- (c) As per the approved implementation structure for development, MMLPs at Chennai, Indore, Bengaluru and Nagpur are being developed under PPP/Design, Build, Finance, Operate and Transfer (DBFOT) mode. The Phase-I of the MMLP, Jogigopha was executed in Engineering, Procurement Construction (EPC) mode and Phase-II is to be implemented in PPP mode.
- (d) All five MMLPs are under development stage.
- (e) Land Acquisition for MMLPs is a major challenge as it is acquired by the State Governments. There was a delay of 384 days in respect of the Land Acquisition for MMLP Jogigopha. No significant delay has occurred so far in getting the environmental clearances.

TIMES CITY

Dipak.Dash@timesofindia.com

At a meeting chaired by Union road transport secretary V Umashankar, it was decided to have Multi-Lane Free Flow (MMLF) toll and entry fee collection system with MCD stating that completely doing away with entry tax would cause revenue loss of around Rs 800 crore annually and severely dent its finances, sources said.

Week 10: **May 28, 2025**

Week 11: **May 29, 2025**

Week 12: **May 30, 2025**

Week 13: **May 31, 2025**

Week 14: **June 1, 2025**

Week 15: **June 2, 2025**

Week 16: **June 3, 2025**

Week 17: **June 4, 2025**

Week 18: **June 5, 2025**

Week 19: **June 6, 2025**

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Week 43: **June 30, 2025**

Week 44: **July 1, 2025**

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Week 75: **August 1, 2025**

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Week 106: **September 1, 2025**

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Week 135: **September 30, 2025**

Week 136: **October 1, 2025**

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Week 165: **October 30, 2025**

Week 166: **October 31, 2025**

Week 167: **November 1, 2025**

Week 168: **November 2, 2025**

Week 169: **November 3, 2025**

Week 170: **November 4, 2025**

Week 171: **November 5, 2025**

Week 172: **November 6, 2025**

TOI has learnt that there was also unanimity among all

agencies to find a solution to the collection of Environment Compensation Cess (ECC) or green cess collected from heavy commercial vehicles entering Delhi at borders, which causes long traffic snarls on NHs and expressways connecting Delhi. The meeting was

Sources said road transport minister Nitin Gadkari will soon chair a meeting to take stock of the plan and progress of getting rid of these

The meeting also took stock of the progress of the plans to decongest Ashram Badarpur section of NH-2 and plan for an elevated road from INA to Nelson Mandela Marg near Vasant Kunj and its extension to Gurgaon-Faridabad road. NHAI informed the meeting that the authority has invited bids for preparing detailed project reports for these two roads.

New Delhi: Congress-backed Teachers

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AEROSTYLE
DESERT AIR COOLER

Cool Air

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SCAN TO KNOW MORE

Restoration Ridge to

TIMES NEWS NETWORK

New Delhi: Delhi Development Authority (DDA) has initiated plans to restore the expression at Karna Nehru by converting it into a body, complementing the restoration efforts. This involves channelling water from adjacent areas through a network of pipes. This initiative was taken following a site visit by the lieutenant governor VK Saxena. The inspection party

1.3k university students get scholarships; CM says committed to quality education

Rakesh Mehta

Meekna Dhulia

ting their growth is:

New Delhi: Congress-backed Teachers



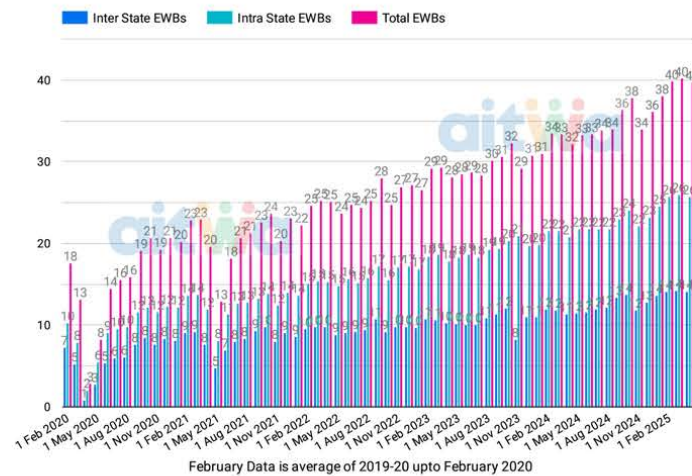
Eway Bill Dashboard

Developed & compiled by

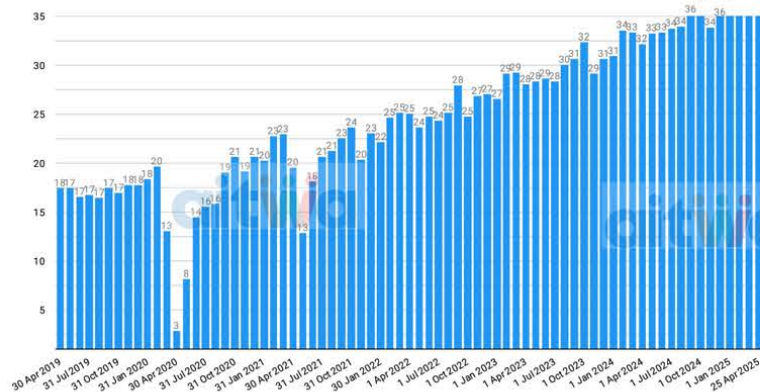


Last updated on 13th May, 2025 | Data as on 30st April 2025

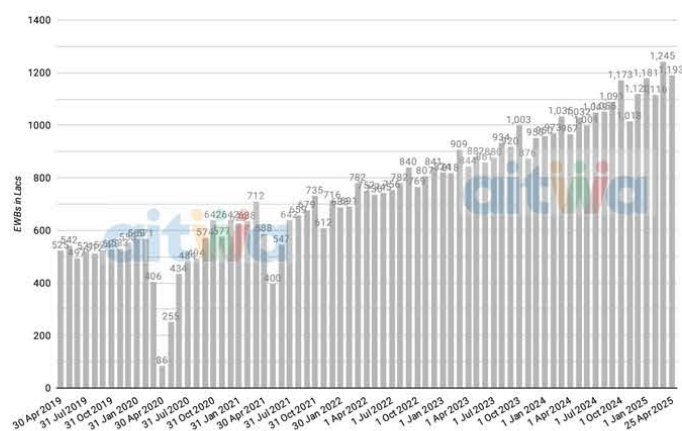
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



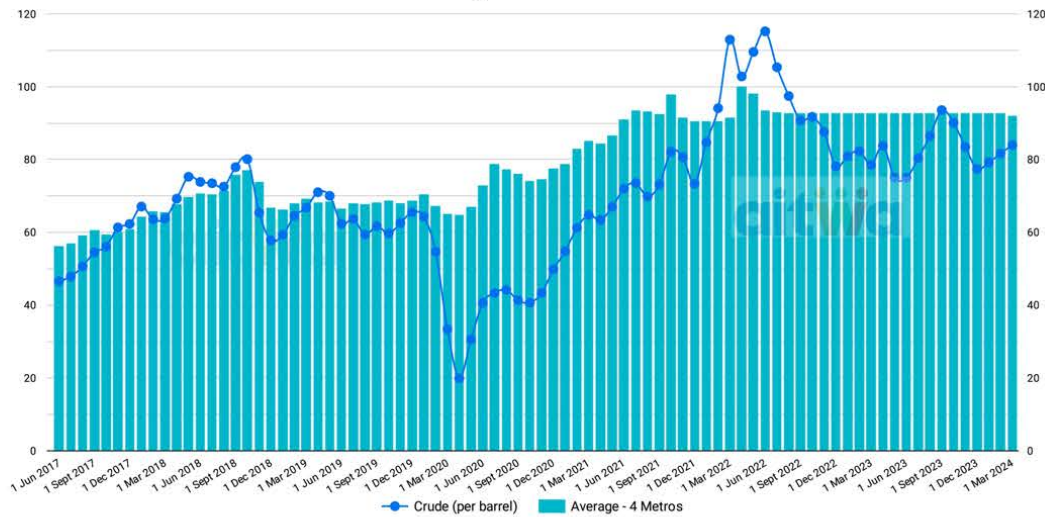
Total number of monthly EWBs generated (in lacs per month)



Diesel Dashboard

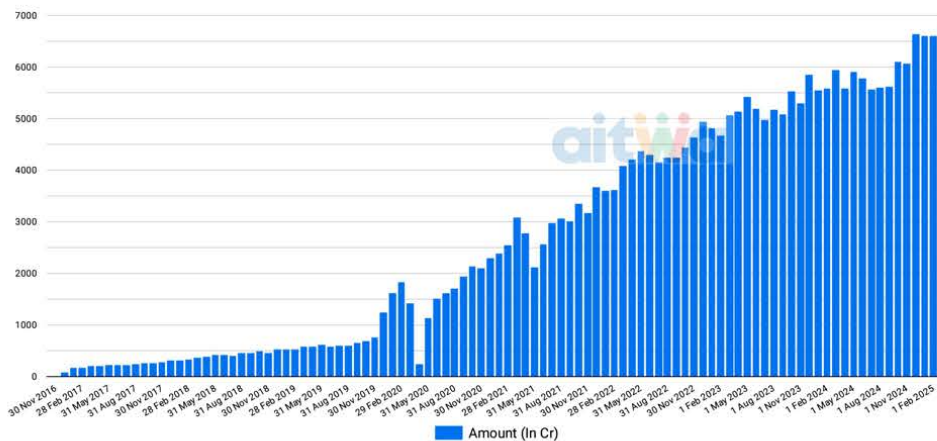
Last updated on 21st March 2024 | Data as on 21st March 2024

Diesel Price Average of 4 metros since 2017



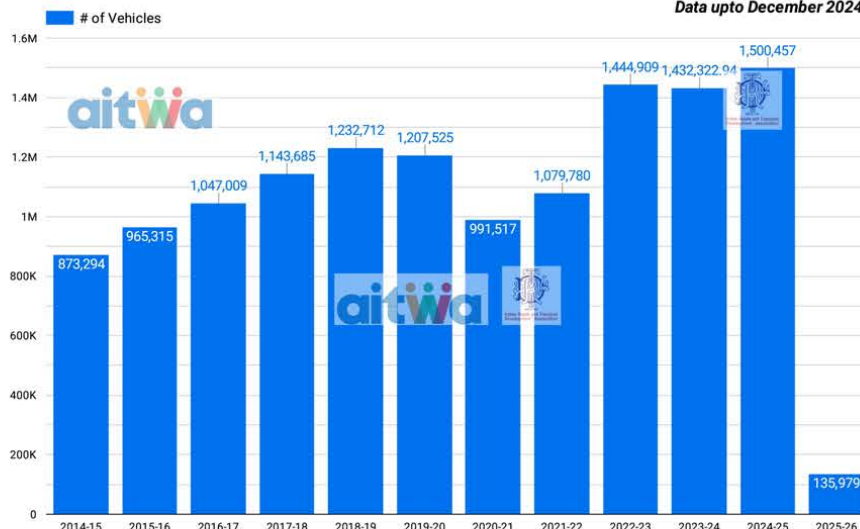
Toll Collection Dashboard

Last updated on 9th April 2025 | Data as on 31st March 2025



National Permit Vehicles in India

Data upto December 2024



TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)							
S. no.	Airport	For The Month			For The Period April To April		
		April 2025	April 2024	% Change	2025-26	2024-25	% Change
(A) 18 International Airports							
1	Amritsar	261.5	421.1	-37.9	261.5	421.1	-37.9
2	Ayodhya	0.0	0.0	-	0.0	0.0	-
3	Bhubaneswar	723.6	696.5	3.9	723.6	696.5	3.9
4	Chennai	35488.4	28550.3	24.3	35488.4	28550.3	24.3
5	Coimbatore	1005.5	778.9	29.1	1005.5	778.9	29.1
6	Goa	407.9	525.7	-22.4	407.9	525.7	-22.4
7	Imphal	566.7	339.8	66.8	566.7	339.8	66.8
8	Kolkata	12086.6	11410.6	5.9	12086.6	11410.6	5.9
9	Kozhikode	1722.6	1794.1	-4.0	1722.6	1794.1	-4.0
10	Kushinagar	0.0	0.0	-	0.0	0.0	-
11	Port Blair	677.5	550.0	23.2	677.5	550.0	23.2
12	Rajkot (Hirasar)	34.6	68.6	-49.6	34.6	68.6	-49.6
13	Srinagar	864.2	633.6	36.4	864.2	633.6	36.4
14	Surat	864.6	1076.2	-19.7	864.6	1076.2	-19.7
15	Tiruchirappalli	580.6	466.3	24.5	580.6	466.3	24.5
16	Tirupati	24.4	12.3	99.3	24.4	12.3	99.4
17	Varanasi	465.4	317.2	46.7	465.4	317.2	46.7
18	Vijayawada	175.7	126.3	39.1	175.7	126.3	39.1
Total		55949.6	47767.4	17.1	55949.6	47767.4	17.1
(B) 6 PPP International Airports							
19	Ahmedabad	9016.0	7751.9	16.3	9016.0	7751.9	16.3
20	Guwahati	2099.1	1477.7	42.0	2099.1	1477.7	42.0
21	Jaipur	1572.0	1381.7	13.8	1572.0	1381.7	13.8
22	Lucknow	2001.5	1654.9	20.9	2001.5	1654.9	20.9
23	Mangalore	88.0	219.0	-59.8	88.0	219.0	-59.8
24	Thiruvananthapuram	1919.5	1670.4	14.9	1919.5	1670.4	14.9
Total		16696.0	14155.7	17.9	16696.0	14155.7	17.9
(C) 7 JV International Airports							
25	Bangalore (BIAL)	41280.0	38768.0	6.5	41280.0	38768.0	6.5
26	Delhi (DIAL)	93586.5	82894.6	12.9	93586.5	82894.6	12.9
27	Hyderabad (GHIAL)	13650.3	12516.9	9.1	13650.3	12516.9	9.1
28	Kannur (KIAL)	431.7	352.1	22.6	431.7	352.1	22.6
29	Kochi	5730.7	5024.6	14.1	5730.7	5024.6	14.1
30	Mumbai (MIAL)	74598.0	70854.0	5.3	74598.0	70854.0	5.3
31	Nagpur	749.0	704.3	6.3	749.0	704.3	6.3
Total		230026.2	211114.5	9.0	230026.2	211114.5	9.0
(D) 2 ST Govt./Pvt. INTL Airports							
32	Goa (MOPA)	313.4	166.4	88.3	313.4	166.4	88.3
33	Shirdi	7.6	2.9	-	7.6	2.9	-
Total		320.9	169.4	89.5	320.9	169.4	89.5
(E) 12 Custom Airports							
34	Agartala	693.8	475.6	45.9	693.8	475.6	45.9
35	Aurangabad	87.9	42.2	-	87.9	42.2	-
36	Bagdogra	657.0	607.3	8.2	657.0	607.3	8.2
37	Bhopal	224.6	169.3	32.7	224.6	169.3	32.7
38	Chandigarh	1306.5	1109.2	17.8	1306.5	1109.2	17.8
39	Gaya	0.0	0.0	-	0.0	0.0	-
40	Indore	955.2	839.8	13.7	955.2	839.8	13.7
41	Madurai	248.3	250.3	-0.8	248.3	250.3	-0.8
42	Patna	799.6	633.7	26.2	799.6	633.7	26.2
43	Pune	3854.2	2695.5	43.0	3854.2	2695.5	43.0
44	Vadodara	213.1	185.1	15.2	213.1	185.1	15.2
45	Visakhapatnam	522.3	428.1	22.0	522.3	428.1	22.0
Total		9562.3	7436.2	28.6	9562.3	7436.2	28.6
(F) 69 Domestic Airports							
46	Adampur (Jalandhar)	0.0	0.0	-	0.0	0.0	-
47	Agatti	0.0	0.0	-	0.0	0.0	-
48	Agra	9.4	4.0	-	9.4	4.0	-
49	Barapani (Shillong)	0.0	0.0	-	0.0	0.0	-
50	Bareilly	0.0	0.0	-	0.0	0.0	-
51	Belagavi	0.7	1.7	-59.0	0.7	1.7	-59.0
52	Bhatinda	0.0	0.0	-	0.0	0.0	-
53	Bhavnagar	0.0	0.0	-	0.0	0.0	-
54	Bhuj	0.7	0.4	73.4	0.7	0.4	73.4
55	Bhuntar (Kulu/Manali)	0.0	0.0	-	0.0	0.0	-
56	Bikaner	0.0	0.0	-	0.0	0.0	-
57	Coochbeher	0.0	0.0	-	0.0	0.0	-
58	Cuddapah	0.0	0.0	-	0.0	0.0	-
59	Darbhanga	18.1	23.1	-21.4	18.1	23.1	-21.5
60	Dehradun	222.2	108.1	-	222.2	108.1	-
61	Deoghar	0.0	0.0	-	0.0	0.0	-
62	Dimapur	92.7	159.6	-41.9	92.7	159.6	-41.9
63	Diu	0.0	0.0	-	0.0	0.0	-
64	Gaggal (Kangra)	0.0	0.0	-	0.0	0.0	-
65	Gondia	0.0	0.0	-	0.0	0.0	-

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To April		
		April 2025	April 2024	% Change	2025-26	2024-25	% Change
(F) 69 Domestic Airports							
66	Gorakhpur	0.0	0.0	-	0.0	0.0	-
67	Gwalior	0.0	0.0	-	0.0	0.0	-
68	Hindon	0.0	0.0	-	0.0	0.0	-
69	Hubbali	19.0	14.9	27.4	19.0	14.9	27.4
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	80.8	73.1	10.6	80.8	73.1	10.6
76	Jamnagar	16.2	14.3	13.4	16.2	14.3	13.4
77	Jharsuguda	0.0	0.0	-	0.0	0.0	-
78	Jodhpur	11.1	11.0	0.5	11.1	11.0	0.5
79	Jorhat	12.8	7.3	76.5	12.8	7.3	76.5
80	Juhu	21.9	25.6	-14.5	21.9	25.6	-14.5
81	Kalaburagi(Gulbarga)	0.0	0.0	-	0.0	0.0	-
82	Kandla	0.0	0.0	-	0.0	0.0	-
83	Kanpur(Chakeri)	24.3	9.3	-	24.3	9.3	-
84	Kanpur (Civil)	0.0	0.0	-	0.0	0.0	-
85	Keshod(Junagarh)	0.0	0.0	-	0.0	0.0	-
86	Khajuraho	0.0	0.0	-	0.0	0.0	-
87	Kishanganrh	0.0	0.0	-	0.0	0.0	-
88	Kolhapur	0.0	0.0	-	0.0	0.0	-
89	Kota	0.0	0.0	-	0.0	0.0	-
90	Lakhimpur(Lilabari)	0.0	0.0	-	0.0	0.0	-
91	Leh	136.2	183.4	-25.8	136.2	183.4	-25.8
92	Ludhiana	0.0	0.0	-	0.0	0.0	-
93	Mohanbari(Dibrugarh)	95.5	75.0	27.4	95.5	75.0	-27.4
94	Moradabad	0.0	0.0	-	0.0	0.0	-
95	Mysuru	0.0	0.0	-	0.0	0.0	-
96	Pakyong	0.0	0.0	-	0.0	0.0	-
97	Pantnagar	0.0	0.0	-	0.0	0.0	-
98	Porbandar	0.0	0.0	-	0.0	0.0	-
99	Prayagraj	2.6	2.6	-0.3	2.6	2.6	-0.3
100	Puducherry	0.0	0.0	-	0.0	0.0	-
101	Raipur	400.4	380.9	5.1	400.4	380.9	5.1
102	Rajahmundry	3.6	1.4	-	3.6	1.4	-
103	Ranchi	512.0	781.3	-34.5	512.0	781.3	-34.5
104	Rewa	0.0	0.0	-	0.0	0.0	-
105	Rupsi	0.0	0.0	-	0.0	0.0	-
106	Safdarjung	0.0	0.0	-	0.0	0.0	-
107	Salem	0.0	0.0	-	0.0	0.0	-
108	Shimla	0.0	0.0	-	0.0	0.0	-
109	Sholapur	0.0	0.0	-	0.0	0.0	-
110	Silchar	64.0	8.4	-	64.0	8.4	-
111	Tezpur	0.0	0.0	-	0.0	0.0	-
112	Tezu	0.0	0.0	-	0.0	0.0	-
113	Tuticorin	2.6	0.4	-	2.6	0.4	-
114	Udaipur	54.2	21.8	-	54.2	21.8	-
(F) 69 Domestic Airports		1801.0	1907.7	-5.6	1801.0	1907.7	-5.6
(G) 27 St.Govt. / Pvt Airports							
115	Aizawl(Lengpui)	89.0	67.1	32.5	89.0	67.1	32.5
116	Aligarh	0.0	0.0	-	0.0	0.0	-
117	Ambikapur	0.0	0.0	-	0.0	0.0	-
118	Amravati	0.0	0.0	-	0.0	0.0	-
119	Azamgarh	0.0	0.0	-	0.0	0.0	-
120	Bengaluru(Hal)	0.0	0.0	-	0.0	0.0	-
121	Bidar	0.0	0.0	-	0.0	0.0	-
122	Bilaspur	0.0	0.0	-	0.0	0.0	-
123	Chitrakoot	0.0	0.0	-	0.0	0.0	-
124	Durgapur	21.5	2.9	-	25.1	2.9	-
125	Hisar	0.0	0.0	-	0.0	0.0	-
126	Jagdalpur	0.0	0.0	-	0.0	0.0	-
127	Jamshedpur	6.0	0.0	-	0.0	0.0	-
128	Jeypore	0.0	0.0	-	0.0	0.0	-
129	Kurnool	0.0	0.0	-	0.0	0.0	-
130	Mundra	0.0	0.0	-	0.0	0.0	-
131	Nanded	0.0	0.0	-	0.0	0.0	-
132	Nasik(Hal Ozar)	639.7	87.1	-	639.7	87.1	-
133	Pasighat	0.0	0.0	-	0.0	0.0	-
134	Pithoragarh	0.0	0.0	-	0.0	0.0	-
135	Rourkela	0.0	0.0	-	0.0	0.0	-
136	Shivamogga	0.0	0.0	-	0.0	0.0	-
137	Shravasti	0.0	0.0	-	0.0	0.0	-
138	Sindhudurg	0.0	0.0	-	0.0	0.0	-
139	Utkela	0.0	0.0	-	0.0	0.0	-
140	Vijayanagar	0.0	0.0	-	0.0	0.0	-
141	Ziro	0.0	0.0	-	0.0	0.0	-
(G) 27 St.Govt. / Pvt Airports		759.8	157.1	-	759.8	157.1	-
Grand Total (A+B+C+D+E+F+G)		315115.8	282707.9	11.5	315115.8	282707.9	11.5

Source: A.A.I.

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

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-MAY, 2025	48	58	-	187	-	-	28	2244	125	548	3113	
	TRF APRIL-MAY, 2024	57	91	-	99	7	-	67	1543	101	571	2435	27.84
Haldia Dock Complex	TRF APRIL-MAY, 2025	1531	1117	26	-	46	471	3292	481	28	1175	8139	
	TRF APRIL-MAY, 2024	1392	846	216	24	59	-	2042	314	16	1493	6386	27.45
TOTAL: SMP, KOLKATA	TRF APRIL-MAY, 2025	1579	1175	26	187	46	471	3320	2725	153	1723	11252	
	TRF APRIL-MAY, 2024	1449	937	216	123	66	0	2109	1857	117	2064	8821	27.56
PARADIP	TRF APRIL-MAY, 2025	7220	266	3907	25	926	8869	2818	73	4	1998	26102	
	TRF APRIL-MAY, 2024	5935	288	4296	-	887	8378	2957	60	4	2142	24943	4.65
VISAKHAPATNAM	TRF APRIL-MAY, 2025	4757	281	2560	152	424	1452	875	1480	93	2279	14260	
	TRF APRIL-MAY, 2024	3559	191	2029	199	238	2006	1768	2071	129	2882	14943	-4.57
KAMARAJAR(ENNORE)	TRF APRIL-MAY, 2025	808	30	-	-	-	4018	402	1821	94	604	7683	
	TRF APRIL-MAY, 2024	781	19	-	-	-	3570	488	2270	118	552	7680	0.04
CHENNAI	TRF APRIL-MAY, 2025	2388	164	301	-	84	-	-	6448	334	595	9980	
	TRF APRIL-MAY, 2024	2486	249	281	-	-	-	-	5231	271	440	8687	14.88
V.O.CHIDAMBARANAR	TRF APRIL-MAY, 2025	83	207	-	-	135	957	2027	2732	137	858	6999	
	TRF APRIL-MAY, 2024	70	208	-	41	167	1705	1395	2639	132	741	6966	0.47
COCHIN	TRF APRIL-MAY, 2025	4058	110	-	-	-	-	-	1650	116	191	6009	
	TRF APRIL-MAY, 2024	4002	80	-	-	37	-	-	1835	133	132	6086	-1.27
NEW MANGALORE	TRF APRIL-MAY, 2025	4095	283	672	81	15	1557	210	393	28	135	7441	
	TRF APRIL-MAY, 2024	4123	519	54	140	-	1444	154	363	27	111	6908	7.72
MORMUGAO	TRF APRIL-MAY, 2025	95	62	552	45	-	413	1396	-	-	602	3165	
	TRF APRIL-MAY, 2024	98	69	739	63	-	335	1263	-	-	621	3188	-0.72
MUMBAI	TRF APRIL-MAY, 2025	6899	429	1212	73	37	1620	-	4	-	1511	11785	
	TRF APRIL-MAY, 2024	7110	306	850	113	-	1879	-	1	-	1826	12085	-2.48
J.N.P.A.	TRF APRIL-MAY, 2025	447	370	-	-	-	-	-	15394	1335	433	16644	
	TRF APRIL-MAY, 2024	508	482	-	-	-	-	-	13238	1121	379	14607	13.95
DEENDAYAL	TRF APRIL-MAY, 2025	11452	482	403	420	83	4046	50	1636	94	7308	25880	
	TRF APRIL-MAY, 2024	10907	2253	289	524	50	3987	158	1109	65	5169	24446	5.87
ALL PORTS	TRF APRIL-MAY, 2025	43881	3859	9633	983	1750	23403	11098	34356	2388	18237	147200	
	TRF APRIL-MAY, 2024	41028	5601	8754	1203	1445	23304	10292	30674	2117	17059	139360	5.63
% Variation from previous year		6.95	-31.10	10.04	-18.29	21.11	0.42	7.83	12.00	12.80	6.91	5.63	

Source: I.P.A.

India's Priority Corridors for Zero-Emission Trucking and Sustainable Logistics Sector

Prof. Ajay Kumar Sood, Principal Scientific Adviser (PSA) to the Government of India, released a report titled 'India's Priority Corridors for Zero-Emission Trucking'. The Office of the PSA's analysis identifies ten essential highway segments across the country with the greatest potential for zero-emission truck (ZET) adoption, with the goal of catalysing a national shift to cleaner, more sustainable freight movement.

The report on India's Priority Corridors for Zero-Emission Trucking was presented by Akshima Ghatge, Managing Director, Rocky Mountain Institute, and the launch was attended by Dr. Parvinder Maini, Scientific Secretary; Dr. Karthick Athmanathan, PSA Fellow; Dr. Preeti Banzal and Dr. Rakesh Kaur, Advisers, Office of PSA; Prof. Shankar Ram from CoEZET, IIT Madras; and other senior officials from the Office of PSA, reported TrucksDekho.com.

The insights, developed with the support of the Centre of Excellence for Zero Emission Trucking (CoEZET) at IIT Madras, the Rocky Mountain Institute, and pManifold as knowledge partners, are expected to guide future investments in charging infrastructure, public-private partnerships, and regulatory support mechanisms.

The top ten corridors for Zero-Emission Trucking (ZET) in India were identified through a three-phase process that included a quantitative and qualitative assessment of an initial list of 230 corridors using parameters such as toll traffic data and supply/demand centre mapping,



stakeholder consultations, and detailed field research to narrow down the top ten.

In addition, high freight traffic, industrial activity, ancillary service availability, grid infrastructure readiness, corridor length relative to battery range, and strategic stakeholder inputs for commercial and business viability were all considered when finalising the top corridors.

The top 10 identified corridors out of 230 corridors are Delhi-Chandigarh, Delhi-Jaipur, Dhanbad-Kolkata, Kolkata-Haldia, Pune-Nashik, Vijayawada-Vishakhapatnam, Chennai-Bengaluru, Chennai-Viluppuram, Coimbatore-Salem, and Coimbatore-Kochi. By strategically targeting the selected corridors, India can speed its transition to a zero-emission freight sector while increasing competitiveness and resilience.

The report titled 'India's Priority Corridors for Zero-Emission Trucking' analyses the top 10 high-impact corridors best suited for early

ZET deployment, setting the groundwork for a dedicated national ZET infrastructure network. This report is the product of a thorough, data-driven evaluation intended to promote India's vision of Atmanirbhar Bharat and economic objectives.

According to the report, long-distance trucks account for roughly 40% of India's fuel consumption and transportation emissions. As a result, adopting Zero-Emission Trucks (ZETs) is critical for decarbonising the logistics sector, lowering air pollution, and increasing India's energy security.

The report's pivotal analysis will not only accelerate the transformation for ZET but will also serve as a strategic guide for policymakers and industry actors, providing a thorough understanding of the three-part corridor identification process. This report serves as a reference for the PM E-DRIVE project, launched in 2024 at Rs 500 crores by the Ministry of Heavy Industries, to promote the use of zero-emission transport solutions.



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