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Monthly Magazine of All India Transporters Welfare Association

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

Union Budget 2026:

Accelerating
Infrastructure,
Sustainability, and
Efficiency in India's
Transport Sector

Paving the Path Forward:
How Budget 2026 Can Propel Transporters
Toward a Resilient Future



Launching RE-Charge Ready Reckoner: A Roadmap
for Renewable-Powered Electric Truck Charging

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CV Manufacturers' Reactions After Major Focus On
Infrastructure, Manufacturing & Logistics in Budget 2026

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Allocation of 30 GHz Radio Frequency
for Vehicle-to-Vehicle Communication to
Reduce Road Accidents

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Cargo Transportation Through National
Highway 45

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EDITOR: Ashok Gupta

PRINTED & PUBLISHED BY: Ashok Gupta

OWNED BY: All India Transporters Welfare Association

PRINTED BY: Shashi Printing Solution, D-128, Sector 10, Noida (UP), India.

PUBLISHED AT: M-5, Ashoka Centre, 4E/15, Jhandewalan Extn. New Delhi - 110055, India.

Tel: - 011-49842807, Tele Fax-011-23626915, Website: www.aitwa.org, Email: aitwaho@gmail.com

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Budget 2026–27: Transport & Logistics



Hello Friends,

As the Finance Minister of India—Nirmala Sitharaman has presented the budget 2026-27 we are going to cover the budget in this edition. We will discuss what is there for transport industry and specifically for logistics sector.

Hope you will be able to provide you some information on the same.

The Union Budget 2026–27 reinforces the Government of India's commitment to infrastructure-led economic growth, positioning transport and logistics as critical enablers of productivity, competitiveness, and balanced regional development. Capital expenditure has been increased by 9 per cent to a record ₹12.2 lakh crore, reflecting sustained policy focus on building modern, integrated, and resilient infrastructure. The Budget adopts a comprehensive approach to transport development, emphasising connectivity, multimodal integration, sustainability, and digital transformation.

Rail infrastructure remains a central pillar of this strategy. The Budget announces seven new high-speed rail corridors intended to function as growth catalysts by significantly reducing travel times—by an estimated 60–70 per cent—on major routes such as Delhi–Varanasi and Mumbai–Pune. These corridors are expected to enhance regional connectivity, stimulate economic activity along their alignments, and reduce pressure on existing transport networks. In parallel, redevelopment of 1,000 railway stations under the Amrit Bharat initiative continues, focusing on improved passenger amenities, better accessibility, and integration with urban transport and last-mile connectivity.

Freight transportation efficiency receives sustained attention through accelerated funding for the East–West Dedicated Freight Corridor connecting Dankuni and Surat. The corridor is designed to integrate industrial clusters across eastern and western India, decongest existing rail routes, and improve reliability for bulk



Ashok Gupta

and containerised cargo. Dedicated Freight Corridors remain a key instrument for increasing rail's freight modal share from the current level of around 28 per cent toward the national target of 35–40 per cent, thereby supporting cost efficiency and reducing logistics bottlenecks.

Alongside physical infrastructure, the Budget strengthens digital systems to improve logistics coordination. The Unified Logistics Interface Platform, now integrating 44 systems, enables real-time information exchange across transport modes, ports, ministries, and logistics stakeholders. This integration is expected to reduce procedural delays, improve transparency, and enhance cargo visibility, contributing to smoother and more predictable supply-chain operations.

Road transport continues to account for nearly 70 per cent of freight movement by value and remains an indispensable component of the logistics ecosystem. Recognising its importance, the Budget allocates ₹3,09,875.30 crore to the Ministry of Road Transport and Highways, representing an increase of approximately 7.8 per cent. These investments support highway expansion, development of economic corridors, rural connectivity, and improved last-mile access to ports, railheads, and logistics parks. Strengthened road infrastructure is expected to reduce congestion, support time-sensitive freight, and enable efficient multimodal transfers.

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A significant policy emphasis in Budget 2026–27 is the expansion of inland waterways and coastal shipping. Plans to develop 20 new national waterways over the next five years, along with the implementation of a Coastal Cargo Promotion Scheme, aim to encourage a modal shift from road and rail to water-based transport. Inland waterways and coastal shipping offer cost-efficient and energy-efficient alternatives, particularly for bulk commodities such as coal, cement, fertilisers, and foodgrains, while also contributing to reduced emissions and lower congestion on land-based networks.

Sustainability considerations are integrated across transport and logistics planning. An allocation of ₹20,000 crore for Carbon Capture, Utilisation, and Storage reflects a long-term approach to managing carbon risks associated with infrastructure expansion and industrial activity. The emphasis on resilient and low-emission transport systems aligns infrastructure development with national climate objectives and supports the gradual transition toward cleaner mobility

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Trade facilitation and supply-chain resilience are strengthened through targeted initiatives. A proposed ₹10,000 crore scheme to establish a domestic container manufacturing ecosystem aims to reduce import dependence and support growing trade volumes. Continued upgrades to digital customs platforms and automated clearance processes are expected to reduce port dwell times, improve cargo turnaround, and lower

logistics costs for exporters and importers.

These initiatives assume particular significance given the scale of the logistics sector. Valued at approximately \$242 billion in 2025, the sector is projected to expand to \$426 billion by 2034, with growth to around ₹13.4 trillion by FY28 at an annual rate of 8–9 per cent. The sector employs over 22 million people and contributes about 13–14 per cent of GDP, which remains higher than global benchmarks of 8–9 per cent. Reducing logistics costs as a share of GDP continues to be a key policy objective, supported by investments in multimodal connectivity, infrastructure expansion, and digitalisation.

Technology adoption and workforce development will play an important role in enhancing logistics efficiency. Increased use of AI-enabled route optimisation, real-time cargo tracking, electronic sealing, and predictive freight management is improving operational performance. Warehouse automation is projected to cover nearly 80 per cent of facilities by 2030, delivering productivity and accuracy gains. Parallel efforts to strengthen skills in logistics operations, transport services, and automation technologies, along with targeted support for cold-chain infrastructure for pharmaceuticals and perishables, are also being advanced.

Overall, Union Budget 2026–27 outlines a clear and coordinated roadmap for strengthening the transport and logistics ecosystem. Through record capital expenditure, sustained investment across rail, road, and waterways, expanded digital integration, and a strong emphasis on sustainability, the Budget seeks to improve logistics efficiency, reduce costs, and enhance economic competitiveness, reinforcing logistics as a key driver of long-term growth and development.



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India's Logistics Reset Begins with Budget 2026–27

The Union Budget 2026–27 marks a significant turning point in India's approach to transport and logistics development, reinforcing infrastructure-led growth as a central economic strategy. With capital expenditure increased by 9% to a record ₹12.2 lakh crore, the government has clearly signalled its intent to accelerate high-speed connectivity, strengthen multimodal transport systems, and embed sustainability and digital integration into the country's infrastructure framework. Rather than isolated investments, the Budget reflects a coordinated push toward building an efficient, resilient, and future-ready logistics ecosystem.

Railways remain at the heart of this transformation. The announcement of seven new high-speed rail corridors, positioned as “growth connectors,” is expected to dramatically reduce travel times by nearly 60–70% on key routes such as Delhi–Varanasi and Mumbai–Pune. These corridors are not merely transport projects but catalysts for regional economic development, urban expansion, and industrial clustering. Parallely, the continued redevelopment of 1,000 railway stations under the Amrit Bharat initiative aims to modernise passenger infrastructure and create integrated multimodal hubs with improved last-mile connectivity. Freight efficiency is also a priority, with sustained investment in Indian Railways to improve capacity, reliability, and competitiveness for long-haul cargo movement.

A major logistics intervention in the

Budget is the expedited funding for the East–West Dedicated Freight Corridor connecting Dankuni and Surat. This corridor is designed to integrate industrial hubs across eastern and western India, decongest existing rail routes, and significantly improve

A major logistics intervention in the Budget is the expedited funding for the East–West Dedicated Freight Corridor connecting Dankuni and Surat. This corridor is designed to integrate industrial hubs across eastern and western India, decongest existing rail routes, and significantly improve freight transit times. By strengthening connectivity for manufacturing, FMCG, cement, steel, and export-oriented sectors, the corridor is expected to deliver meaningful efficiency gains across supply chains

freight transit times. By strengthening connectivity for manufacturing, FMCG, cement, steel, and export-oriented sectors, the corridor is



Ashok Goyal
National President, AITWA

expected to deliver meaningful efficiency gains across supply chains. Supporting this physical infrastructure is the expansion of the Unified Logistics Interface Platform, which now integrates 44 systems. By enabling real-time data sharing across ministries, ports, transport operators, and private stakeholders, ULIP reduces administrative friction and enhances visibility, predictability, and coordination across the logistics network.

Despite increasing focus on modal diversification, road transport continues to dominate freight movement, accounting for nearly 70% of transport value. Recognising this reality, the Budget allocates ₹3,09,875.30 crore to the Ministry of Road Transport and Highways, reflecting an increase of approximately 7.8%. These investments support highway expansion, economic corridors, rural connectivity, and last-mile links to ports, railheads, and logistics parks. Improved road infrastructure remains critical for easing congestion, supporting e-commerce growth, and ensuring seamless multimodal



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transfers, particularly for time-sensitive and high-value cargo.

One of the most notable shifts in Budget 2026–27 is the unprecedented emphasis on inland waterways and coastal shipping. The government plans to develop 20 new national waterways over the next five years, alongside a Coastal Cargo Promotion Scheme aimed at shifting freight from road and rail to water-based transport. Inland waterways offer substantial advantages in terms of cost efficiency, lower fuel consumption, and reduced emissions, particularly for bulk commodities such as coal, cement, fertilisers, and foodgrains. Coastal shipping, meanwhile, can play a crucial role in decongesting land routes and ports, supporting a more balanced and sustainable modal mix.

Sustainability considerations are woven throughout the Budget's transport and logistics agenda. An allocation of ₹20,000 crore for Carbon Capture, Utilisation, and Storage reflects the government's recognition of long-term carbon risks associated with infrastructure and industrial expansion. The broader policy direction emphasises resilient, low-emission transport systems aligned with climate commitments. Initiatives promoting green mobility, including future EV freight corridors and alternative fuels, are expected to gradually reshape freight movement, improving energy efficiency while reducing environmental impact.

To strengthen supply-chain resilience and trade competitiveness, the Budget proposes a ₹10,000 crore scheme to build a domestic container manufacturing ecosystem. This initiative addresses vulnerabilities exposed during global supply-chain disruptions and supports India's growing trade volumes. In parallel, enhancements to digital customs platforms and automated clearance



processes are intended to reduce dwell times at ports, lower inventory holding costs, and improve turnaround times for exporters and importers.

These infrastructure and policy measures are particularly significant given the scale and importance of India's logistics sector. Valued at approximately \$242 billion in 2025, the market is projected to expand to \$426 billion by 2034, with growth to around ₹13.4 trillion by FY28 at an annual rate of 8–9%. The sector employs over 22 million people and contributes nearly 13–14% of GDP, well above global benchmarks of 8–9%. High logistics costs, driven by modal imbalances, infrastructure gaps, and operational inefficiencies, remain a persistent challenge, with rail freight's modal share still around 28% against a national target of 35–40%. Budget 2026–27 directly addresses these structural issues through sustained capital investment, multimodal integration, and digital reforms.

Looking ahead, technology and skills development will play a decisive role in translating infrastructure spending into productivity gains. AI-driven route optimisation, real-time cargo tracking, electronic sealing, and predictive freight management are increasingly central to logistics

operations. Warehouse automation is expected to cover nearly 80% of facilities by 2030, delivering efficiency and cost advantages. At the same time, workforce upskilling—covering drivers, automation technicians, and logistics professionals—will be essential to support more complex and technology-intensive supply chains. Cold-chain expansion, particularly for pharmaceuticals and perishables, is also gaining renewed policy attention through targeted fiscal support.

Overall, Union Budget 2026–27 does more than allocate record capital outlay; it sets a clear strategic direction for India's transport and logistics future. With infrastructure expenditure of ₹12.2 lakh crore, a strong push for rail freight corridors, inland waterways, multimodal connectivity, digital integration, and sustainability, the groundwork is being laid to structurally reduce logistics costs toward global benchmarks while improving speed, reliability, and environmental performance. As India's logistics market moves toward the \$400+ billion mark over the next decade, the Budget positions logistics not merely as a support function, but as a core enabler of economic competitiveness, industrial growth, and long-term sustainability.



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The Electric Turn in India's Transport Strategy

India's growth challenge has shifted from building infrastructure to making systems function efficiently and in coordination. Public policy today must anticipate binding constraints before they harden into structural limits. The Union Budget 2026–27, framed around the principle of *kartavya*, reflects this transition. It places urbanisation, infrastructure resilience, and mobility at the centre of India's pathway to *Viksit Bharat* by 2047, signalling a move away from adoption-led expansion towards ecosystem-building—focused on reducing import dependence, strengthening domestic manufacturing, and securing supply chains. This shift is most visible in the transport sector, which emerges as a core pillar of India's *Atmanirbharta* strategy.

Transport is positioned not merely as a site of capacity creation but as a system-level instrument for managing urbanisation and sustaining long-term growth. It remains a priority within public capital expenditure, with continued investments across urban mobility, railways, freight corridors, ports, and inland waterways. Since the pandemic, public capex has served as a counter-cyclical growth lever, rising from ₹2 lakh crore in 2014–15 to over ₹12 lakh crore in FY 2026–27. What distinguishes the current approach is its intent: transport infrastructure is framed as a means to improve efficiency, enable regional agglomeration, and reduce strategic and logistical vulnerabilities, rather than as an end in itself.

This system-wide framing is

especially evident in the budget's treatment of electric mobility. India's first phase of EV policy demonstrated that demand-side incentives can be effective. Evidence from the *Faster Adoption and Manufacturing of Electric Vehicles* scheme shows that subsidies helped overcome early cost barriers and catalyse market formation. However, as adoption

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scales, constraints shift upstream—to manufacturing capacity, supply-chain resilience, financing risks, and infrastructure readiness. Recognising these limits, the budget does not recalibrate demand incentives. Instead, it pivots towards strengthening the underlying ecosystem through manufacturing depth, procurement-led deployment,

and upstream enablers.

Electric buses occupy a central role in



Abhishek Gupta
General Secretary, AITWA

this transition. Their importance in urban mass transit, high utilisation rates, and reliance on long-term public procurement contracts make them well-suited as an entry point for electrification at scale. The announcement of 4,000 electric buses for the Purvodaya region reinforces public procurement as a backbone demand creator. Given their capital-intensive nature, medium-term contracts provide manufacturers with assured offtake and predictable revenue streams, significantly reducing demand risk and supporting domestic capacity expansion.

As electric mobility expands, upstream dependencies—particularly in batteries and energy infrastructure—become more binding. The budget responds by extending basic customs duty exemptions to capital goods used in manufacturing lithium-ion cells for battery energy storage systems. Battery storage is essential not only for transport electrification but also for grid stability and renewable energy integration. Supporting domestic

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battery manufacturing strengthens the electrification ecosystem while reducing import dependence. It also creates scope for lifecycle optimisation, allowing batteries from ageing electric vehicles to be repurposed for stationary storage applications, improving asset utilisation and lowering system costs over time.

The most consequential supply-side intervention, however, lies in the treatment of critical minerals. Electric motors rely on rare earth permanent magnets, yet India imported nearly 54,000 tonnes in FY 2024–25, with over 90% sourced from China. This concentration exposes manufacturers to price volatility, supply disruptions, and geopolitical risk. The budget addresses this vulnerability through coordinated measures, building on the ₹7,280 crore rare earth permanent magnet manufacturing scheme announced in November 2025. Incentives for prospecting critical minerals, the creation of dedicated rare earth corridors, and the removal of customs duty on monazite aim to integrate mining, processing, research, and manufacturing, shifting India from raw material extraction to value addition.

At the same time, the budget implicitly recognises the time lag involved in building a domestic rare earth value chain. Prospecting, environmental clearances, processing capacity, and commercial-scale production will take years to materialise, while electric vehicle manufacturing operates on much shorter cycles. In the interim, reducing dependence will require diversified sourcing beyond China, along with accelerated efforts to develop alternative technologies and magnet-light motor designs.

Electrification is embedded within a broader strategy to improve transport



efficiency across modes. Structural shifts in freight and passenger

Electrification is embedded within a broader strategy to improve transport efficiency across modes.

Structural shifts in freight and passenger movement are supported through sustained investments in multimodal logistics, including dedicated freight corridors, the operationalisation of National Waterway-5 in Odisha to connect mineral-rich regions to ports, and a coastal cargo promotion scheme

movement are supported through sustained investments in multimodal logistics, including dedicated freight corridors, the operationalisation of

National Waterway-5 in Odisha to connect mineral-rich regions to ports, and a coastal cargo promotion scheme. Complementary measures—such as rationalising mineral taxation and promoting biogas-blended CNG—help reduce logistics costs and emissions. Together, these interventions ease congestion, lower energy intensity, and strengthen the overall transport backbone.

Taken together, the approach reflects a transport-led growth strategy focused on managing transition rather than maximising short-term adoption. Electric buses, battery manufacturing, rare earth corridors, and multimodal logistics form an integrated effort to align urbanisation, industrial policy, energy security, and transport reform. The budget recognises that India's binding constraints have evolved—from infrastructure deficits to challenges of efficiency, system integration, and supply-chain security. If the government's kartavya is to frame the ecosystem, the industry's responsibility lies in execution. If sustained, this approach may ultimately be remembered less for the scale of its spending and more for the systems it began to reshape on the path to Viksit Bharat.



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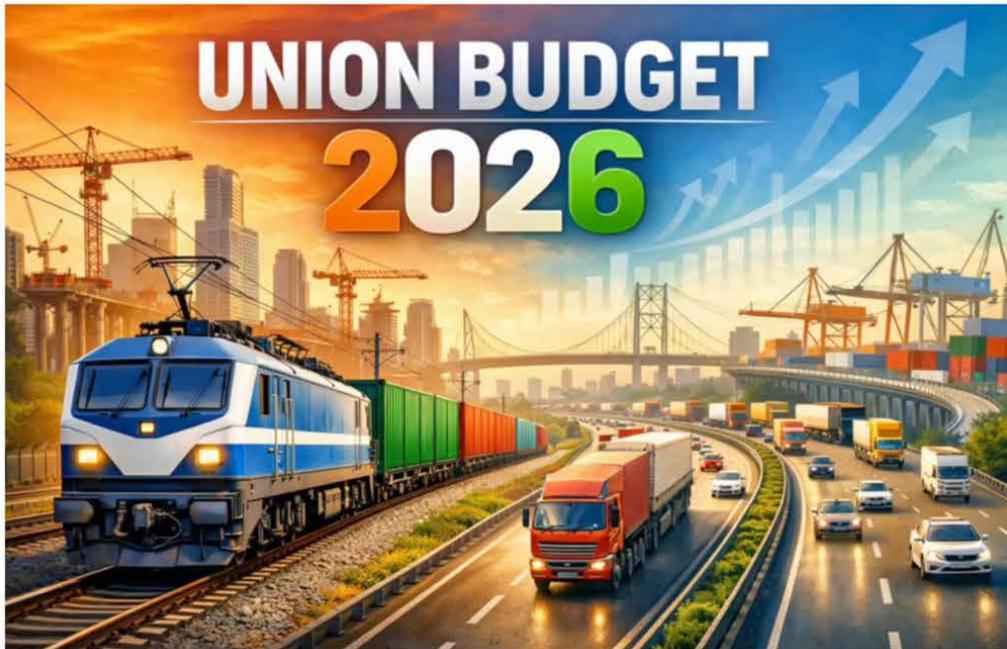


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Union Budget 2026: Accelerating Infrastructure, Sustainability, and Efficiency in India's Transport Sector



Paving the Path Forward: How Budget 2026 Can Propel Transporters Toward a Resilient Future

The Union Budget 2026–27 signals a fundamental reset in how transport and logistics development is approached in India. Instead of continuing with incremental capacity building, the Budget outlines a comprehensive strategy aimed at creating robust, interconnected, and shock-resistant transport systems. Supported by a record capital allocation of ₹12.2 lakh crore, transport infrastructure is positioned not merely as a facilitator of growth but as a strategic instrument for economic resilience, industrial expansion, and environmental sustainability in India.

For logistics companies, fleet owners, and infrastructure developers, the

Budget provides long-term direction. It seeks to correct entrenched inefficiencies—such as excessive freight movement by road, fragmented logistics planning, elevated transportation costs, and vulnerability to external disruptions—by redesigning the ecosystem rather than expanding it in isolation.

From Capacity Creation to System Resilience

In recent years, significant investments have improved highways, ports, and rail networks. While these efforts expanded physical reach, they also revealed persistent gaps: bottlenecks on major corridors, underused alternative modes, coordination failures across agencies, and increasing environmental stress.

Budget 2026–27 attempts to address these limitations by promoting integrated transport planning. The

emphasis is on seamless movement across modes, supported by digital coordination and diversified freight channels. This approach is closely tied to the goal of lowering logistics expenditure to 8% of GDP, thereby strengthening the cost competitiveness of domestic manufacturing and exports.

1. Realigning Freight Movement through Multimodal and Low-Carbon Options

A key policy thrust of the Budget is to reduce dependence on road transport by expanding cleaner and more economical alternatives.

• Revitalising Inland Water Transport

The government has proposed bringing 20 additional national waterways into active use within five years, beginning with National Waterway-5 in Odisha. By connecting

industrial belts with port infrastructure via rivers, the initiative enables bulk cargo to move at lower cost and with reduced emissions. Inland shipping is particularly suited for heavy commodities such as minerals, cement, fertilisers, and food grains, offering fuel efficiency and reduced congestion on highways.

• **Strengthening Coastal Shipping Networks**

The Coastal Cargo Promotion Scheme aims to significantly increase the contribution of coastal shipping to national freight movement, targeting a rise from 6% to 12% by 2047. Financial incentives and port-side improvements are expected to make coastal routes commercially viable, providing logistics operators with dependable long-distance transport alternatives while easing pressure on land-based corridors.

• **Scaling Electric Public Transport**

The introduction of 4,000 electric buses in the Purvodaya region reinforces the transition toward cleaner urban and regional mobility. Beyond environmental benefits, the initiative creates predictable demand for private operators through long-term service agreements and stimulates investment in charging infrastructure, energy storage, and fleet maintenance services.

2. Infrastructure Designed for Faster Turnaround and Lower Friction

Rather than focusing solely on asset creation, the Budget prioritises infrastructure that improves operational outcomes.

• **East–West Freight Rail Connectivity**

The proposed East–West Dedicated Freight Corridor linking Dankuni in West Bengal with Surat in Gujarat is

expected to transform long-distance cargo movement. High-capacity, high-speed freight trains will reduce transit durations, improve delivery reliability, and release existing rail lines for passenger traffic—benefiting both industry and commuters.

• **Expanding High-Efficiency Logistics Nodes**

The Budget accelerates the development of Multimodal Logistics Parks, envisioned as centralised hubs where cargo can shift smoothly between road, rail, and waterways. By consolidating warehousing, handling, and distribution functions, these facilities are projected to cut logistics costs by 10–15%, while improving turnaround times and reducing cargo damage.

• **High-Speed Rail as an Economic Catalyst**

Seven proposed high-speed rail corridors, including connections such as Mumbai–Pune and Delhi–Varanasi, are intended to stimulate economic activity beyond metropolitan areas. While focused on passenger mobility, these corridors strengthen links between production centres and markets, indirectly supporting freight demand and regional supply chains.

3. Technology-Led Improvements in Logistics Operations

Recognising that infrastructure efficiency depends heavily on governance and information flow, Budget 2026–27 advances several digital reforms.

• **Unified Digital Clearance Systems**

By April 2026, cargo clearance for sectors such as food products, pharmaceuticals, and livestock will transition to a single online platform. This reform simplifies regulatory compliance, minimises paperwork, and shortens waiting periods at ports

and inland depots—improving asset utilisation for transport operators.

• **Smart Inspection and Risk Management**

The expanded use of AI-driven risk assessment and non-intrusive scanning technologies at major ports marks a move away from manual inspections. Faster clearances, fewer physical checks, and data-based decision-making enhance predictability and reduce delays across supply chains.

• **Addressing Working Capital Constraints**

The integration of the Government e-Marketplace (GeM) with the Trade Receivables Discounting System (TReDS) improves access to short-term finance for transporters and MSMEs. Faster invoice discounting helps smaller firms manage cash flows, expand capacity, and participate in larger logistics contracts.

4. Enhancing Supply Chain Security and Asset Modernisation

Global trade disruptions have highlighted the risks of import dependence for critical logistics inputs. The Budget introduces measures to build domestic capacity and reduce exposure to external shocks.

• **Promoting Domestic Container Production**

A ₹10,000 crore incentive scheme spread over five years supports local container manufacturing. By ensuring availability and stabilising prices, the initiative reduces vulnerability during demand spikes and strengthens export logistics.

• **Securing Inputs for Transport Electrification**

Incentives for setting up rare earth processing corridors in Odisha,

Kerala, and Tamil Nadu aim to secure materials essential for electric vehicle motors. This move supports India's EV transition while reducing reliance on uncertain global supply chains.

• **Reducing Investment Risk in Large Projects**

The newly announced Infrastructure Risk Guarantee Fund offers partial credit protection to lenders, encouraging private investment in complex transport infrastructure projects. Lower risk perception is expected to attract long-term capital and accelerate project execution.

• **Cleaner and More Efficient Fleets**

Financial support linked to vehicle scrappage encourages fleet owners to replace ageing commercial vehicles. Newer vehicles offer better fuel efficiency, lower emissions, and reduced maintenance costs—improving profitability and environmental performance simultaneously.

5. Extending Transport Growth to Emerging Urban Centres

Anticipating that future freight demand will increasingly originate from smaller cities, the Budget introduces City Economic Regions (CERs).

By mapping and developing 200



industrial clusters across Tier-2 and Tier-3 cities, the initiative strengthens last-mile connectivity and integrates regional producers into national supply chains. For transporters, this diversification reduces dependence on congested metro routes and opens new growth corridors.

In conclusion, what we draw is that **A Transport Vision Anchored in Durability and Efficiency.** The Union Budget 2026–27 presents a coherent framework for reshaping India's transport sector into a system that is resilient, technology-enabled, and environmentally responsible. By

aligning multimodal infrastructure, digital platforms, financial safeguards, and green mobility, the Budget moves decisively beyond fragmented development.

If implemented effectively, these measures can substantially reduce logistics costs, enhance industrial competitiveness, and safeguard supply chains against future disruptions. For stakeholders across the transport ecosystem, the direction is clear: long-term success will depend on adaptability, operational efficiency, and alignment with sustainable practices.

x



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Launching RE-Charge Ready Reckoner: A Roadmap for Renewable-Powered Electric Truck Charging

India stands at a critical juncture, balancing the demands of rapid economic expansion against the pressing imperatives of environmental sustainability and energy security. While trucks make up only 3% of the nation's fleet, they handle 65% of road freight, a sector projected to quadruple by 2050. If we remain tethered to fossil fuels, this growth will trigger a \$1 trillion crude oil import bill and escalate the public health crisis caused by diesel emissions, which currently accounts for 53% of total on-road particulate matter emissions.

The Necessity of a Green Grid:

While electrifying trucks is an intuitive solution, the environmental benefits are entirely dependent on the power source. Currently, India's charging grid is 75% reliant on fossil fuels, the Zero Emission Trucks (ZETs) operating on the standard grid may only achieve a 9% to 35% reduction in greenhouse gas emissions. To unlock true "well-to-wheel" decarbonization, the industry must integrate Renewable Energy (RE) directly into charging infrastructure. This shift can slash lifecycle Carbon Dioxide emissions by 95% for solar-powered charge parks and 83% for wind-powered charge parks, an impact equivalent to planting 700 acres of new forest.

The potential for this transition is vast. India possesses an untapped



Renewable Energy (RE) goldmine of 1163 GW for wind and 750 GW for solar. Despite this, critical regions like the Golden Quadrilateral have utilized

just 3% of their available wind potential and 20% of their solar potential. To bridge this gap, the **RE-Charge Ready Reckoner**, A

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Handbook on Renewable Energy (RE) Integration for Zero Emission Truck (ZET) Charge Parks, developed by the Centre of Excellence for Zero Emission Trucking (CoEZET) and the Centre for Excellence in Energy and Telecommunications (CEET), IIT Madras, provides a national roadmap for implementing RE-integrated charging infrastructure.

From Data to Decarbonization: The Strategic Value of The Reckoner

The Reckoner is intended to simplify the complexities surrounding renewable energy integration for ZET infrastructure. It creates a clear, data-backed framework to help decision-makers understand the following:

1. How much energy will the ZET corridors require?
2. What is the required size of the RE power plant and storage?
3. What investment models offer the best returns?
4. How to manage demand charges and reduce operational costs?
5. How does the RE-powered truck charging drastically reduce emissions?

In simple terms, the Reckoner acts as a step-by-step guide for planning and implementing large-scale, renewable-powered truck charging parks, supporting India's transition to a clean

and future-ready freight system.

From Theory to Action: The Digital Toolkit: The Reckoner moves beyond high-level strategy by introducing the **RE-Charge Ready Reckoner Calculator**. This Excel-based tool has two modes to simplify investment hurdles: **Simple Mode:** Estimates RE capacity and costs based on available land and renewable energy mix. **Business Mode:** Provides granular Return On Investment (ROI) projections, factoring in fleet volume and highway length.

While the Reckoner establishes a comprehensive roadmap for infrastructure, its true value lies in how it addresses the unique hurdles faced by different industry players. By translating complex technical and regulatory data into actionable insights, it provides tailored guidance for every stakeholder in the ecosystem. **Who Benefits from the Reckoner?** The Reckoner is designed to empower a wide range of industry players: **Infrastructure:** Charge Point Operators (CPOs) and Distribution Companies (DISCOMs). **Operations:** Fleet owners and logistics providers. **Governance:** Government officials and policymakers. **Industry:** Leaders across energy and mobility sectors.

The Road Ahead: Zero-emission trucking is no longer a distant goal for

India; it is now a clear, financially sound, and technically feasible reality. By harnessing the nation's immense, untapped renewable energy potential through innovative business models, stakeholders can achieve profitable growth while replacing imported fossil fuels with domestic and sustainable power. This transition offers a triple dividend of energy security, climate mitigation, and superior financial returns, demonstrating that when policy, technology, and finance converge, India can build a durable, eco-friendly future for its entire logistics sector.

By combining technical guidance, financial modelling, and policy alignment, the RE Charge Ready Reckoner transforms RE integration from a perceived risk into a strategic growth opportunity. By embracing this roadmap and leveraging the financial clarity of the RE Charge Ready Reckoner Calculator, developers and investors can confidently accelerate implementation. These essential blueprints provide the path forward, paving the way for a carbon-free, robust, and economically sovereign transport ecosystem across the nation.

Click to read more:

https://coezet.iitm.ac.in/view_pdf.html?file=pdf/reports/rrc.pdf

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smoke gets into your eyes.*

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मुख्य लाभ



- ₹5 लाख का दुर्घटना/आकस्मिक मृत्यु कवरेज।
- स्थायी पूर्ण विकलांगता बीमा राशि ₹5 लाख
- स्थायी आंशिक विकलांगता बीमा राशि तक
- दुर्घटना होने पे अस्पताल में भर्ती होने पर ₹1.5 लाख तक का कवरेज ।
- अस्थायी पूर्ण विकलांगता प्रति सप्ताह एसआई का 1% (5000 रुपये तक), अधिकतम 100 सप्ताह तक
- 24/7 हेल्पलाइन: सड़क पर उत्पीड़न के मुद्दों और आपातकालीन - एम्बुलेंस जैसी सेवाओं के लिए।
- 24x7 हेल्पलाइन: अधिकारियों द्वारा उत्पीड़न (सरकारी विभाग, RTO, पुलिस आदि) में सहायता, चोरी व दुर्घटना के समय कानूनी सहायता एवं वकील /advocate प्रदान करना।
- ड्राइवर शिविर (जैसे स्वास्थ्य, नेत्र शिविर), कानूनी, व्यक्तिगत स्वच्छता, सरकारी नीतियों और सामाजिक कल्याण कार्यक्रमों आदि पर व्हाट्सएप शैक्षिक अभियान आयोजित करना।



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Road Deaths Are Exposing Deepening Safety Concerns

As Delhi Reaches Seven-Year High...



Road accidents claimed more than 1,600 lives in Delhi last year, making 2025 the deadliest year on the city's roads in the past seven years. Official figures reveal a troubling rise in fatal crashes, pointing to growing risks for commuters in the national capital despite sustained enforcement efforts and public awareness campaigns.

According to a comparative assessment of road accident data compiled up to December 31, Delhi recorded 1,617 deaths in 1,578 fatal accidents in 2025. This marked a noticeable increase over 2024, when 1,551 people died in 1,504 fatal accidents. In percentage terms, fatal accidents rose by 4.92 per cent, while the number of deaths increased by 4.26 per cent year-on-year. The rise highlights not just more accidents, but an increase in the severity of crashes across the city.

The overall volume of road accidents showed only a slight increase. Total accidents went up by 0.57 per cent, from 5,657 cases in 2024 to 5,689 cases in 2025. However, this modest rise masks a more serious underlying trend. While the number of accidents has grown only marginally, fatal and serious crashes have increased at a much faster pace, indicating that collisions are becoming more dangerous.

Injuries from road accidents also rose during the year. The number of people injured increased by 1.7 per cent, from 5,224 in 2024 to 5,314 in 2025. At the same time, non-injury accidents saw a steep decline of 27.4 per cent, falling from 84 cases to just 61. Accidents involving simple injuries dipped slightly by 0.5 per cent, decreasing from 4,069 cases in 2024 to 4,050 in 2025. These figures suggest that while minor incidents are reducing, a greater proportion of accidents are resulting in

serious harm or loss of life.

A broader look at road safety data over the past several years shows that 2025 stands out as the most dangerous year since 2019. In that year, Delhi recorded 1,433 fatal accidents and 1,463 deaths. The situation improved sharply in 2020 due to COVID-19 lockdowns, when traffic movement dropped significantly. As a result, the city saw 1,163 fatal accidents and 1,196 deaths, the lowest figures in nearly two decades.

However, the decline was short-lived. With normal activity resuming, fatalities began rising again. Fatal accidents increased from 1,206 in 2021 to 1,428 in 2022 and 1,432 in 2023. The upward trend continued in 2024 with 1,504 fatal accidents, before reaching 1,578 in 2025. A similar pattern was seen in the number of deaths, which rose from 1,239 in 2021 to 1,461 in 2022, 1,457 in 2023, 1,551 in 2024 and finally 1,617 in 2025.

Senior police officials attribute the rising death toll to multiple factors, including increased traffic density, higher average vehicle speeds and persistent traffic violations. Common offences such as drunk driving, speeding, jumping red lights and failure to wear helmets or seat belts continue to contribute significantly to fatal crashes. Officials note that while enforcement drives are conducted regularly, changing commuter behaviour remains a major challenge.

The data underline the urgent need for a more comprehensive approach to road safety in Delhi. Along with stricter enforcement, authorities may need to focus on better road design, improved traffic management and sustained public engagement to encourage responsible driving. Without effective intervention, the steady rise in fatalities suggests that Delhi's roads could become even more dangerous in the coming years.

Government of India Amends Central Motor Vehicles Rules to Strengthen User Fee Payments

In order to strengthen compliance towards user fee payment at the toll plazas on National Highways, the Government of India has notified the 'Central Motor Vehicles (Second Amendment) Rules, 2026', introducing key changes to the 'Central Motor Vehicles Rules, 1989'. These amendments are aimed at improving user fee compliance, enhancing efficiency of Electronic Toll Collection and discouraging user fee evasion on National Highways.

Under the amended rules, a new definition of 'unpaid user fee' has been introduced and it refers to the user fee payable for the use of a National Highway section, where Electronic Toll Collection (ETC) system has recorded the vehicle's passage, but the applicable fee has not been received in accordance with the National Highways Act, 1956.

The amendments link the clearance of unpaid National Highway user fee with vehicle-related services. As per the provisions, a No Objection Certificate (NOC) for transfer of ownership or transfer of a vehicle from one State to another shall not be granted until any unpaid user fee is cleared. In addition, renewal or generation of a Certificate of Fitness for vehicles will not be permitted unless outstanding user fee dues have been paid. For commercial vehicles seeking a National Permit, the amended rules make it mandatory that the vehicle must not have any unpaid user fee.

Corresponding changes have also been made to 'Form 28' which now requires applicants to disclose whether any demand for an unpaid user fee at a toll plaza is pending against the vehicle, along with relevant details. Promoting digital processes, the rules also enable the electronic issuance of relevant portions of 'Form 28' through the designated online portal. 'Form 28' is application for a No



Corresponding changes have also been made to 'Form 28' which now requires applicants to disclose whether any demand for an unpaid user fee at a toll plaza is pending against the vehicle, along with relevant details. Promoting digital processes, the rules also enable the electronic issuance of relevant portions of 'Form 28' through the designated online portal

Objection Certificate (NOC), a key document required for transferring vehicle ownership to another state or district confirming the vehicle has no pending taxes, challans, or legal issues. These Amendments will also help in user fee collection after the implementation of the Multi-Lane Free Flow (MLFF) system, that will enable barrier less tolling on the National Highway network.

The amendments have been issued following publication of draft rules on 11th July 2025 vide a Gazette Notification, which invited suggestions from stakeholders and the general public. Copies of the draft notification were made available to the public on 14th July 2025. After careful consideration of the feedback received, the Government of India has finalized and notified the amended rules.

These amendments will help NHAI in fostering transparent and technology-driven tolling systems for sustained development and maintenance of the National Highway network across the country.

CV Manufacturers' Reactions After Major Focus On Infrastructure, Manufacturing & Logistics in Budget 2026

The Union Finance Minister stated that India will continue to take confident steps towards Viksit Bharat, balancing ambition with inclusion, as she presented the Yuva Shakti-driven Budget 2026, which highlights the government's 'Sankalp' to focus on the poor, underprivileged, and disadvantaged. India must continue to be closely linked to international markets to increase exports and draw steady, long-term investment as a developing economy with growing trade and capital requirements.

DheerajHinduja, Chairman, Ashok Leyland, said, "The Finance Minister has presented a pro-growth, development-focused Budget aligned with the Prime Minister's vision of a competitive, resilient, and self-reliant India. Increased spending on Infrastructure, Manufacturing, and Defence – along with continued emphasis on roads, logistics, and construction – is expected to accelerate economic growth and drive demand in the commercial vehicle sector," reported TrucksDekho.com.

He further added, "The Budget also advances initiatives in AI (Artificial Intelligence), rare earths, and energy transition while supporting key sectors such as healthcare, education, agriculture, housing, and electrification. Overall, it sustains growth momentum and strengthens India's long-term economic trajectory."

Vinod Aggarwal, MD & CEO, VE

Commercial Vehicles, said, "The Union Budget 2026 sets out a clear and purposeful roadmap to strengthen India's growth trajectory and advance the vision of Viksit Bharat. With a clear focus to build capability in crucial areas, the budget reinforces the foundations of the automotive and commercial vehicle industry. The continued focus on capital expenditure, with Rs 12.2 lakh crore allocated for infrastructure, will play a critical role in sustaining demand for trucks, buses, and logistics assets that underpin economic activity nationwide."

He further added, "The Union Budget's emphasis on developing Rare Earth Mineral Corridors across Odisha, Kerala, Andhra Pradesh, and Tamil Nadu marks a strategic step toward securing critical inputs for electric motors and advanced components. This will reduce import dependence, strengthen domestic value chains, and bolster India's long-term competitiveness in high-technology mobility."

"On the clean mobility front, the continuation of duty exemptions on capital goods for battery manufacturing, alongside targeted incentives for localised processing, sends a strong signal of intent. These measures are instrumental in accelerating EV adoption while building a cost-efficient battery ecosystem – crucial for improving the Total Cost of Ownership and driving wider commercial viability. Overall,

the budget strikes the right balance between near-term industry confidence and long-term capacity building, reinforcing India's position as a resilient, self-reliant, and globally competitive manufacturing hub."

Sudhir Mehta, Founder and Chairman, EKA Mobility, said, "The Union Budget 2026 reinforces India's resolute commitment to building a sustainable, future-ready mobility ecosystem, and places clean transportation firmly at the centre of the country's development agenda. The Government's plan to deploy 4,000 electric buses across multiple regions is a clear endorsement of public transport electrification as a scalable solution to rising urban congestion, emissions and mobility demand. Large public fleet adoption is often the tipping point for wider EV acceptance, and this move strengthens confidence across the electric mobility value chain."

"While these buses are part of mainstream public transport, their deployment across emerging connectivity and tourism circuits will also play a critical role in improving access to key destinations and regional hubs. The Budget's emphasis on transport-led growth through seven high-speed rail corridors, including key routes such as Hyderabad–Bengaluru and the strategically significant Mumbai–Pune railway corridor, along with dedicated freight corridors like Dankuni–Surat, reflects a broader

shift towards cleaner and more efficient intercity and regional connectivity.”

“These investments are closely aligned with the Government's focus on boosting tourism by improving access to major economic centres, pilgrimage circuits and emerging travel destinations. Seamless, low-emission mobility is essential to making tourism more accessible, sustainable and resilient. Public capital expenditure rising to Rs 12.2 lakh crore, complemented by the proposed Infrastructure Risk Guarantee Fund, further strengthens the investment environment for large-scale transport and EV infrastructure projects. Risk-mitigated financing is critical for accelerating deployment across commercial and mass mobility segments.”

He added, “For EKA Mobility, this Budget provides a strong strategic foundation to expand electric vehicle offerings, integrate mass transit and smart mobility solutions, and support low-carbon transport networks across cities, industrial corridors and tourism hubs. Overall, the Budget presents a cohesive vision for inclusive, sustainable and future-ready mobility, aligned with India's broader aspiration of a Viksit Bharat.”

“In parallel, the Budget's focus on inclusivity and empowerment, particularly for Divyangjan, resonates strongly with industry-led CSR initiatives aimed at enabling independent mobility and dignified living. Programmes such as the Divyang Sahara Yojana and Divyangjan Kaushal Yojana complement on-ground efforts by industry and civil society to improve access to assistive technologies and livelihood opportunities.”

Jalaj Gupta, Managing Director, Montra Electric, quoted, “This year's

Union Budget lays a strong foundation for India's clean mobility and advanced manufacturing ambitions. From supporting lithium-ion cell manufacturing and rare earth processing to strengthening semiconductor and electronics ecosystems through ISM 2.0 and enhanced component schemes, the government is enabling a truly integrated EV supply chain. These initiatives will help deepen localisation, develop skilled talent, and reinforce India's position as a global hub for sustainable mobility and high-technology manufacturing.”

Devendra Chawla, MD & CEO, GreenCell Mobility, quoted, “The Union Budget 2026–27 clearly signals that electric mobility and sustainable transport are no longer peripheral to India's growth agenda, but central to it. The planned deployment of 4,000 electric buses across the North-East marks an important acceleration in public transport electrification, particularly for cities and tourism-intensive regions that are grappling with congestion, pollution and rising mobility demand.”

“Large-scale adoption in public fleets is often the inflexion point for electric mobility, and this push strengthens confidence across the ecosystem while also supporting cleaner, more accessible travel for residents and visitors alike. The emphasis on new national waterways, dedicated freight corridors and high-speed rail connectivity reflects a broader shift towards cleaner, more efficient movement of people and goods. As highlighted in the Budget, these investments are also closely linked to boosting tourism by improving connectivity to pilgrimage circuits, heritage destinations and emerging travel hubs.”

“Reduced dependence on high-emission road transport, combined

with stronger last-mile connectivity, is essential for creating integrated and sustainable mobility networks that support both economic activity and tourism-led growth. When viewed alongside initiatives such as City Economic Regions and the Seaplane VGF Scheme, the Budget points to a more balanced transport strategy that links urban centres, emerging regions and tourist destinations. These measures enhance regional accessibility while creating new opportunities for multimodal, low-carbon transport solutions.”

He further added, “Equally relevant for the sector is the Infrastructure Risk Guarantee Fund, which can help unlock private capital for commercial transport and EV infrastructure. Access to risk-mitigated financing is critical for scaling electric fleets and charging networks at pace, especially across intercity routes and high-footfall travel corridors.”

“For GreenCell Mobility, these measures create a supportive environment to expand electric bus operations, integrate smart mobility solutions and partner with cities and states on cleaner mass transit systems. Overall, this Budget reinforces a long-term vision for low-carbon, inclusive and future-ready transportation, where sustainable mobility becomes a key enabler of economic growth, tourism development and environmental responsibility.”

BitanDatta, Transportation and Advanced Industrials, Oliver Wyman, said, “Union Budget 2026 is episodic in India's transformative journey to be 'Viksit Bharat' ('Developed India'). The budget reinforces transportation and industrial infrastructure as critical enablers of this transformation. The focus on high-speed rail corridors, new dedicated freight corridors, national waterways and coastal shipping highlights a clear intent to

improve logistics efficiency and multimodal connectivity.”

“These investments will continue to reduce transit times, lower logistics cost and enhance the supply-chain competitiveness of Indian manufacturing. The emphasis on indigenous manufacturing, combined with large-scale public capital expenditure, is focused on building self-reliability in critical segments - semiconductor, electronics, rare earth applications, containers, energy transition, biopharma and high-value, technologically-advanced construction & infra equipment. Budget 2026 signals consistency in the Government's push to boost India's global competitiveness.”

Niranjan Kirloskar, Managing Director, Fleetguard Filters, said, “Union Budget 2026 clearly signals the government's intent to anchor growth in infrastructure and manufacturing. With capital expenditure set at Rs 12.2 lakh crore for FY 2026-27, industries can expect a strong multiplier effect across capital goods, construction equipment, mobility, and industrial operations. For sectors reliant on heavy machinery, engines, and fleet movement, this translates into higher equipment utilisation and sustained demand for reliable, high-performance filtration and operational solutions.”

“Equally significant is the focus on Tier II and Tier III cities as emerging industrial and logistics hubs. As manufacturing clusters expand beyond metros and supply chains become more efficient, industrial activity will deepen across regions, supporting economic growth while raising standards in operational efficiency, emissions control, and equipment longevity — areas where advanced filtration technology plays a critical role. From an ease-of-doing-

business perspective, procedural tax relief and clearer policy frameworks will reduce compliance friction and accelerate project execution for manufacturers and infrastructure players.”

“The Budget's emphasis on developing rare earth and critical mineral mining corridors in states like Odisha, Kerala, Andhra Pradesh, and Tamil Nadu is timely, strengthening domestic supply chains and supporting mining, power, and heavy engineering sectors that depend on robust, high-performance filtration systems. Overall, this Budget moves beyond short-term stimulus to focus on building long-term capacity. By strengthening infrastructure, securing supply chains, and promoting regional growth, it sets the stage for industries to invest in efficiency, reliability, and sustainability, aligning with India's vision of a resilient, self-reliant, and future-ready economy under the Viksit Bharat agenda.”

Baba Kalyani, CMD, Bharat Forge, said, “The Union Budget 2026 reflects the hallmark of Prime Minister Modi's stable, strong and visionary leadership, anchored in policy continuity, fiscal discipline and a clear focus on building long-term national capabilities. I congratulate the Hon'ble Finance Minister on her ninth successive Budget, which strikes a careful balance between macroeconomic stability and sustained investment-led growth. The articulation of a multi-pronged growth framework and the three kartavyas reinforces the commitment to building a competitive, inclusive and future-ready economy. At a time of heightened geopolitical and supply-chain uncertainty, these measures are bound to strengthen India's economic resilience and global positioning, sending a strong signal to both Global and Indian investors.”

“Through this budget, the government's bet on Manufacturing is reinforced; special emphasis on modern infrastructure, high-speed rail corridors, healthcare and cities as engines of growth, is timely and strategic. The progression of the semiconductor programme to ISM 2.0 through ecosystem development, alongside the announcement of rare-earth corridors across eastern and southern India, will significantly strengthen domestic supply chains. Equally important is the focus on green competitiveness, with meaningful allocations for carbon capture and decarbonisation, aligning sustainability with industrial performance.”

“Aligned with the geo-strategic realities, the defence sector emerges as a key pillar of this Budget. With defence receiving the second-highest allocation with about 25% increase in the modernisation budget, the emphasis is firmly on upgrading platforms, systems and technologies, while improving procurement efficiency. The message to industry is clear: deepen long-term capability, technology and Aatmanirbharta or self-reliance. I laud Madam Minister's special thrust on Information Technology Services for companies setting up Data Centres and Cloud Services from India; the 22-year tax holiday for such investments is a well-thought-out initiative aimed at Global leadership in this segment.”

He added, “Finally, the focus on university-industry clusters and AI-led productivity will help India fully leverage its demographic dividend. Overall, the Budget provides the industry the confidence to invest, innovate and partner in building a globally competitive Indian economy.”



Nothing's
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Key Road Infrastructure Projects of NHAI & MoRTH and Decongestion Initiatives for the National Capital

Minister of State for Road Transport and Highways and Corporate Affairs, Harsh Malhotra chaired a meeting to assess the progress of major road infrastructure works, decongestion strategies, and inter-agency coordination issues impacting Delhi. Member of Parliament, West Delhi, Kamaljeet Sehrawat, Chief Secretary, Delhi, Secretary, Ministry of Road Transport & Highways and senior officers from Ministry of Housing and Urban Affairs, National Highways Authority of India (NHAI), Government of NCT of Delhi, Delhi Development Authority (DDA), Delhi Police, Delhi Jal Board (DJB), Delhi Transport Department and other agencies were also present in the meeting.

Opening the discussion, Harsh Malhotra emphasized that Delhi, as the nation's capital, must reflect the spirit of "Viksit Bharat" through modern, safe, seamless and environment-friendly mobility systems.

Malhotra reiterated that the vision of Prime Minister Shri Narendra Modi is to transform Delhi into a model city that is decongested, better connected and future-ready, while improving the quality of life for citizens and commuters.

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Minister reviewed the secondary service roads along the UER-II which would enhance connectivity and facilitate movement of adjoining villages and habitations. The authorities informed that the project currently is in the DPR stage. While noting the citizen concerns regarding local access, safety, and integration of service roads with adjoining colonies, commercial pockets and institutional areas, Minister asked the DDA to take urgent action. He assured that NHAI as Implementing Agencies, will complete their assigned task in the stipulated time frame. Minister directed both NHAI and DDA to expedite process for enhancing the connectivity in the adjoining areas while stressing on strong inter-agency coordination is essential to ensure commuter safety, infrastructure durability, and effective decongestion. Minister Harsh Malhotra and Member of Parliament Mrs. Kamaljeet Sehrawat took note of the traffic congestion in the Dwarka Sub-City following the opening of the Urban Extension Road-II (UER-II). While UER-II has been constructed in accordance with the Delhi Development Authority (DDA) Master Plan, it was noted that traffic dispersal into internal colonies and sectors requires urgent planning and execution.

Minister asked the DDA, Municipal Corporation of Delhi (MCD), and Public Works Department (PWD) and other stakeholders to explore all

possible options for decongesting Dwarka Subcity such as diversion of through-traffic away from internal Dwarka roads, strengthening linkages to the airport and Gurugram corridors, better integration with metro and public transportation nodes, and adoption of intelligent traffic management systems.

Minister also reviewed the status of three major road corridors in Delhi that were handed over to NHAI from the Public Works Department (PWD) for maintenance, road repair and widening works, all aimed at easing traffic congestion across these critical corridors. The three stretches - Mathura Road from Ashram to Badarpur Border, Old Delhi- Rohtak Road -- Punjabi Bagh to Tikri Border, and Mehrauli-Gurugram Road -- Mehrauli to Gurugram city, totalling a total 33 km and serve as critical links between Delhi and neighbouring areas. Minister directed the officials to expedite the projects for completion with stipulated time frames.

Minister also took a review of the Delhi Decongestion Plan while underlining the need to further accelerate work. The Minister stressed that decongestion is not only about easing traffic; it also leads to: reduced vehicular emissions, lower travel time and logistics cost, improved road safety, and enhanced economic productivity.

The Delhi Decongestion Plan primarily focusses on Extension of Delhi-Amritsar-Katra Expressway (NE-5) from KMPE till UER-II (NH-344M) in Delhi and Haryana which would providing Direct Connectivity link to Delhi and Gurugram with Katra through UER-II & Dwarka Expressway, Extension of UER-II (NH-344M) near Alipur till Delhi-Dehradun Expressway (NH-709B) near Tronica City in Delhi and Uttar Pradesh which will also act as bypass



to NH-44/Delhi Outer/Inner Ring Road as the traffic destined to move to North/North-West/West/South-West Delhi & Gurugram may travel through UER-II & Dwarka Expressway to reach the destination. Construction of a Road Tunnel starting from Dwarka Expressway (near Shiv Murti Mahipalpur) to Nelson Mandela Marg, Vasant Kunj in the State of Delhi which will facilitate Easy flow of traffic from Dwarka Expressway to Nelson Mandela Marg.

Minister also took a comprehensive overview of ongoing and completed projects, status of approved works, fund accruals of Delhi sanctioned under Central Road Infrastructure Fund (CRIF) and Setu Bandhan Schemes as these projects play a key role in strengthening the secondary network supporting National Highways. Officials presented status updates, including works nearing completion. Hon'ble Minister, taking note of the situation directed the officials for timely completion of all the sanctioned projects under stipulated timeframe.

Several other pending matters between DDA, NHAI, PWD, Delhi Police, Delhi Jal Board, Delhi

transport Department, IGL—including land handover, right-of-way clearances were also discussed in detail. It was recognized that early resolution of these issues is essential to keep project timelines on track.

Minister directed officials to adopt a time-bound approach to approvals. All the agencies agreed to maintain continuous coordination and escalate unresolved matters for quicker decisions, ensuring that development work is not delayed and public money is utilized efficiently.

Chief Secretary, Delhi highlighted that coordinated, time-bound execution and resolution of bottlenecks is critical to unlock benefits for citizens. He assured full cooperation from the Delhi Government and called for proactive engagement among agencies to ensure faster delivery of projects.

In his concluding remarks, Harsh Malhotra shared resolve to move forward in close partnership to realize the goal of "Viksit Delhi — Decongest Delhi" and expressed appreciation for the constructive participation of all departments and reiterated the commitment of the Ministry of Road, Transport & Highways to support Delhi's infrastructure transformation.

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Allocation of 30 GHz Radio Frequency for Vehicle-to-Vehicle Communication to Reduce Road Accidents

Consultative Committee of the Ministry of Road Transport & Highways (MoRTH) met under the chairmanship of Union Minister for Road Transport & Highways Nitin Gadkari to address critical issue of road safety. Harsh Malhotra and Ajay Tamta, Ministers of State for Road Transport & Highways, were also present.

The meet emphasizing focused on “Measures for Reduction in Road Accidents and Fatalities”, emphasizing a multi-pronged and coordinated approach to curb road accidents and save lives. The Chairman, NHAI, briefed the Committee on the Ministry's ongoing efforts to enhance road safety and reduce accidents on National Highways.

This was followed by a detailed presentation by the Additional Secretary (Transport), outlining key initiatives under the four pillars of road safety—Engineering, Enforcement, Education, and Emergency Care. The presentation highlighted achievements so far, existing challenges, and the need to strengthen current measures while introducing new road safety interventions. The Secretary, RT&H, also apprised the Committee about the development of AI-enabled road safety technologies in collaboration with IIT Kanpur.

While appreciating the initiatives undertaken by the Ministry, the

Committee Members expressed concern over the persistently high number of road accidents and fatalities across the country. They emphasized the need for a comprehensive strategy involving engineering improvements, enhanced public awareness, and effective enforcement mechanisms.

Members raised key issues relating to rectification of black spots, widening of select National Highway stretches, availability of trauma care facilities along highways, enhancement of compensation for road accident victims, road maintenance and repairs, and coordination with State Governments for State Highways. Concerns were also expressed over the irregular conduct of Members of Parliament Road Safety Committee (MPRSC) meetings at the district level, absence of proper road markings, and poor quality of signages and reflectors. It was suggested that landslide-prone locations be identified on the lines of black spots and appropriate corrective measures be undertaken. Other suggestions included inclusion of road safety in school curricula, establishment of a Centre for Road Safety, and setting up at least one trauma centre in each district.

Responding to the concerns, Nitin Gadkari informed the Committee that 30 GHz radio frequency has been allocated by the Department of Telecommunications for the development of vehicle-to-vehicle communication systems, which will

help reduce road accidents and fatalities. He urged Members to impress upon State authorities the importance of conducting regular MPRSC meetings in their respective districts with participation from the District Collector, Police, PWD, and other concerned agencies.

Minister further stated that road safety considerations are being duly incorporated while finalising Detailed Project Reports (DPRs). He directed the Regional Officers and Project Directors of MoRTH/NHAI to attend MPRSC meetings regularly and ensure suitable road safety interventions in ongoing projects. He also informed that AI-based road safety applications would be shared with States and UTs and requested Members to submit detailed notes on their concerns and suggestions for further examination.

During the meeting, the Minister also showcased the Road Safety Anthem, which has been translated into 22 regional languages. He requested the Hon'ble Members of Parliament to promote the playing of the Road Safety Anthem in regional languages in schools, public gatherings, and other public spaces.

Union Minister motivated all officers to continue making dedicated efforts towards building safer road infrastructure across the country and reiterated the Government's commitment to saving lives on Indian roads.

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"It is during our darkest moments that we must focus to see the light." — Aristotle

India's Road Infrastructure: Nation Becomes the First in the World to Commercially Produce Bio-Bitumen

Union Minister for Road transport and Highways, Gadkari Ji highlighted how agricultural waste can be converted into a valuable national resource. He noted that bio-bitumen is a transformative step towards the vision of Viksit Bharat 2047. By utilising agro-waste, it reduces pollution caused by crop burning and strengthens the circular economy. With 15% blending, India can save nearly ₹4,500 crore in foreign exchange and substantially reduce its dependence on imported crude oil.

Speaking at CSIR's Technology Transfer Ceremony titled "From Farm Residue to Road: Bio-Bitumen via Pyrolysis,". He says, Today marks a historic milestone in India's road infrastructure, as the nation becomes the first in the world to commercially produce bio-bitumen. Union Minister Nitin Gadkari Ji congratulated CSIR and its dedicated scientists, and thanked Union MoSJitendra Singh Ji for his constant support in achieving this pioneering breakthrough.

Gadkari Ji further stated that this innovation will empower farmers, generate rural livelihoods, and boost the rural economy. Bio-bitumen, he said, truly reflects the Modi Government's commitment to sustainable development, self-reliance, and environmentally responsible growth, paving the way for a cleaner and greener future.



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NHAI Creates Multiple Guinness World Records on Bengaluru–Kadapa–Vijayawada Economic Corridor

NHAI in association with concessionaire M/s RajpathInfracon Private Limited successfully created four Guinness World Records:

- Record for the longest continuous laying of Bituminous Concrete, covering 28.89 lane km in 24 hours
- Record for continuous laying of highest quantity of 10,655 metric tons Bituminous Concrete in 24 hours
- Record for continuous laying of 57,500 metric tons of Bituminous Concrete
- Record for continuous paving of 156 lane km

Highlighting its engineering prowess and execution excellence, NHAI in a landmark achievement has successfully created four Guinness World Records on the under-implementation Bengaluru–Kadapa–Vijayawada Economic Corridor of NH-544G.

On 6th January 2026, NHAI made two Guinness World Records near Puttaparthi, Andhra Pradesh. First, was the record for the longest continuous laying of Bituminous Concrete, covering 28.89 lane km or 3-lane wide 9.63 km long section within 24 hours. The second record was created for continuous laying of highest quantity of 10,655 metric tons

Bituminous Concrete in 24 hours. Both records were established for the first time globally under the six-lane National Highway project on the Bengaluru–Kadapa–Vijayawada Economic Corridor.

Building further on this momentum, two additional Guinness World Records were created on 11th January 2026. These include the continuous laying of 57,500 metric tons of Bituminous Concrete and a record for continuous paving of 156 lane km or 3-lane wide 52 km long section, surpassing the previous world record of 84.4 lane km or 2-lane wide 42.2 km long section. These record-setting feats was executed across Package-2 and Package-3 of the Bengaluru–Kadapa–Vijayawada Economic Corridor.

NHAI in association with concessionaire M/s RajpathInfracon Private Limited achieved this historic feat through deployment of state-of-the-art construction equipment and machinery involving 70 tippers, five hot mix plants, one paver, and 17 rollers. Supported by stringent quality assurance mechanisms, the process was monitored for quality control with the help of premier institutions including IIT Bombay, along with Original Equipment Manufacturers

(OEMs), ensuring adherence to the highest standards of quality and safety.

The 343 km long, access-controlled six-lane Bengaluru–Kadapa–Vijayawada Economic Corridor has been designed for safe, high-speed, and scenic travel experience. It features 17 interchanges, 10 wayside amenities, 5.3 km long tunnel and around 21 km long section of the corridor passes through forest area.

Delivering substantial economic and logistical benefits, once completed the corridor will reduce travel distance by 100 km from current 635 km to 535 km and cut travel time by nearly four hours from the current twelve hours to around eight hours. The corridor will significantly enhance regional connectivity by linking Bengaluru with Vijayawada, strengthening access between the Rayalaseema region and the coastal and northern regions of Andhra Pradesh, as well as the Koparthy Industrial Node.

These Guinness World Records stand as a testament to NHAI's commitment to deliver world-class National Highway infrastructure, aligned with the vision of the Government of India to build safe, efficient, and globally benchmarked corridors that support economic growth and regional development across the country.

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"All you need is the plan, the road map, and the courage to press on to your destination."— Earl Nightingale

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KEY FACTS

Group Turnover



\$600 Mn.
(in 2017-18)

Employee Strength



6000+

Vehicles/day Managed on Road



12000

Cargo Ships (Coastal Waters)



6

Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



1400+

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Filtration Intelligence: The Hidden Key To Fleet Cost Optimisation

Fleet performance is rarely determined by dramatic interventions. In vehicle operations, the choices that matter most often show up in places people don't usually look. It appears quietly in the everyday decisions that determine how long a vehicle lasts, how reliably it runs, and how predictable its costs remain. Filtration is one of those decisions. Rarely discussed, often treated as routine, yet deeply tied to performance and longevity.

Modern vehicles are precision machines. Every kilometre they operate, air, fuel, oil, and transmission fluid move through systems with increasingly tight tolerances. Even microscopic contaminants can cause gradual wear that may not be immediately visible but eventually surfaces as higher fuel consumption, reduced power, unplanned downtime, or shortened component life. When filtration is treated as a basic replacement item rather than a protective system, these problems accumulate quietly in the background.

According to TrucksDekho.com, this is where smarter filters begin to make a meaningful difference. Not all filters are designed with the same objective. Basic disposable filters are engineered to meet minimum requirements, whereas smarter filters are designed to consistently protect over time without compromising airflow. High-performance air filters, for instance, use multiple layers of oiled cotton gauze instead of conventional paper. This design allows the engine to breathe more freely while still capturing fine dust and debris, resulting in steadier performance, sharper throttle response, and reduced wear on internal components.

Longevity is another critical distinction. Traditional air filters are typically discarded and replaced every 12,000 to 15,000 miles. Washable and

reusable filters, by contrast, can operate for significantly longer intervals and, with proper care, often last the lifetime of the vehicle. The same principle applies beyond the air intake system. Transmission filters play a crucial role in preventing debris from reaching sensitive valves and gears, where even minor contamination can lead to poor shifting, overheating, or long-term damage.

A stronger fleet begins to emerge at this point. Strength, in this context, is rather about dependability than vehicle size or engine output. Vehicles that spend more time on the road and less time in the workshop are easier to schedule, easier to manage, and far less expensive over time. Fewer breakdowns mean fewer missed deliveries, fewer emergency repairs, and less disruption across the supply chain.

Fleet logistics already focuses heavily on route optimisation, fuel efficiency, and driver behaviour. Filtration quietly supports all of these efforts by reducing mechanical risk at the foundation level. Clean engines last longer. Clean fluids protect high-value components. Over time, maintenance shifts from reactive problem-solving to predictable planning, often the dividing line between fleets that struggle to keep up and those that operate with consistency and control.

At this stage, filtration moves beyond individual products and enters the realm of filtration intelligence. While smarter filters improve performance on their own, filtration intelligence looks at how those filters perform in real-world conditions. It considers where vehicles operate, how frequently they run, the level of dust or pollution they encounter, and how service life varies accordingly.

Studies of air filters have also shown that filtration efficiency and service life

can differ dramatically depending on location and operating environment. In some cities, filters remain effective for thousands of hours; in others, they clog far sooner. Treating every vehicle the same inevitably leads to over-maintenance in some cases and under-protection in others, both of which increase costs.

More advanced systems extend this approach further by incorporating sensors and diagnostics that indicate when filtration efficiency begins to decline. Maintenance teams can then act before performance suffers or failures occur. The focus shifts away from replacing components on fixed schedules and toward managing outcomes, uptime, reliability, and cost control.

From a cost perspective, this shift changes the entire conversation. Smarter filters and intelligent filtration systems may carry a higher upfront price, but they consistently reduce the total cost of ownership. Fewer replacements, lower labour requirements, reduced fuel variability, and fewer major repairs quickly offset the initial investment. For fleet managers, the benefit appears as operational stability and tighter budget control. For individual vehicle owners, it means fewer surprises, longer engine life, and improved resale value.

Filtration has come a long way from the oil-bath systems of earlier decades. Advances in materials, manufacturing techniques, and regulatory standards have transformed filters into high-precision components that support efficiency, compliance, and sustainability. When filtration is approached with intention rather than habit, it strengthens vehicles, stabilises fleet operations, and reduces long-term costs, often without drawing much attention to itself.

That's the true value of prevention done well. When it works, you barely notice it. But over time, the results speak clearly for themselves.

BillionElectric Mobility Plans To Deploy Over 500 Electric Trucks In Financial Year 2027



In an effort to expand commercial electric truck operations in India, Billion Electric Mobility (BillionE), an E-Mobility-as-a-Service (eMaaS) platform that specialises in electric truck transportation, has raised USD 25 million in a growth capital round using a combination of debt and equity. Let's understand the roadmap of the company for electric trucking operations across the country.

With the new funding, BillionE Mobility is moving from pilot programs to extensive commercial operations. In accordance with customer demand and current financing arrangements, the company plans to deploy more than 500 electric trucks during FY27 and has a pipeline of more than 1,500 electric trucks over the next two to three years.

The raised funds will go towards fleet

The raised funds will go towards fleet management systems, technology platforms needed to facilitate large-scale deployments, charging and operational infrastructure, and staggered fleet rollout

management systems, technology platforms needed to facilitate large-scale deployments, charging and operational infrastructure, and staggered fleet rollouts.

According to the company, financial institutions and public sector banks, including State Bank of India,

participated in the funding round, which was supported by a group of ultra-high net worth individuals and family offices.

Sanjeev Kulkarni, CEO and Co-founder, BillionE Mobility, said, "The capital would help accelerate fleet expansion, strengthen execution capabilities and deepen partnerships with customers seeking to decarbonise their logistics operations," reported TrucksDekho.com.

The increased electric commercial vehicle fleet of BillionElectric Mobility is expected to serve diverse industries, including cement, automotive, third-party logistics, metals, FMCG, chemicals, e-commerce, pharmaceuticals, mining, and other industries where regular routes and high utilisation levels make electrification economically feasible.

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Indian Commercial Vehicle Industry Expects Its Best Financial Year In FY2026, Driven By High Replacement Demand

According to India's leading commercial vehicle manufacturers, the commercial vehicle sales, which are seen as a gauge of economic activity, are expected to experience their best fiscal years to date in FY2026 and FY2027 due to a significant increase in replacement demand following tax rationalisation. Sales for this fiscal year are anticipated to exceed the pre-pandemic FY19 record of 1.07 million units. Here are the details.

We have recently analysed the sales growth of Q3 FY26 and seen that the Indian commercial vehicle industry has got a push after the GST 2.0 reform. Tax rationalisation has increased the customer sentiment and freight activity across the country. During the festive season, the rising demand also boosted the consumption and logistics operations. Despite the seasonal demand drag during Q3 FY26, structural forces continue to underpin the growth trajectory of the commercial vehicle segment.

The demand for commercial vehicles has been supported by attempts to build infrastructure, a growth in industrial production, and the growing formalisation of the logistics sector. Urban and peri-urban freight transit has grown as organised retail, e-commerce, and quick commerce continue to proliferate throughout Indian cities. In order to support last-mile delivery and distribution networks, larger fleets of light and

medium-sized commercial vehicles are now necessary.

According to data from SIAM, Indian CV sales increased by 21.5% YoY to 2,90,085 units in the October-December quarter after the goods and services tax reforms reduced the GST on the majority of commercial vehicles, including trucks, pick-ups, buses, and 3-wheelers, from 28% to 18% effective September 22, 2025. CV sales increased 10% YoY to 7,54,067 units over the April-December period.

Shenu Agarwal, Managing Director and CEO, Ashok Leyland, said, "Year to date, December 2025 has witnessed a good growth in the CV industry, driven by continued infrastructure growth and GST rationalisation. If the current momentum continues, we are looking at the best year for FY26 and FY27 as well."

He highlighted, "The total number of medium, heavy and light commercial vehicles aged between 10-15 years plying on roads is 4.8 million units. Of this, an estimated 1.9 million are MHCVs and 2.9 million are LCVs."

Girish Wagh, Managing Director and CEO, Tata Motors, said, "There has been a significant uptick in volumes last quarter. The maximum growth has come in for intermediate, light and medium commercial vehicles (ILMCVs), followed by small commercial vehicles and heavy-duty trucks. We expect this momentum to carry on into the next year."

He noted, "Freight demand has been growing 5-6% in billion tonne-kilometre (BTKM) terms in the last few years, indicating an increase in carrying capacity and a shift to larger multi-axle trucks. Due to the relaxation of axle-load norms and the shift to larger multi-axle trucks, carrying capacity had increased, but volumes remained largely flat in the last couple of years. But here on, as economic activity and GDP grow, we will see an increase in volumes," reported TrucksDekho.com.

According to the National Statistics Office's first advance estimate of GDP, India's economy will expand by 7.4% in 2025-2026. Compared to the 6.5% growth in FY25, this is significantly higher. Demand for transportation is rising steadily across several key industries, including steel, cement, automobile, automotive parts, and e-commerce. The CV fleet is typically between seven and eight years old.

Given that the average age of the CV fleet in the local market is at an all-time high of 11 years, the industry anticipates that the rise in replacement demand following the GST drop would continue. Even though commercial vehicle sales growth in the first half of the fiscal year was only 3.9%, the pace has been bolstered by rising utilisation levels, a resurgence of mining and construction activities following the end of the monsoon, and government investment in infrastructure projects.

Montra Electric Becomes The First Heavy-Duty Electric Truck Manufacturer In India To Get Certification Under PM E-DRIVE Scheme

As the first heavy-duty electric truck manufacturer in India to be certified under the Government of India's PM E-DRIVE Scheme, Montra Electric (e-M&HCV business vertical), a division of the Murugappa Group, has accomplished a major milestone in the country's clean mobility journey. The PM E-DRIVE-certified Rhino 5538 EV is a crucial lever in India's transition to net-zero and cleaner industrial growth, since heavy-duty vehicles contribute a disproportionate amount of freight emissions.

In order to expedite the deployment of electric heavy-duty vehicles throughout India's primary economic sectors, Montra Electric aims to collaborate closely with clients, legislators, and ecosystem partners. Let's explore more about the recent development and its significance.

To further demonstrate its dedication to promoting the development of electric commercial vehicles, Montra Electric delivered India's first PM E-DRIVE-certified electric heavy truck, the Rhino 5538 EV 6x4 tractor-trailer, to UltraTech Cement. ArunMurugappan, Chairman of Montra Electric (TI Clean Mobility), flagged off and gave UltraTech the first PM E-DRIVE-certified Rhino 5538 EV.

At this occasion, Jalaj Gupta, MD of Montra Electric (TI Clean Mobility), and Sathia Raj, Chief Procurement

Officer of UltraTech Cement Limited, were present, apart from ArunMurugappan, Chairman of Montra Electric (TI Clean Mobility), to celebrate this milestone, highlighting its importance for India's clean mobility ecosystem.

By greatly strengthening the business case for electrification, the recent recognition is expected to accelerate the adoption of electric heavy-duty trucks throughout India's manufacturing, mining, logistics, and infrastructure sectors. The accreditation represents a significant step towards cleaner, more efficient, and future-ready freight movement by allowing big fleet operators and industrial customers to switch from conventional fuels without sacrificing performance, uptime, or economics.

With an outlay of Rs 500 crore set up for electric trucks under the Rs 10,900 crore PM E-DRIVE initiative, customers stand to gain up to Rs 9.6 lakh for every Rhino 5538 EV. By cutting operating costs, reducing susceptibility to fuel price volatility, and encouraging adherence to changing sustainability and emission standards, the incentive enhances long-term fleet economics.

Commenting on the occasion, H.D. Kumaraswamy, Union Minister for Heavy Industries, said, "The PM E-DRIVE scheme is a testament to the growing prowess of Indian innovation in the heavy-duty electric vehicle segment. Under the visionary

leadership of Prime Minister Shri Narendra Modi, we are committed to decarbonising our logistics and making India a global hub for EV manufacturing."

He added, "Electric trucks are pivotal to our Net Zero goals, and by fostering a self-reliant ecosystem through such certifications, we are driving the spirit of AtmanirbharViksit Bharat. We are very happy to see our Prime Minister's vision coming to life with the 1st PM E-Drive certified heavy-duty electric truck from 'Montra Electric' getting delivered today."

Highlighting the recent milestone, ArunMurugappan, Chairman, Montra Electric (TI Clean Mobility), said, "Decarbonising freight is one of the most critical challenges in India's energy transition. We are grateful to the Government of India and our Prime Minister Narendra Modi for introducing forward-looking and progressive policy frameworks such as the PM E-DRIVE Scheme, which represent a welcome and transformative step in accelerating this shift, particularly in heavy commercial vehicles where emissions intensity is high."

He further added, "At Montra Electric, we are proud to contribute to this national mission by delivering technologically advanced, reliable, and scalable electric M&HCV solutions that can drive meaningful and lasting change in India's mobility ecosystem," reported TrucksDekho.com.

The Rhino 5538 EV Tractor Trailer, which comes in 6x4 and 4x2 trailer variants, is designed especially for Indian working conditions. Montra Electric Rhino 5538 EV 4x2 Tractor Trailer has six-minute battery swapping capability with a 282 kWh LFP (Lithium-Ferro Phosphate) battery that produces 380 hp and 2000 Nm of torque, and a range of about 198 km under typical test conditions.

Because of these cutting-edge features, the Montra Electric Rhino 5538 EV is ideal for high-utilisation, fixed-route, and hub-to-hub applications in steel plants, ports, mining operations, cement logistics, and long-haul freight corridors – all of which have a substantial impact on India's freight emissions footprint.

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Aptiv Partners With Major Commercial Vehicle Brands To Supply Generation-6 ADAS Platforms For Future Trucks & Buses

In order to deliver its Generation 6 Advanced Driver Assistance System (ADAS) platform for upcoming trucks and buses, Aptiv PLC has announced a major agreement with a top commercial vehicle manufacturer in India. The partnership precedes the projected 2027 regulatory requirements and is Aptiv's first ADAS partnership with an Indian commercial vehicle OEM. Read more.

Aptiv's modular ADAS software, which is currently being produced on over 40 million vehicles worldwide, is based on a uni-voltage architecture. It supports over-the-air updates through Aptiv's LINC Software Platform and Wind River's VxWorks real-time operating system. This platform will be integrated across 14 commercial vehicle models and more than 30 variants for Aptiv's new OEM partner.

The collaboration comes after Aptiv made significant investments in India's automotive industry. In Chennai, the brand expanded its manufacturing facilities in 2024 and established a technical centre in 2025. Currently, Aptiv India employs 13,000 people nationally in seven manufacturing facilities, four technical centres, and one tooling centre, including 2,500 engineers.

The Gen 6 ADAS platform integrates STRADVISION's AI-based vision system with Aptiv's Generation 8 radar and Generation 7 smart camera technologies. In order to identify Indian road conditions, this software solution has been specially modified to detect three-wheelers, large



animals, and vulnerable road users like cyclists and pedestrians. It is expected to meet the projected 2027 regulatory requirements in India.

Larger blind areas, challenging operating conditions, heavy-duty driving cycles, and longer working hours are some of the special difficulties that commercial vehicle applications face in comparison to passenger cars. Compared to traditional setups, Aptiv's ADAS platform reduces system complexity while meeting these objectives.

Javed Khan, Executive Vice President & President, Intelligent Systems, Aptiv, emphasised, "The company's readiness to support Indian OEMs with cost-effective safety solutions tested for local needs. The technology builds on systems already deployed in millions of vehicles across Europe, North America, and the Asia Pacific."

Arun Devaraj, Vice President & Managing Director, Intelligent

Systems, Aptiv Asia Pacific (Non-China), noted, "India's mobility ecosystem is experiencing rapid evolution driven by regulatory and consumer expectations. The partnership demonstrates Aptiv's strategy of working closely with OEMs to ensure regulatory compliance and optimised performance," reported TrucksDekho.com.

As the commercial vehicle sector prepares for more stringent safety regulations in the coming years, the recent announcement puts Aptiv in a strong position to make a significant contribution to India's commercial vehicle safety revolution. It is anticipated that upcoming safety regulations will require new commercial vehicles to have safety technologies like autonomous emergency braking, lane departure warnings, blind spot recognition, and pedestrian and obstacle detection systems.

NHAI Seeks Urgent Action to Improve Mobile Network Connectivity on National Highways



Identifying critical mobile network connectivity issues across several stretches of National Highways, NHAI has sought the intervention of the Department of Telecommunications (DoT) and the Telecom Regulatory Authority of India (TRAI) to issue appropriate directions to Telecom Service Providers (TSPs) for addressing non-availability of the mobile network connectivity on several stretches of National

Highways, particularly on greenfield and remote sections. Emphasizing the public safety implications and the strategic significance of the National Highway network, NHAI has called for an expeditious and coordinated approach to improve mobile network connectivity on the National Highway corridors across the country.

As part of a comprehensive assessment undertaken by NHAI, 424 locations covering about 1,750 km across the National Highway network

have been identified as critically affected due to non-availability of the mobile network connectivity. Detailed information on these locations has been compiled and formally shared with the Department of Telecommunications and TRAI for necessary action.

As the National Highway corridors traverses through remote and rural areas, absence of dependable mobile network coverage on these sections adversely impacts National Highway operations, emergency response mechanism and delivery of technology-enabled public services.

In addition, NHAI has requested TRAI to issue necessary directions to telecom operators for dissemination of proactive SMS or Flash SMS alerts at geo-mapped accident-prone locations, including stretches affected by stray cattle movement and other identified hazards. These alerts are intended to reach road users prior to their arrival at such locations, enabling timely caution and safer driving behavior. A list of accident-prone stretches frequently impacted by stray cattle has also been shared with TRAI.

By seeking intervention to address mobile network connectivity gaps and enhancing safety along National Highways, NHAI reaffirms its commitment to working in close coordination with all concerned stakeholders to ensure that National Highway network is not only physically well-connected but is also digitally enabled. These efforts align with NHAI's broader objective of delivering safe, efficient and user-centric National Highway infrastructure for citizens across the country.

x

"Belief creates the actual fact."— William James

Cargo Transportation Through National Highway 45

An essential part of India's supply chain and logistics ecosystem is the movement of cargo materials along national highways (NHs). National highways serve as high-capacity conduits linking manufacturing hubs, ports, agricultural mandis, mining belts and consuming centres, with road transport making up the majority of freight transportation in the country.

These highways carry a disproportionately large volume of freight traffic despite making up a small section of India's whole road network, underscoring their significance in facilitating smooth transportation throughout states and regions. To know more, read along with TrucksDekho.com about one of the major national highways in India – NH 45 – connecting the key mining states Madhya Pradesh and Chhattisgarh.

By connecting its many stretches and expediting the movement of different commodities, National Highway 45 serves as the backbone of the cargo transportation system. Madhya Pradesh and Chhattisgarh are connected by this highway. This route previously used to end in Madhya Pradesh's Jabalpur. To improve connectivity, the NH 45 was extended from Jabalpur to Bilaspur in Chhattisgarh in 2016. As a result, trade grows within the towns, cities, and districts, which strengthens the economy.

The NH45 section from Gadasarai to Kota Mohandi via Amarkantak is currently excluded to protect wildlife in the Amarkantak Hill Range and Achanakmar Wildlife Sanctuary, whereas the stretch from Gadasarai to Kota Mohandi via Bajang Mal, HanumatKhol, and Pandariya is included. The total length of the NH 45

is 676 km, of which the majority is covered in Madhya Pradesh, and the rest is in Chhattisgarh.

Entry Point of NH 45: Obaidullaganj in Raisen District of Madhya Pradesh

Exit Point of NH 45: Bilaspur of Chhattisgarh

Important Junctions On National Highway 45:

- NH 46 Terminal - Near Obaidullaganj, Madhya Pradesh
- NH 44 Interchange - Near Paloha Village, Madhya Pradesh
- NH 34 Terminal - Near Jabalpur, Madhya Pradesh
- NH 30 Terminal - Near Jabalpur, Madhya Pradesh
- NH 543 Terminal - Near Dindori, Madhya Pradesh
- NH 130A Terminal - Near Bilaspur, Chhattisgarh
- NH 130 Terminal - Near Bilaspur, Chhattisgarh

Because fast and efficient cargo movement reduces logistics costs, improves just-in-time goods delivery systems, and draws investment, the infrastructure improvements on NH 45 are directly related to regional economic growth. Increased capacity makes heavy-duty trucks more competitive for both producers and exporters by cutting down on trip times to industrial clusters and agricultural markets.

All kinds of commercial vehicles, from trucks and tractor-trailers to regular buses and tempo travellers, are allowed on National Highway 45. There is a preferred 80 kmph speed limit for different commercial vehicles like trucks, trailers, and tippers.

Different Toll Plazas On National Highway 45:

- Sarasdol Toll Plaza - Jabalpur/Raisen, Madhya Pradesh
- Harshili Toll Plaza - Bareli Bypass Goharganj Stretch, MP

• Vishankheda Toll Plaza - Jabalpur-Bhopal Section, MP

• Khiriya Toll Plaza - Between Sindoor River & Bareli, MP

• Mudiya para Toll Plaza - Chhattisgarh

• Chhuhipali Toll Plaza - Chhattisgarh
India's first highway with tabletop red thermoplastic road markings is Madhya Pradesh's 2-kilometre-long Hiran-Sindoor section of NH-45 that passes through a ghat part of an environmentally sensitive forest corridor. This represents a daring attempt to combine future ADAS compatibility, animal conservation, and human psychology. The bright red surface is slightly elevated, visually prominent, and intentionally designed to prompt instinctive slowing, in contrast to traditional speed breakers or rumble strips.

Reducing vehicle speeds in wildlife zones without causing sudden braking, vehicle damage, or driver discomfort – all of which are thought to be major causes of animal-vehicle incidents in wooded corridors – is the goal. Dubai has shown how specific, eye-catching interventions can affect driving behaviour and reduce accident rates by using visually different surfaces on Sheikh Zayed Road, especially for caution zones and public transport lanes. The same is experimented with on this national highway.

Considering the expected rise in freight demand throughout India's road network, extensions of NH 45 accommodate future traffic development. India's experiment of providing coloured road treatments highlights a change from highway design that is solely focused on transportation to a more comprehensive safety model that incorporates behavioural research, ecology, and vehicle technology.



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Kashmiri Gate	: 1564, Main Church Road, Kashmiri Gate, Delhi - 110006	9310659975	23867271	
Kamla Market	: 236, Asaf Ali Road side, Kamla Market, New Delhi - 110002	9350186924	23237429	
Okhla	: F-32/6, Okhla Industrial Estate, Phase-II, New Delhi - 110020	9312103405	26384881	
Okhla Indl Estate	: Shop No.7, Okhla Industrial Estate, Opp. Luxor Pen Company, Near Modo Flour Mill, New Delhi - 110020	9313540025	9990085312	
Noida	: F-62, Sector - 8, Near Dainik Jagran Press, Noida -201301	7838900483	0120-2422180	2422771
Faridabad	: 18/1, Mathura Road, Near Ajrounda Chowk, Faridabad - 121001	9350553301	9717773757	0129-2283542
Gurgaon	: Shiv Ashram Palam Gurgaon Road, Dundaheera Gurgaon - 122016 (Haryana)	8930198012	7995000449	
Gandhinagar	: 1123/55, Multani Mohalla, Gandhi Nagar, Delhi - 110031	8010082244		
Phoolbagh	: WZ-40/7, Phool Bagh, Rohtak Road, New Delhi - 110035	7838900136	28312286,	28312063
Nangloi	: 580/2/2, Goga Marg, Firni Road, Mundka, Delhi - 110041	9312064194	7995000433	
Naraina	: CB/382/11, Indira Market, Ring Road, Naraina, New Delhi - 110028	7995000434	9310657970	
Vishwash Nagar	: 10/127, 18, Quarter Road, Near Radha Krishan Mandir, Viswasnagar, Shahdara, Delhi - 110032	9312099713	7995000479	
U.P.Border	: Rawalpindi Garden, C/2/11, Opp. New Telephone Exchange, P.O.Chikamberpur, U.P.Border - 201 006 (UP)	7995000457		9313544020
Karolbagh	: 949/3, Naiwala, Karol Bagh, New Delhi - 110005	9313834836	7995000429	
Chajjupur	: 12/29, Main Chajjupur Gate, Babarpur Road, Shahadara, Delhi -110032	9350187302	22832404	
Sadar Bazar	: Shop No. 58, New Kutab Road, Sadar Bazar, Delhi - 110006	9350186138	7995000436	
Sanjay Gandhi	: BG-316, Sanjay Gandhi TPT Nagar, Near Delhi Dharam Kanta, Delhi - 110042		27832833	45170449
Kundli	: Shop No.11, Lakhmi Pyau, Kundli Border (Kamla Market) Sonapat (HR) 131028	7995000438	7428388316	9541905794
Rama Road	: 61, Rama Road, Near Bisleri, New Delhi - 110015	9310658047	7995000427	25410794
Manesar	: Shop No.4, Pepsi Dhaba, Near Apna Ghar, Delhi Jaipur Highway, Village Shikhapur, More, Manesar - 122001	7838900139	7995000453	7995000448
G.T.Karnal	: B-96, G.T.Karnal Road, Behind Telephone Exchange, G.T.Karnal Road, Delhi - 110033	9310657964	7995000433	
Narela	: Shop No.22, Chamanlal Market Main, Narela, Alipur Road, Bhorgarh, Delhi - 110040	7995000432	7995000428	
Bawana	: "Plot Khasra No.154/1/3, Opp.Indene Petrol Pump, Outer Firni Road, Pooth Khurd, Bawana Industrial Area, Delhi - 110 039 "	9310655231	7995000425	

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Dwell Time Performance (January 2026): PAN India



Pipavav	
Import	Export
65.6	100.8

Hazira	
Import	Export
34.3	112.7

Mundra	
Import	Export
23.1	104.5

Nhava Sheva (JNPA)	
Import	Export
20.9	74.6

Kandla	
Import	Export
24.2	81.9

Tuticorin	
Import	Export
30.7	71.5

Kochi	
Import	Export
40.9	93.0

New Mangalore	
Import	Export
70.7,44.5*	93.7,64.4*

Kattupalli	
Import	Export
35.8	104.6

Ennore	
Import	Export
33.9	109.5

Chennai	
Import	Export
34.2	83.4

Kolkata	
Import	Export
39.8	120.5

Visakhapatnam	
Import	Export
50.3	108.1

Haldia	
Import	Export
89.0	192.0

Gangavaram	
Import	Export
47.2	167.9

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

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

Source: NICDC Logistics Data Services Limited



7 Tips For
SAFE WINTER DRIVING
for Truckers

1

TAKE IT SLOW

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



2



GIVE YOURSELF SOME SPACE

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

SPLIT FROM THE PACK

3

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



4

PLAN FOR THE WEATHER

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



6

FILL YOUR FUEL TANK

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



STOCK UP ON EXTRA EQUIPMENT

5



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

7

USE GOOD JUDGEMENT

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



एक साल, कई यात्राएं हुई आसान: सड़क परिवहन और राजमार्ग मंत्रालय की टोल नीतियां राजमार्ग पर सफर का नया अनुभव करा रही हैं

राष्ट्रीय राजमार्गों में अभूतपूर्व वृद्धि के कारण टोल प्लाजों पर लगने वाली लंबी कतारों से आम यात्रियों को काफी परेशानी झेलनी पड़ी है। हालांकि, पिछले एक दशक में टोल प्रणाली में महत्वपूर्ण तकनीकी बदलाव हुए हैं, जिससे आवागमन तेज हुआ है और सड़क यात्रियों को काफी सुविधा मिली है। इस रूख को आगे बढ़ाते हुए, वर्ष 2025 में जनहितकारी सुधारों और नवाचारों को लागू किया गया, जिससे राजमार्ग यात्रा और भी सुगम और कुशल हो गई है।

सड़क परिवहन और राजमार्ग मंत्रालय (एमओआरटीएच) ने एनएचएआई के साथ मिलकर यात्रियों की असल चिंताओं को कम करने के लिए व्यावहारिक समाधानों पर लगन से काम किया है।

फास्टैग वार्षिक पास

15 अगस्त 2025 को शुरू किए गए फास्टैग वार्षिक पास के साथ, अब यात्रियों को देश भर के 1,159 टोल प्लाजा पर 200 टोल ट्रिप या पूरे एक वर्ष की यात्रा सुविधा, जो भी पहले हो, प्राप्त करने के लिए केवल 3,000 रुपये का भुगतान करना होगा।

उन्नाव के कुशेहरी निवासी ने कहा, “मैंने हाल ही में फास्टैग वार्षिक पास लिया है क्योंकि मैं रोजाना उन्नाव से लखनऊ जाता



हूँ। पहले मुझे टोल शुल्क के रूप में प्रतिदिन लगभग 90 रुपये खर्च करने पड़ते थे। अब वार्षिक पास लेने के बाद मेरा दैनिक खर्च घटकर सिर्फ 30 रुपये रह गया है। समय की भी बचत होती है क्योंकि मैं टोल प्लाजा को मुश्किल से एक मिनट में पार कर लेता हूँ।”

देश के अन्य हिस्सों में भी राजमार्गों का नियमित उपयोग करने वालों को इसी तरह की राहत मिल रही है। कई लोगों के लिए, इस वार्षिक पास ने न केवल दैनिक यात्रा खर्च को कम किया है, बल्कि नियमित आवागमन को तनावमुक्त भी बना दिया है।

हरियाणा में यमुना नगर के एक निवासी ने बताया, “मुझे नियमित रूप से चंडीगढ़ जाना पड़ता है। पहले मुझे आने-जाने के लिए कुल 150 रुपये खर्च करने पड़ते थे। लेकिन वार्षिक पास बनवाने के बाद मेरा खर्च घटकर सिर्फ 30 रुपये रह गया है, जिससे मुझे बहुत राहत मिली है।”

इसके अलावा, फास्टैग वार्षिक पास ने

अनिश्चित मासिक टोल खर्चों को एक निश्चित, तनाव-मुक्त लागत में बदल दिया है, जिससे दैनिक यात्रियों को पूरे वर्ष निश्चितता, बचत तथा सुगम यात्रा मिलती है, और उन्हें अपने फास्टैग को लगातार रिचार्ज करने की चिंता करने की जरूरत नहीं पड़ती।

महज कुछ महीनों में ही 40 लाख से अधिक फास्टैग वार्षिक पास बिक चुके हैं, और लगभग 20 प्रतिशत कार वालों ने इसे अपना लिया है, जो इस बात का प्रमाण है कि किफायती और सुविधाजनक दोनों साथ-साथ चल सकते हैं।

डिजिटल भुगतान को बढ़ावा देना

टोल प्लाजा पर, कभी नकद भुगतान सबसे धीमा और अव्यवस्थित विकल्प हुआ करता था। लंबी कतारें, खुले पैसे की समस्या और विवाद आम बात थी। इस समस्या को दूर करने के लिए, सड़क परिवहन और राजमार्ग मंत्रालय ने पहले नॉन-फास्टैग भुगतानों पर 2 गुना शुल्क

लगाया था, जिससे कुछ वाहन वालों के लिए भुगतान महंगा हो जाता था। अब, यूपीआई भुगतानों के लिए इसे घटाकर केवल 1.25 गुना कर दिया गया है, जिससे यह काफी किफायती हो गया है और नकद का यह एक वास्तविक विकल्प बन गया है। पहले, नकद भुगतान का मतलब इंतजार करना और कभी-कभी बहस होना होता था। आज, यूपीआई भुगतानों पर 2 गुना से 1.25 गुना तक की छूट के साथ, यात्रियों को बस स्कैन करना, भुगतान करना और आगे बढ़ना है - जिससे डिजिटल भुगतान सरल, त्वरित और सार्थक हो गया है।

15 नवंबर से 10 दिसंबर 2025 के बीच टोल प्लाजा पर 15 लाख से अधिक यूपीआई लेनदेन दर्ज किए गए, जिनकी कुल राशि 19.44 करोड़ रुपये थी। इसके अलावा, नकद वसूली में 25 प्रतिशत की कमी आई है, जिससे टोल प्लाजा पर भीड़ कम हुई है और पारदर्शिता बढ़ी है।

वर्तमान में, 98 प्रतिशत वाहन पहले से ही फास्टैग का उपयोग करते हैं, और शेष अंतर न केवल जुर्माने के माध्यम से, बल्कि उपयोगकर्ता के अनुकूल प्रोत्साहनों के माध्यम से भी लगातार कम हो रहा है।

अब रुकने की कोई जरूरत नहीं - टोल प्रणाली का नया रूप आ गया है।

टोल प्लाजा पर रुकने और फिर से चलने वाले ट्रक चालक ईंधन की बर्बादी, थकान और देरी से परेशान रहते थे। हर बार रुकने पर डीजल और समय दोनों की खपत होती है और लंबे मार्गों पर तो यह खर्च और भी बढ़ जाता है।

अब इस समस्या का समाधान भारत की पहली बाधा-मुक्त मल्टी-लेन फ्री फ्लो (एमएलएफएफ) टोलिंग प्रणाली के

माध्यम से किया जा रहा है, जिसे गुजरात में एनएच-48 पर चोर्यासी टोल प्लाजा में लागू करने के लिए पहले ही ठेका दिया जा चुका है और इसके 2026 में चालू होने की उम्मीद है। इसके समानांतर, एनएचएआई ने 5 और बाधा-मुक्त टोलिंग प्रणालियों के लिए ठेके दिए हैं, जो आधुनिकीकरण की दिशा में एक बड़ा कदम है।

एक बार लागू हो जाने के बाद, वाहन राजमार्ग की गति से गुजर सकेंगे, और टोल की कटौती बिना किसी बाधा या कतार के स्वचालित रूप से होगी।

निर्माण के दौरान, यात्रियों को केवल 50 प्रतिशत टोल का भुगतान करना होगा

राजमार्गों के नवीनीकरण से अक्सर असुविधा होती है। इसे ध्यान में रखते हुए, सड़क परिवहन मंत्रालय के अद्यतन नियम के अनुसार, जब किसी सड़क को पक्के शोल्डर वाली दो लेन से चार, छह या उससे अधिक लेन में अपग्रेड किया जा रहा हो, तो काम पूरा होने तक वाहन वालों को पहले के टोल का केवल आधा (50 प्रतिशत) ही भुगतान करना होगा। उदाहरण के लिए, यदि किसी राष्ट्रीय राजमार्ग पर बहु-लेन विस्तार के दौरान टोल दर 50 रुपये है, तो निर्माण अवधि के दौरान वाहन वालों को केवल 25 रुपये का भुगतान करना होगा। यह स्पष्ट रूप से सड़क की गुणवत्ता में सुधार के प्रति सड़क परिवहन और राजमार्ग मंत्रालय की प्रतिबद्धता को दर्शाता है। साथ ही, पारदर्शिता और जवाबदेही को बनाए रखते हुए यह सुनिश्चित करता है कि निर्माण के दौरान यात्रियों से अधिक शुल्क न लिया जाए और यात्रा अधिक किफायती और लोगों के लिए सस्ती बनी रहे।

टोल लागत के अलावा, सड़क परिवहन और राजमार्ग मंत्रालय ने फास्टैग व्यवस्था को निम्नलिखित तरीकों से मजबूत किया है:

- दुरुपयोग रोकने के लिए **एक वाहन, एक फास्टैग**।

- वाहन श्रेणी में होने वाली धोखाधड़ी को रोकने के लिए फास्टैग जारी करने की प्रक्रिया को **वीएचएएन से जोड़ा गया है**।

- सुचारू संचालन सुनिश्चित करने के लिए **लूज फास्टैग के लिए शुल्क दोगुना किया गया**।

- शिकायत निवारण के लिए कई चैनल उपलब्ध हैं **1033 हेल्पलाइन, ईमेल सहायता, बैंक हेल्पलाइन और राजमार्ग यात्रा ऐप**।

देश के राजमार्गों पर गुपचुप बदलाव ये पहलें शायद हमेशा सुर्खियों में न रहें, लेकिन इनका असर हर दिन महसूस होता है, जैसे कि कतारें छोटी होना, खर्च का अनुमान लगाना, यात्रा का सुगम होना और टोल बूथों पर अधिक सहज अनुभव मिलना।

पिछले एक वर्ष में अपनाए गए दृष्टिकोण से यह स्पष्ट होता है कि **सुशासन को जनसुविधा और आर्थिक विकास में से किसी एक को चुनने की आवश्यकता नहीं है**। स्मार्ट नीति, डिजिटल उपकरणों और सड़क यात्रियों के प्रति सहानुभूति के साथ, दोनों को प्राप्त करना संभव है।

सड़क पर लगातार यात्रा कर रहे लाखों भारतीयों के लिए, निरंतर सुधार और आराम की दिशा में एक यात्रा शुरू हो चुकी है, जिसके परिणामस्वरूप जीवन में सुगमता आएगी।



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA

UNSTARRED QUESTION NO - 576

ANSWERED ON - 04/02/2026

CASHLESS GOLDEN-HOUR TREATMENT SCHEME FOR ROAD ACCIDENT VICTIMS

576 SHRI MEDA RAGHUNADHA REDDY:

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

- the present status of cashless golden-hour treatment scheme for road accident victims, including its scope and operation framework, and the details thereof;
- the States and Union Territories covered under the pilot phase so far and the outcomes achieved in terms of lives saved and claims settled;
- whether Andhra Pradesh has been included or proposed to be included under the scheme;
- if so, the details thereof; and
- the timeline envisaged by the Government for nationwide rollout of the cashless goldenhour treatment scheme?

ANSWER

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

(a) to (e): Section 162 of Motor Vehicles Act, 1988, inserted vide Motor Vehicles (Amendment) Act, 2019, mandates the Central Government to formulate a scheme for the cashless treatment of victims of the accident during the golden hour. Accordingly, Cashless Treatment for Road Accident Victims Scheme, 2025 (Scheme) has been notified vide S.O. 2015(E) dated 05.05.2025. Further, comprehensive guidelines detailing the process flow, roles and responsibilities of various stakeholders, and the Standard Operating Procedures (SOPs) for its implementation have been issued vide S.O. 2489 (E) dated 04.06.2025.

Key features of the Scheme are as under:

- Treatment cover up to Rs. 1.5 lakh per victim will be provided, subject to a maximum cap of 7 days from date of accident. The treatment cover will be available to those victims who are involved in road accidents caused by use of motor vehicles across any category of road.
- Every motor vehicle road accident victim shall be provided with stabilization treatment for upto 24 hours in non-life-threatening cases and upto 48 hours in life-threatening cases at designated hospitals, subject to police response.
- This statutory scheme will take precedence over any other Central / State level schemes.
- Treatment will be provided based on the latest Health Benefits Packages developed by National Health Authority.
- The scheme is jointly funded with contributions by General Insurance companies for cases where the offending Motor Vehicle is insured and budgetary support for cases involving uninsured motor vehicles or Hit and Run Motor Accidents.
- Claims raised by hospitals for providing treatment to be reimbursed from the Motor Vehicle Accident Fund.
- The Scheme is being implemented through the amalgamation of two existing platforms, i.e. eDAR (electronic Detailed Accident Report) used by Police officials for reporting of accidents and TMS 2.0 (Transaction Management System) of National Health Authority (NHA) used by hospitals for treatment, claim submission and processing of payments.

Further, a complete digital trail for the Scheme will exist from the time of accident reporting through the 112 Emergency Response Support System (ERSS) platform to victim admission, treatment, police authentication, claim processing and final payment.

The Scheme has been formulated under the legal mandate of Section 162 of the Motor Vehicle Act, 1988 and therefore has a pan India applicability.

To develop on-ground readiness of the States and UTs and to assess the potential implementation challenges prior to its national roll out, pilot program was carried out in 6 States / UTs, namely, Chandigarh, Assam, Punjab, Uttarakhand, Haryana and Puducherry. During pilot implementation out of the total number of 6,833 treatment requests raised, 5,480 victims have been found eligible and received cashless treatment as per the Scheme provisions. The total fund disbursed under the Motor Vehicle Accident Fund is Rs. 73,88,848/-.

सा. ट्रांसपोर्ट एक्सप्रेस

'पीएम राहत' योजना से दुर्घटना पीड़ितों को बड़ी राहत, कैशलेस इलाज की सुविधा : नितिन गडकरी

केंद्रीय सड़क परिवहन एवं राजमार्ग मंत्री नितिन गडकरी ने 'पीएम राहत' योजना के लिए नरेंद्र मोदी का आभार व्यक्त किया। उन्होंने कहा कि यह पहल 'नागरिकदेवो भवः' की भावना को साकार करती है और 'विकसित भारत' के लक्ष्य को नई गति देती है।

दुर्घटना पीड़ितों को त्वरित और सम्मानजनक उपचार

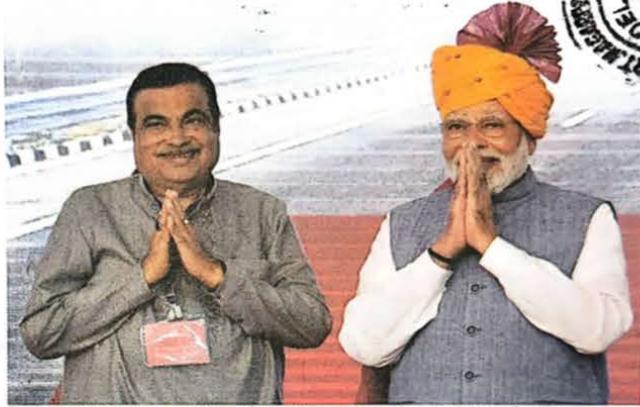
गडकरी ने सोशल मीडिया प्लेटफॉर्म X पर लिखा कि 'पीएम राहत' पहल के जरिए दुर्घटना पीड़ितों को तुरंत और सम्मानजनक मेडिकल केयर सुनिश्चित करने के लिए ऐतिहासिक और जीवनरक्षक फैसला लिया गया है। इस योजना के तहत 1.5 लाख रुपए तक का कैशलेस उपचार उपलब्ध कराया जाएगा, जिससे प्रभावित परिवारों पर आर्थिक बोझ कम होगा।

संवेदनशील और नागरिक-केंद्रित पहल

नितिन गडकरी ने कहा कि हर अमूल्य जीवन को सर्वोच्च प्राथमिकता देने वाली यह पहल संवेदनशील और दूरदर्शी है। उनके अनुसार, यह योजना सेवा की भावना को मजबूत करती है और नागरिकों के कल्याण को केंद्र में रखती है।

'सेवा तीर्थ' से जुड़ी पहलों को मिली पंजूरी

नए कार्यालय 'सेवा तीर्थ' के उद्घाटन के



बाद प्रधानमंत्री ने 'पीएम राहत' योजना के शुभारंभ को मंजूरी दी। इस पहल का उद्देश्य यह सुनिश्चित करना है कि तत्काल चिकित्सा सहायता के अभाव में किसी भी दुर्घटना पीड़ित की जान न जाए।

गरीब, किसान और युवा सशक्तिकरण पर जोर

प्रधानमंत्री ने बताया कि 'सेवा तीर्थ' में गरीबों, किसानों, युवाओं और नारी शक्ति से जुड़ी विभिन्न फाइलों पर हस्ताक्षर किए गए। केंद्र सरकार ने 'लखपति दीदी' योजना का लक्ष्य बढ़ाकर 6

करोड़ करने का निर्णय लिया है।

कृषि और स्टार्टअप क्षेत्र को प्रोत्साहन

कृषि क्षेत्र को मजबूती देने के लिए एग्रीकल्चर इंफ्रास्ट्रक्चर फंड के ऋण लक्ष्य को 1 लाख करोड़ रुपए से बढ़ाकर 2 लाख करोड़ रुपए किया गया है। साथ ही, नवाचार को बढ़ावा देने के लिए 10,000 करोड़ रुपए के कॉर्पस के साथ स्टार्टअप इंडिया फंड ऑफ फंड्स 2.0 की घोषणा भी की गई है।

दिल्ली में बीएस-6 वाहनों को भी नो एंट्री! बस कुछ साल और बची है इसकी जिंदगी, बीएस-4 की तो खत्म ही समझो

नई-दिल्ली, 14 फरवरी।

लगता है कि दिल्ली-एनसीआर में पेट्रोल और डीजल वाहनों के दिन लद चुके हैं। प्रदूषण पर नियंत्रण करने के लिए सुझाव देने वाले एक पैनल ने कहा है कि बीएस-6 वाहनों को भी 2040 तक बंद कर दिया जाएगा (वाहनों की तकनीक में जिस तेजी से बदलाव हो रहा है, उसे देखकर तो यही लगता है कि कार खरीदकर उसे लंबे समय तक चलाना अब बीती बात हो गई है।) ऐसा लग रहा कि बीएस-6 वाहनों की शुरुआत कल ही की बात हो, लेकिन अभी से इसकी डेडलाइन भी तय की जा चुकी है। दिल्ली-एनसीआर में जल्द ही बीएस-6 वाहनों की एंट्री पर बैन लग जाएगा, जबकि बीएस-4 वाहनों के लिए दिल्ली-एनसीआर अब बस कुछ साल का ही ठिकाना बचा है।

दिल्ली-एनसीआर में वायु प्रदूषण कम करने के लिए एयर क्वालिटी मैनेजमेंट कमीशन (सीएयूएम) द्वारा गठित विशेषज्ञ पैनल जल्द ही बीएस-1, बीएस-2 और बीएस-3 वाहनों को तुरंत हटाने, अगले 5 साल में बीएस-4 वाहनों को चरणबद्ध तरीके से बंद करने और बीएस-6 दोपहिया व कारों को क्रमशः साल 2035 और साल 2040 तक हटाने का प्रस्ताव दे सकता है। इसका मतलब है कि बीएस-6 वाहनों के लिए दिल्ली-एनसीआर अब बस 15 साल का चर बचा है। यानी अगर आज कोई बीएस-6 वाहन खरीदना चाहता है तो उसे सोच-समझकर पैसे लगाने होंगे।

पैनल ने बताया अपना फीडबैक

आईआईटी मद्रास के प्रोफेसर अशोक धनुनधनवाला की अध्यक्षता वाले इस पैनल ने फीडबैक के लिए ड्राफ्ट रोजमैप साझा किया है। पैनल ने वायु प्रदूषण से जुड़ी गंभीर स्वास्थ्य समस्याओं पर ध्यान दिया है, जिसमें यह पाया

गया कि जब एयर क्वालिटी इंडेक्स 250 से ऊपर चला जाता है, तो एक नवजात शिशु रोजाना 10-15 सिगरेट के बराबर प्रदूषण सांस में लेता है। साथ ही, केमिस्ट दुकानों पर नेयुलाइजर और इन्हेलर दवाओं की बिक्री में भी भारी बढ़ोतरी देखी गई है।

क्या है इस रिपोर्ट का मकसद

पैनल की चर्चाओं से जुड़े लोगों ने बताया कि प्रस्ताव का फोकस नए पेट्रोल और डीजल वाहनों की खरीद को हतोत्साहित करने, आंतरिक दहन इंजन वाहनों को चरणबद्ध तरीके से हटाने और सीमित करने, स्वच्छ वाहनों की ओर बदलाव को बढ़ावा देने और उत्सर्जन मानिटरिंग को बेहतर करने पर है। ड्राफ्ट प्रस्ताव के अनुसार, जीरो टेलपाइप एमिशन वाहनों की रजिस्ट्रेशन के लिए समयसीमा तय की जानी चाहिए, जिसमें इलेक्ट्रिक और हाइड्रोजन फ्यूल-सेल वाहन शामिल हैं। चूंकि, कामर्शियल वाहन ज्यादा प्रदूषण फैलाते हैं, पैनल का मानना है कि अप्रैल 2027 के बाद रजिस्ट्रेशन होने वाले सभी नए कामर्शियल दोपहिया और टैक्सी वाहन उद्धृत होने चाहिए।

कब से लागू होगा ZTE

अप्रैल 2028 से दिल्ली-एनसीआर में रजिस्ट्रेशन होने वाले नए लाइट गजट वाहन जैसे पिकअप वैन और मिनी-ट्रक भी ZTE होने चाहिए। ड्राफ्ट प्रस्ताव में अप्रैल 2030 से केवल इलेक्ट्रिक कारों की रजिस्ट्रेशन का समर्थन किया गया है। एक सूत्र ने बताया कि बीएस-6 दोपहिया और कारों को चरणबद्ध तरीके से हटाने के लिए 10-15 साल का ट्रांजिशन पीरियड प्रस्तावित किया जा रहा है, ताकि हाल के वर्षों में इन्हें खरीदने वाले लोगों को नुकसान न हो। पैनल के वाहन निर्माताओं को जीरो-एमिशन वाहनों की बिक्री बढ़ाने के लिए प्रोत्साहित करने पर विचार

कर रहा है। इस साल के अंत से शुरू होने वाले पीकAQI सीजन में बीएस-4 वाहनों के इस्तेमाल को सीमित करने और 2035 के बाद बीएस-6 वाहनों पर भी रोक लगाने का समर्थन किया गया है।

चार्जिंग का मिलेगा अधिकार

इलेक्ट्रिक कारों को बढ़ावा देने के लिए दिल्ली-एनसीआर में राइट टू चार्ज जैसा कानूनी ढांचा भी लागू किया जा सकता है। माना जा रहा है कि घरों और कार्यस्थलों पर पर्याप्त चार्जिंग सुविधा सुनिश्चित करने के लिए, पैनल 'राइट टू चार्ज' के लिए कानूनी ढांचा बनाने का सुझाव दे सकता है। पैनल सभी श्रेणियों के वाहन मालिकों को स्वच्छ वाहन खरीदने के लिए सब्सिडी देने की सिफारिश भी कर सकता है। इसके अलावा, पैनल ने ऑन-रोड वाहन उत्सर्जन की मानिटरिंग के लिए पॉल्यूशन अंडर कंट्रोल व्यवस्था को मजबूत करने की जरूरत बताई है।

अभी चल रहा है पायलट प्रोजेक्ट

एनसीआर में फिलहाल एक पायलट प्रोजेक्ट चल रहा है, जिसमें चुने हुए स्थानों पर रिमोट सेंसिंग डिवाइस से ऐसे टेस्ट किए जा रहे हैं। ये डिवाइस इंफ्रारेड और अल्ट्रावायलेट लाइट का इस्तेमाल कर गुजरते वाहनों से निकलने वाले असली प्रदूषकों जैसे NO₂, CO, HC और PM का बिना वाहन रोक मानत है। हालांकि, भारत में ऐसे टेस्ट को सटीकता सुनिश्चित करना चुनौतीपूर्ण हो सकता है, क्योंकि शहर की सड़कों पर वाहनों के बीच पर्याप्त दूरी रखना मुश्किल है, जिससे किसी खास वाहन के उत्सर्जन को सही तरीके से मापना कठिन हो जाता है। साथ ही सिस्टम किस तरह किसी एक वाहन के उत्सर्जन को बाकी वाहनों के प्रदूषण से अलग करके आंकलन करेगा, यह भी एक बड़ी समस्या है।

केंद्र और राज्य जीएसटी ई-वे बिल सुधारों पर कर रहे काम

नई दिल्ली, प्रे: केंद्र सरकार ई-वे बिल ढांचे में सुधार के लिए राज्यों के साथ बातचीत कर रही है। इस पर जीएसटी परिषद की अगली बैठक में चर्चा होगी। पिछले सप्ताह जारी आर्थिक समीक्षा में कहा गया था कि जीएसटी सुधारों में अगली कड़ी ई-वे बिल प्रणाली को केवल प्रवर्तन और नियंत्रण के साधन के बजाय सुगम माल ढुलाई के साधन के रूप में दोबारा परिभाषित करने पर केंद्रित हो सकती है। ई-वे बिल सुधारों से माल ढुलाई व्यवस्था का काफी हद तक विनियमन कम होगा। सूत्र ने कहा, 'हम ई-वे बिल सुधार पर राज्यों के साथ काम कर रहे हैं और इसे जीएसटी परिषद के समक्ष रखेंगे।' केंद्रीय वित्त मंत्री की अध्यक्षता में और राज्य मंत्रियों से मिलकर बनी जीएसटी परिषद की पिछली बैठक तीन सितंबर, 2025 को हुई थी। इसमें 375 वस्तुओं पर कर दरों में कटौती और स्लैब को तर्कसंगत बनाने का फैसला लिया गया था।



- जीएसटी परिषद की बैठक में होगी चर्चा, आर्थिक सर्वे में सुधार का किया गया था एलान
- 50 हजार से अधिक मूल्य का माल ले जाने वाले व्यक्ति को ई-वे बिल लेना अनिवार्य

ई-वे बिल प्रणाली एक प्रभावी डिजिटल विकल्प के तौर पर उभरी है। इससे माल की आवाजाही की आनलाइन निगरानी संभव हुई। इससे राज्य सीमाओं पर भौतिक बाधाओं को पुनः लागू किए बिना कर प्रशासन के उद्देश्यों को समर्थन मिला। जीएसटी के तहत, 50,000 रुपये से अधिक मूल्य का माल ले जाने वाले व्यक्ति को ई-वे बिल लेना अनिवार्य है।



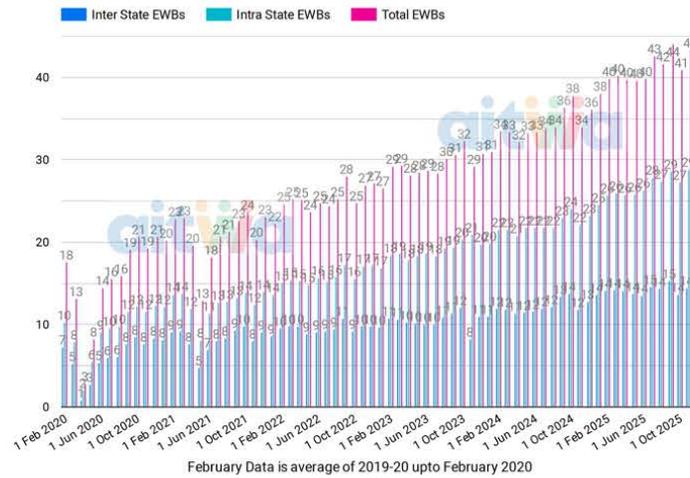
Eway Bill Dashboard

Developed & compiled by

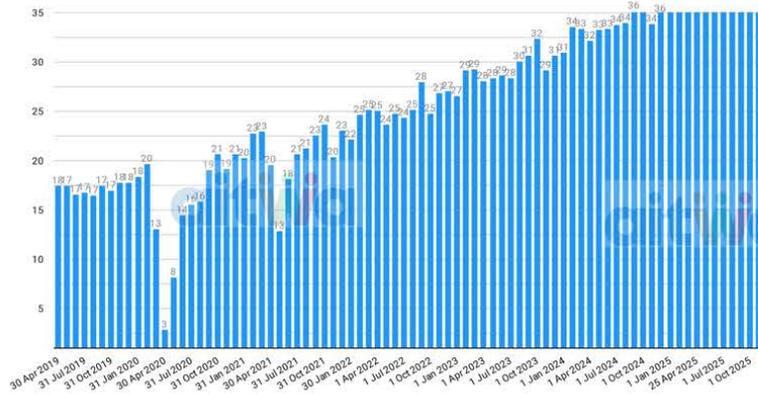


Last updated on 15th December 2025 | Data as on 30th November 2025

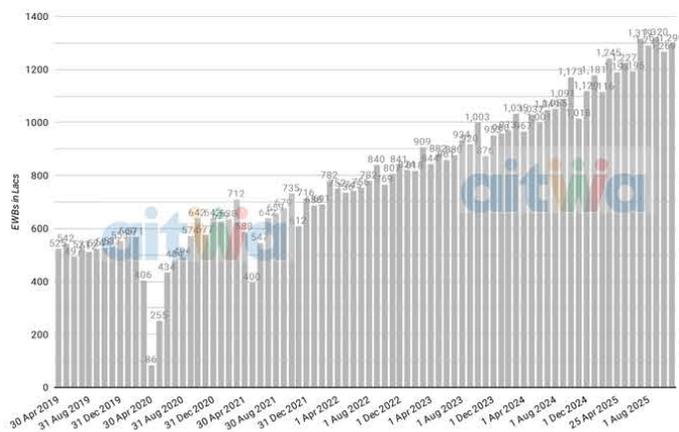
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



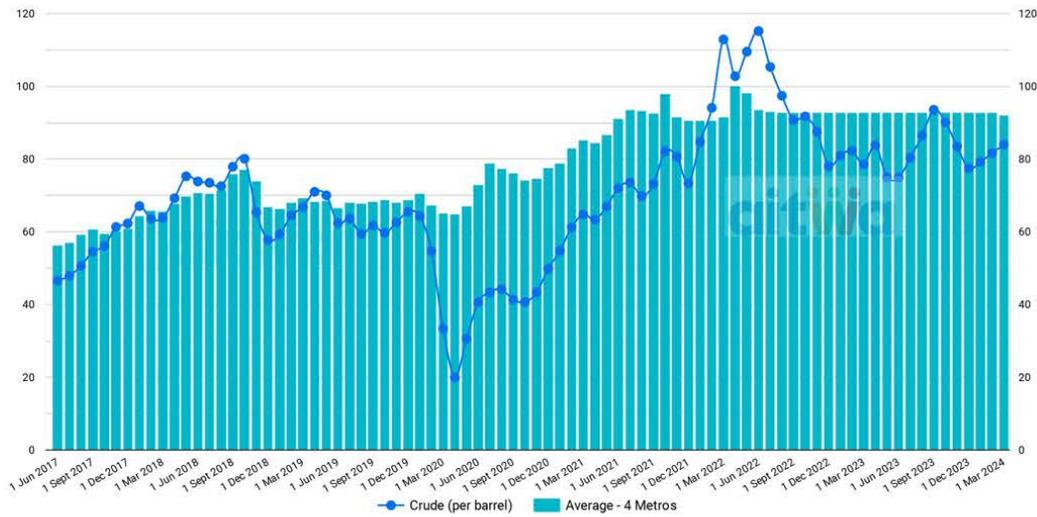
Total number of monthly EWBs generated (in lacs per month)



Diesel Dashboard

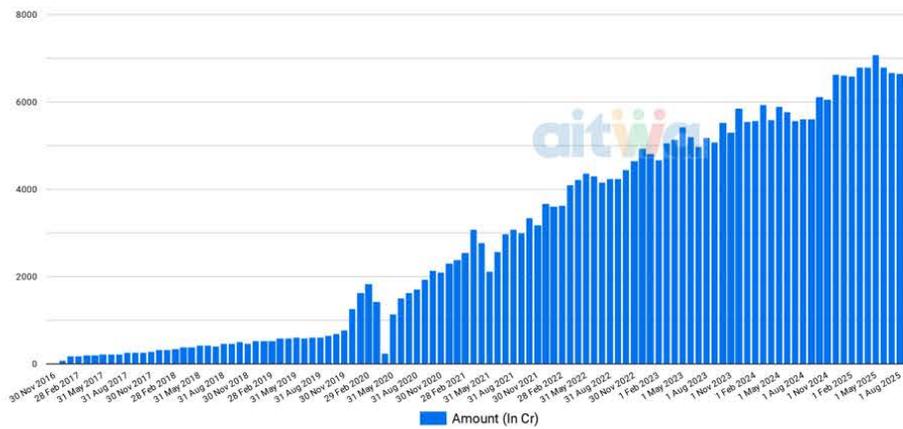
Last updated on 21st March 2024 | Data as on 21st March 2024

Diesel Price Average of 4 metros since 2017



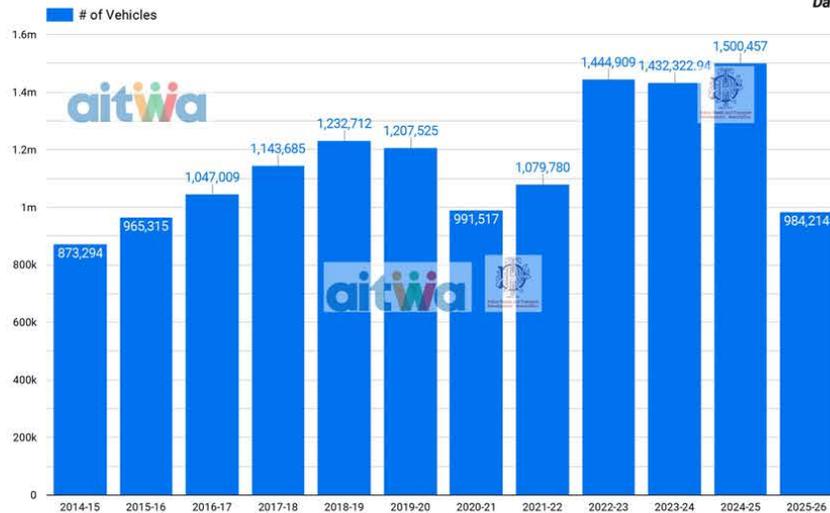
Toll Collection Dashboard

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



National Permit Vehicles in India

Data upto May 2025



TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To Dec.		
		Dec. 2025	Dec. 2024	% Change	2025-26	2024-25	% Change
(A) 18 International Airports							
1	Amritsar	217.1	272.0	-20.2	2792.4	2839.1	-1.6
2	Ayodhya	0.0	0.0	-	0.0	0.0	-
3	Bhubaneswar	704.9	734.2	-4.0	6963.8	6691.8	4.1
4	Chennai	35405.0	32589.1	8.6	317097.1	281839.8	12.5
5	Coimbatore	975.7	1008.6	-3.3	10078.0	9171.2	9.9
6	Goa	640.5	531.4	20.5	4359.6	3962.5	10.0
7	Imphal	653.4	647.6	0.9	4593.3	4592.7	-
8	Kolkata	14603.7	13545.3	7.8	125917.6	126912.7	-0.8
9	Kozhikode	1338.3	1755.7	-23.8	14152.9	16278.7	-13.1
10	Kushinagar	0.0	0.0	-	0.0	0.0	-
11	Port Blair	1054.0	823.8	28.0	6931.2	5969.1	16.1
12	Rajkot (Hirasar)	130.0	53.3	-	666.6	478.1	39.4
13	Srinagar	671.2	701.2	-4.3	7826.8	7797.4	0.4
14	Surat	573.6	451.7	27.0	6023.2	5034.3	19.6
15	Tiruchirappalli	631.6	561.5	12.5	5342.9	4830.1	10.6
16	Tirupati	40.2	9.6	-	195.1	70.7	-
17	Varanasi	551.6	413.3	33.5	5635.3	4771.1	18.1
18	Vijayawada	86.2	107.4	-19.7	864.5	886.8	-2.5
Total		58277.1	54205.5	7.5	519440.2	482126.1	7.7
(B) 6 PPP International Airports							
19	Ahmedabad	11593.0	8769.4	32.2	100299.1	77320.3	29.7
20	Guwahati	2887.8	2713.5	6.4	22313.6	19917.8	12.0
21	Jaipur	2656.7	2075.2	28.0	20578.5	16488.2	24.8
22	Lucknow	1664.4	1769.1	-5.9	16978.2	16656.4	1.9
23	Mangalore	252.6	95.2	-	1830.1	1857.6	-1.5
24	Thiruvananthapuram	1435.8	1784.2	-19.5	16309.6	17351.6	-6.0
Total		20490.3	17206.6	19.1	178309.1	149591.9	19.2
(C) 7 JV International Airports							
25	Bangalore (BIAL)	45213.0	40481.0	11.7	399376.0	380877.0	4.9
26	Delhi (DIAL)	99650.5	93753.9	6.3	858691.3	833055.6	3.1
27	Hyderabad (GHIAL)	15781.7	13584.5	16.2	136243.6	125882.9	8.2
28	Kannur (KIAL)	167.7	183.9	-8.8	3067.7	3188.7	-3.8
29	Kochi	5276.1	4615.6	14.3	52252.9	46027.5	13.5
30	Mumbai (MIAL)	81229.6	74273.7	9.4	693738.4	671073.6	3.4
31	Nagpur	715.4	840.8	-14.9	7351.4	6811.8	7.9
Total		248034.0	227733.4	8.9	2150721.5	2066917.0	4.1
(D) 3 ST Govt./Pvt. INTL Airports							
32	Goa (MOPA)	280.2	325.5	-13.9	2159.0	2293.5	-5.9
33	Shirdi	4.9	14.8	-66.9	44.2	81.4	-45.8
34	Navi Mumbai (NMIAL)	1.2	0.0	-	1.2	0.0	-
Total		286.3	340.4	-15.9	2204.4	2374.9	-7.2
(E) 12 Custom Airports							
35	Agartala	438.0	465.7	-5.9	4575.4	4248.0	7.7
36	Aurangabad	98.0	71.9	36.3	1037.9	688.8	50.7
37	Bagdogra	679.6	757.5	-10.3	7314.9	7063.1	3.6
38	Bhopal	198.8	190.6	4.3	1863.1	1797.8	3.6
39	Chandigarh	1086.2	985.4	10.2	10921.1	11264.9	-3.1
40	Gaya	0.0	0.0	-	0.0	0.0	-
41	Indore	827.5	815.8	1.4	8817.2	7632.5	15.5
42	Madurai	766.5	295.5	-	3312.2	2656.4	24.7
43	Patna	800.1	758.7	5.5	8891.2	6851.5	29.8
44	Pune	4474.3	3823.0	17.0	38979.0	31116.5	25.3
45	Vadodara	83.2	214.5	-61.2	1342.2	1266.1	6.0
46	Visakhapatnam	240.6	465.3	-48.3	3397.2	3202.6	6.1
Total		9692.7	8843.9	9.6	90451.4	77787.9	16.3
(F) 70 Domestic Airports							
47	Adampur (Jalandhar)	0.0	0.0	-	0.0	0.0	-
48	Agatti	0.0	0.0	-	0.0	0.1	-
49	Agra	6.6	7.0	-6.1	90.0	37.0	-
50	Barapani (Shillong)	0.0	0.0	-	0.0	0.0	-
51	Bareilly	0.0	0.0	-	0.0	0.0	-
52	Belagavi	0.5	3.1	-84.6	5.1	20.3	-74.8
53	Bhatinda	0.0	0.0	-	0.0	0.0	-
54	Bhavnagar	0.0	0.0	-	0.0	0.0	-
55	Bhuj	0.5	0.4	33.7	2.8	2.5	9.8
56	Bhuntar (Kullu/Manali)	0.0	0.0	-	0.0	0.0	-
57	Bikaner	0.0	0.0	-	0.0	0.0	-
58	Coochbeher	0.0	0.0	-	0.0	0.0	-
59	Cuddapah	0.0	0.0	-	0.0	0.0	-
60	Darbhanga	35.4	31.2	13.5	494.0	344.4	43.4
61	Dehradun	112.2	101.6	10.5	1596.6	1653.5	-3.4
62	Deoghar	0.0	0.0	-	0.0	0.0	-
63	Dimapur	87.3	83.1	5.0	984.1	937.7	4.9
64	Diu	0.0	0.0	-	0.0	0.0	-
65	Gaggal (Kangra)	0.0	0.0	-	0.0	0.0	-
66	Gondia	0.0	0.0	-	0.0	0.0	-

S. no.	Airport	For The Month			For The Period April To Dec.		
		Dec. 2025	Dec. 2024	% Change	2025-26	2024-25	% Change
(F) 70 Domestic Airports							
67	Gorakhpur	0.0	0.0	-	0.0	0.0	-
68	Gwalior	0.0	0.0	-	0.0	0.0	-
69	Hindon	0.0	0.0	-	0.0	0.0	-
70	Hubbali	21.7	17.8	22.0	172.4	215.2	-19.9
71	Hyderabad (Begumpet)	0.0	0.0	-	0.0	0.0	-
72	Itanagar (Holongi)	1.3	0.0	-	14.0	0.0	-
73	Jabalpur	0.0	0.0	-	0.0	0.0	-
74	Jaisalmer	0.0	0.0	-	0.0	0.0	-
75	Jalgaon	0.0	0.0	-	0.0	0.0	-
76	Jammu	78.8	93.6	-15.8	562.1	803.5	-30.0
77	Jamnagar	4.8	59.9	-91.9	130.2	184.1	-29.3
78	Jharsuguda	0.0	0.0	-	0.0	0.0	-
79	Jodhpur	20.6	11.5	78.7	122.2	92.0	32.7
80	Jorhat	4.7	8.3	-43.6	105.8	108.6	-2.6
81	Juhu	17.4	21.8	-20.3	184.0	188.3	-2.3
82	Kalaburagi (Gulbarga)	0.0	0.0	-	0.0	0.0	-
83	Kandla	0.0	0.0	-	0.0	0.0	-
84	Kanpur (Chakeri)	10.7	8.9	19.7	141.2	81.3	73.7
85	Kanpur (Civil)	0.0	0.0	-	0.0	0.0	-
86	Keshod (Junagarh)	0.0	0.0	-	0.0	0.0	-
87	Khajuraho	0.0	0.0	-	0.0	0.0	-
88	Kishangarh	0.0	0.0	-	0.0	0.0	-
89	Kolhapur	0.0	0.0	-	0.0	0.0	-
90	Kota	0.0	0.0	-	0.0	0.0	-
91	Lakhimpur (Lilabari)	0.0	0.0	-	0.0	0.2	-
92	Leh	138.0	155.1	-11.0	1192.3	1367.6	-12.8
93	Ludhiana	0.0	0.0	-	0.0	0.0	-
94	Mohabani (Dibrugarh)	79.0	84.2	-6.1	883.2	757.8	16.5
95	Moradabad	0.0	0.0	-	0.0	0.0	-
96	Mysuru	0.0	0.0	-	0.0	0.0	-
97	Pakyong	0.0	0.0	-	0.0	0.0	-
98	Pantnagar	0.0	0.0	-	0.0	0.0	-
99	Porbandar	0.0	0.0	-	0.0	0.0	-
100	Prayagraj	2.4	2.5	-6.7	26.4	34.9	-24.2
101	Purnea	0.0	0.0	-	0.0	0.0	-
102	Puducherry	0.0	0.0	-	0.0	0.0	-
103	Raipur	424.5	426.7	-0.5	4110.7	3859.9	6.5
104	Rajahmundry	3.2	1.6	97.6	28.7	16.3	75.9
105	Ranchi	545.8	465.6	17.2	5624.8	5224.3	7.7
106	Rewa	0.0	0.0	-	0.0	0.0	-
107	Rupsi	0.0	0.0	-	0.0	0.0	-
108	Safdarjung	0.0	0.0	-	0.0	0.0	-
109	Salem	0.0	0.0	-	0.0	0.0	-
110	Shimla	0.0	0.0	-	0.0	0.0	-
111	Sholapur	0.0	0.0	-	0.0	0.0	-
112	Silchar	74.0	74.4	-0.6	647.4	496.5	30.4
113	Tezpur	0.0	0.0	-	0.0	16.5	-
114	Tezpur	0.0	0.0	-	0.0	0.0	-
115	Tuticorin	1.1	0.8	30.1	9.0	6.4	40.0
116	Udaipur	84.4	34.1	-	396.5	235.0	68.7
Total		1755.0	1693.4	3.6	17523.4	16684.1	5.0
(G) 28 St. Govt. / Pvt Airports							
117	Aizawl (Lengpui)	84.1	158.9	-47.1	966.5	972.3	-0.6
118	Aligarh	0.0	0.0	-	0.0	0.0	-
119	Ambikapur	0.0	0.0	-	0.0	0.0	-
120	Amravati	0.0	0.0	-	0.0	0.0	-
121	Azamgarh	0.0	0.0	-	0.0	0.0	-
122	Bengaluru (Hal)	0.0	0.0	-	0.0	0.0	-
123	Bidar	0.0	0.0	-	0.0	0.0	-
124	Bilaspur	0.0	0.0	-	0.0	0.0	-
125	Chitrakoot	0.0	0.0	-	0.0	0.0	-
126	Datia	0.0	0.0	-	0.0	0.0	-
127	Durgapur	93.2	24.8	-	650.8	255.5	-
128	Hisar	0.0	0.0	-	0.0	0.0	-
129	Jagdalpur	0.0	0.0	-	0.0	0.0	-
130	Jamshedpur	0.0	0.0	-	0.0	0.0	-
131	Jeypore	0.0	0.0	-	0.0	0.0	-
132	Kurnool	0.0	0.0	-	0.0	0.0	-
133	Mundra	0.0	0.0	-	0.0	0.0	-
134	Nanded	0.0	0.0	-	0.0	0.0	-
135	Nasik (Hal Ozar)	949.1	314.7	-	6701.6	2620.6	-
136	Pasighat	0.0	0.0	-	0.0	0.0	-
137	Pithoragarh	0.0	0.0	-	0.0	0.0	-
138	Rourkela	0.0	0.0	-	0.0	0.0	-
139	Shivamogga	0.0	0.0				

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

(*) TENTATIVE (IN '000 TONNES)

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers FIN. RAW	Coal Thermal & Steam	Coal Coking & Others	Containers Tonnage	TEUs	Other Misc. Cargo	TOTAL	% VAR. AGAINST 2025-26						
KOLKATA	TRF APRIL-JAN., 2026	400	385	-	1162	12	587	10002	603	2733	15281							
	TRF APRIL-JAN., 2025	370	503	-	525	23	973	7849	507	3035	13278	15.09						
Haldia Dock Complex	TRF APRIL-JAN., 2026	9017	5316	99	90	372	14793	3163	190	8363	42552							
	TRF APRIL-JAN., 2025	7897	5021	403	149	373	12342	2641	149	8507	37512	13.44						
TOTAL: SMP, KOLKATA	TRF APRIL-JAN., 2026	9417	5701	99	1252	384	15380	13165	793	11096	57833							
	TRF APRIL-JAN., 2025	8267	5524	403	674	396	13315	10490	656	11542	50790	13.87						
PARADIP	TRF APRIL-JAN., 2026	37847	1427	15708	611	5122	14770	459	23	10706	129705							
	TRF APRIL-JAN., 2025	30334	1486	18153	1367	5361	13595	431	22	10994	123649	4.90						
VISAKHAPATNAM	TRF APRIL-JAN., 2026	22883	1282	11076	2179	1515	4869	8548	525	13734	74341							
	TRF APRIL-JAN., 2025	18407	1156	9598	985	1360	6030	8652	540	13226	67533	10.08						
KAMARAJAR(ENNORE)	TRF APRIL-JAN., 2026	4515	154	-	-	-	18698	2193	583	3360	40177							
	TRF APRIL-JAN., 2025	4331	152	-	-	-	18914	1991	571	3408	39813	0.91						
CHENNAI	TRF APRIL-JAN., 2026	12693	1055	787	-	347	-	31285	1621	2391	48558							
	TRF APRIL-JAN., 2025	11389	1140	768	-	185	-	29182	1512	2920	45584	6.52						
V.O.CHIDAMBARANAR	TRF APRIL-JAN., 2026	417	1359	5	783	861	7200	14315	716	5151	35973							
	TRF APRIL-JAN., 2025	402	1179	-	559	772	6384	13085	655	3432	33938	6.00						
COCHIN	TRF APRIL-JAN., 2026	21187	533	-	-	157	-	8612	636	1117	31606							
	TRF APRIL-JAN., 2025	20005	374	-	-	179	-	9410	697	887	30855	2.43						
NEW MANGALORE	TRF APRIL-JAN., 2026	23660	1948	5733	647	44	5254	2084	162	1118	41505							
	TRF APRIL-JAN., 2025	23302	2591	1070	496	58	4969	2053	156	650	36809	12.76						
MORMUGAO	TRF APRIL-JAN., 2026	473	348	3216	265	-	1623	7582	4	4184	17695							
	TRF APRIL-JAN., 2025	474	326	3052	181	-	2089	5640	-	2818	14580	21.36						
MUMBAI	TRF APRIL-JAN., 2026	37099	1775	4612	785	292	8853	-	6	9280	62702							
	TRF APRIL-JAN., 2025	33843	1606	4930	401	66	6972	-	3	9411	57232	9.56						
J.N.P.A.	TRF APRIL-JAN., 2026	3379	2124	-	-	-	-	76414	6758	2577	84494							
	TRF APRIL-JAN., 2025	2779	2128	-	-	-	-	69543	6013	1839	76289	10.76						
DEENDAYAL	TRF APRIL-JAN., 2026	53525	10327	1393	4887	504	14419	10114	525	35408	131250							
	TRF APRIL-JAN., 2025	53437	10299	1168	3391	338	14765	6050	373	31817	121824	7.74						
ALL PORTS	TRF APRIL-JAN., 2026	227095	28033	42629	11409	9226	107378	176263	12343	100122	755839							
	TRF APRIL-JAN., 2025	206970	27961	39142	8054	8715	106060	159916	11195	92944	698896	8.15						
% Variation from previous year											9.72	0.26	8.91	41.66	5.86	10.22	7.72	8.15

Source: I.P.A.

Cashless Treatment to Road Accident Victims



In accordance with the legal mandate under Section 162 of the Motor Vehicles Act, 1988, Cashless Treatment for Road Accident Victims Scheme, 2025 has been notified vide S.O. 2015(E) dated 05.05.2025. Furthermore, comprehensive guidelines detailing the process flow, roles and responsibilities of various stakeholders, and the Standard Operating Procedures (SOPs) for its implementation have been issued vide S.O. 2489 (E) dated 04.06.2025.

Key features of the scheme are as under:

Treatment covers up to Rs. 1.5 lakh per victim will be provided, subject to a maximum cap of 7 days from date of accident. The treatment cover will be available to those victims who are involved in road accidents caused by use of motor vehicles across any category of road.

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

This statutory scheme will take precedence over any other Central / State level schemes.

The Scheme is being implemented through the amalgamation of two existing platforms, i.e. eDAR (electronic Detailed Accident Report)

used by Police officials for reporting of accidents and TMS 2.0 (Transaction Management System) of National Health Authority (NHA) used by hospitals for treatment, claim submission and processing of payments.

The reimbursement to hospitals is being done through Motor Vehicle Accident Fund (MVAFF) which is funded through contributions from General Insurance companies for cases where the offending Motor Vehicle is insured and through budgetary support for other-than-insured cases.

As per the Scheme guidelines notified vide S.O. 2489 (E) dated 04.06.2025, hospitals empanelled under the Ayushman Bharat Pradhan Mantri Jan Arogya Yojana (AB PM-JAY) shall be automatically deemed designated hospitals for the purposes of the Scheme. Further, NHA has issued detailed guidelines for designating and onboarding of additional hospitals by States & UTs vide OM S-12018/81/2024 dated 20 May 2025.

The Scheme is being implemented through the amalgamation of two existing platforms, i.e. eDAR and TMS 2.0. The third-party insurance status of the offending vehicle is captured on eDAR as it is integrated with VAHAN Portal.

The Government of India is already implementing a separate Compensation to Victims of Hit and Run Motor

Accidents Scheme with effect from 01.04.2022. Under this Scheme, a fixed sum of Rs. 2 lakh is to be provided in case of death, and a fixed sum of Rs. 50,000 is to be provided in case of grievous hurt. The compensation is provided to the victims of Hit & Run motor accident as per a time-bound procedure defined under the Scheme.

It may be noted that Ayushman Bharat Pradhan Mantri Jan Arogya Yojana (AB PM-JAY) is a benefit-based health insurance scheme, under which beneficiaries are identified in advance. In contrast, the Cashless Treatment for Road Accident Victims Scheme, which is a statutorily mandated scheme under Section 162 of the Motor Vehicles Act, 1988 in which any road accident victim caused by use of motor vehicle on any category of road can be a beneficiary.

To ensure that the road accident victim reaches the designated hospital within golden hour, integration with 112 Emergency Response Support System (ERSS) has been ensured. 112 operator guides victim to the nearest designated hospital and also provides facility of ambulance, if required.

The Treatment is provided to victims as per standard Health Benefit packages of NHA. Once the victim is discharged from the Scheme, the hospital will have to submit the claim along with necessary documents to State Health Agency (SHA).

The claim will be verified and approved by the SHA. To ensure timely payments to hospitals, a period of 10 days has been defined from the claim being approved by SHA for District Collectors or General Insurance Council to make the payments to the concerned hospitals, as the case maybe.

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

Besides sensitizing the States/UTs, the Sadak Suraksha Abhiyan has been launched through Central Bureau of Communication to create awareness on programs and policies including the Scheme.



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