



Parivahan | परिवहन Pragati | प्रगति

Monthly Magazine of All India Transporters Welfare Association

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

Dictating India's Freight Economy through Better Routes, Better Loads, Better Cash-flow, Better Returns

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Diesel Shock: The Rising Threat to India's Economy

Friends,

As the nation is facing a severe crisis of fuel, and the prices are touching sky-high, I thought to pen down various angles of it and why the price hike of diesel in particular will be even costlier to this country. Hope this write-up will benefit you in some way! India's economy is once again facing the harsh impact of fuel volatility. Within just 11 days, petrol and diesel prices surged by nearly ₹7.5 per litre, triggering ripple effects across transportation, logistics, inflation, household budgets, and industrial operations. While both fuels witnessed sharp increases, diesel remains the greater concern because it powers India's logistics and supply chain backbone.

From trucks and buses to agricultural machinery and industrial transportation, diesel drives the movement of goods across the

country. Since road transport handles the majority of India's freight movement, any sharp rise in diesel prices directly increases logistics costs and eventually impacts businesses and consumers alike.

The latest fuel hike has been driven by rising global crude oil prices, geopolitical tensions in West Asia, and pressure on the Indian Rupee. Concerns over possible supply disruptions near the Strait of Hormuz pushed international crude prices upward, increasing import costs for oil-dependent economies like India. Since India imports over 85% of its crude oil requirements, global oil instability quickly translates into domestic fuel inflation.

The weakening rupee has further intensified the pressure. As crude oil is traded globally in US dollars, a depreciating rupee raises the effective cost of imports, making fuel inflation



Ashok Gupta

almost unavoidable.

However, the sharp increase witnessed in May 2026 was not entirely sudden. For several years, oil marketing companies had reportedly absorbed portions of rising crude costs instead of fully passing them on to consumers. While this helped maintain retail fuel price stability, the accumulated under-recoveries eventually resulted in rapid price revisions.

The logistics sector has emerged as one of the biggest casualties of rising diesel prices. Fuel remains the single largest operating expense for transporters and fleet operators, especially in long-haul operations where even minor price increases significantly impact profitability.

Amid rising diesel prices and expectations of further increases, the transport industry is seeking a more predictable and transparent mechanism to manage fuel cost volatility. To address this challenge, the All India Transporters' Welfare Association (AITWA) has proposed the implementation of a Fuel Adjustment Factor (FAF) with effect from 20 May 2026. Under the proposal, an initial freight rate revision of 3% has been sought to





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partially offset the increase in diesel prices, along with higher costs of tyres, AdBlue (DEF), and tolls. Thereafter, freight rates would be adjusted by 0.65% for every ₹1 per litre increase in diesel prices above the base rate prevailing on 15 May 2026, reflecting the fact that diesel accounts for approximately 65% of total operating costs in road transport operations.

AITWA has clarified that the FAF is not intended to increase transporter profits or permanently alter freight structures. Instead, it is designed as a temporary fuel-linked mechanism to recover exceptional operating costs arising from the current global energy crisis and supply disruptions. The framework would also work in reverse if diesel prices decline, ensuring balance and transparency for both transporters and customers.

Transporters are already facing mounting operational and financial pressure. Freight rates are inevitably rising as operators attempt to recover escalating fuel costs through surcharge mechanisms. Smaller fleet owners, many of whom operate on thin margins, are finding it increasingly difficult to absorb these expenses, leading to shrinking profitability and rising financial stress. The impact is particularly severe for sectors dependent on time-sensitive deliveries such as FMCG, e-commerce, pharmaceuticals, and perishables. Higher fuel costs affect route planning, delivery schedules, and fleet utilisation, forcing operators to cut operational flexibility to control expenses.

The consequences of diesel inflation extend far beyond transport companies. Rising freight costs gradually move across the supply chain, increasing logistics expenses for manufacturers, wholesalers, and retailers. This is why diesel inflation

often translates into broader inflation affecting food products, construction materials, and essential commodities. Food inflation remains one of the biggest concerns. Indian agriculture depends heavily on diesel-powered tractors, irrigation systems, harvesting equipment, and transportation networks. As diesel prices rise, the cost of moving grains, vegetables, milk, and other essentials from farms to markets also increases, eventually reflecting in retail food prices.

For lower and middle-income households, this creates additional

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spending and weakening overall economic demand.

The pressure extends into monetary policy as well. Persistent fuel inflation complicates the Reserve Bank of India's efforts to control inflation and may delay interest rate cuts, keeping borrowing costs elevated for businesses and consumers.

Beyond fuel prices, transporters are also dealing with operational disruptions in several regions. Irregular diesel availability has increased vehicle downtime and delivery delays, while trucks are reportedly spending longer hours at fuel stations.

At the same time, other operating costs have surged. Prices of Diesel Exhaust Fluid (DEF/AdBlue), essential for BS-VI vehicles, have reportedly doubled in recent months. Tyre prices and revised toll charges have further increased pressure on long-haul operations.

Transporters are additionally facing disruptions linked to driver shortages, vehicle detention, fitness renewal delays, and compliance challenges associated with mandatory Vehicle Location Tracking Devices (VLTDs). AITWA has also flagged possible disruptions in logistics hubs such as Mundra, Gandhidham, and Kutch due to fuel shortages and local operational issues.

The current diesel shock is therefore far more than a temporary fuel price increase. It highlights the deep interconnection between energy costs, logistics efficiency, inflation, industrial productivity, and household finances in India's economy. More importantly, it underlines the urgent need for energy diversification, improved fuel efficiency, and stable policy frameworks to reduce India's vulnerability to future global oil disruptions.

**Regards,
Ashok Gupta**



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Transport Margin First: The New Formula Driving India's Freight Economy

India's logistics sector is undergoing a structural transformation. As supply chains become more time-sensitive and customer expectations continue to rise, transport companies are under pressure to deliver faster while protecting profitability. At the centre of this challenge lies one critical factor — transport margins.

In India, fuel alone accounts for nearly 65% of trucking operational costs, making freight economics highly vulnerable to diesel price fluctuations. Every sudden increase in fuel prices directly impacts fleet operators, freight aggregators, manufacturers, and eventually consumers. In such a scenario, the idea of “Transport Margin First” is emerging as a crucial business and policy strategy.

The concept is simple but powerful: optimise the cost, time, and mode of transportation at the very beginning of the logistics journey. Doing so not only protects margins for transporters and businesses but also reduces inefficiencies across the broader supply chain. More importantly, it supports India's larger goal of reducing logistics costs to globally competitive levels of below 10% of GDP.

Currently, India's logistics costs are estimated at around 13–14% of GDP — significantly higher than in developed economies, where logistics costs typically range between 8–10%. This gap affects manufacturing competitiveness, export potential, and

supply chain efficiency. As India aims to become a global manufacturing and export hub, improving freight

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One of the biggest reasons behind high logistics costs is the country's heavy dependence on road transport. Trucks



Ashok Goyal
National President, AITWA

carry nearly 70% of India's freight movement. While road transport offers flexibility and reach, it is also the most expensive mode for long-distance bulk transportation.

The cost differential is striking. Road transport costs approximately ₹2.5 per tonne per kilometre, compared to around ₹1.36 for railways and nearly ₹1.06 for waterways. These numbers clearly show why the industry is increasingly focusing on multimodal logistics strategies.

A smarter transport mix can dramatically improve margins. For example, if companies optimise the first and last 50 kilometres of a 600-kilometre freight journey while shifting the primary bulk movement to rail or waterways, overall transportation costs reduce significantly. This is where India's Dedicated Freight Corridors (DFCs) are becoming game changers.

The Eastern and Western Dedicated Freight Corridors are designed exclusively for cargo trains, allowing



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freight movement to bypass congested passenger rail traffic. The result is faster transit times, lower fuel consumption, and improved reliability. For transport operators, this creates better asset utilisation and healthier transport margins.

India's trucking ecosystem remains highly fragmented, with over 90% of operators owning fewer than five trucks. Small fleet owners often struggle with volatile fuel prices, rising toll charges, underutilised return trips, and unpredictable delivery timelines. In such an environment, maintaining stable margins becomes extremely difficult.

To manage these pressures, organised logistics players are increasingly adopting data-driven operational models. Companies are using predictive analytics, GPS-based route optimisation, AI-enabled fleet monitoring, and automated freight allocation systems to reduce empty runs and improve fuel efficiency.

Another important mechanism used by transport providers is the Fuel Adjustment Factor (FAF). Through FAF, transporters can partially pass localised fuel price increases on to customers. This helps protect transport margins during periods of fuel volatility without severely disrupting operations.

At the policy level, the Indian government is aggressively pushing for a more integrated freight ecosystem. Initiatives such as the National Logistics Policy (NLP), PM GatiShakti, Bharatmala, and the development of Multimodal Logistics Parks (MMLPs) are all aimed at reducing infrastructure bottlenecks



and improving cargo movement efficiency.

PM GatiShakti is designed to create seamless connectivity between roads, railways, ports, airports, and industrial corridors through a unified infrastructure planning framework. By improving coordination across transport modes, the initiative seeks to reduce delays, congestion, and unnecessary handling costs.

Meanwhile, Multimodal Logistics Parks are being developed as integrated freight hubs equipped with warehousing facilities, container terminals, and direct rail-road connectivity. These parks are expected to streamline cargo movement, improve turnaround times, and reduce logistics fragmentation.

Digitisation is also playing a transformative role. The integration of FASTag data with E-way bills is enabling real-time freight monitoring and route-level analysis. Authorities can now identify congestion hotspots and evaluate freight movement patterns more accurately. For businesses, this data-driven visibility

improves planning and operational efficiency.

Another emerging opportunity lies in inland waterways and coastal shipping. For heavy bulk commodities such as coal, cement, fertilisers, and agricultural produce, waterways provide a significantly cheaper and greener alternative to road transport.

Ultimately, the future of India's freight economy will depend on how effectively the country shifts from fragmented, road-dominated logistics to an integrated, multimodal, technology-driven system. Protecting transport margins is no longer just a business concern — it is directly linked to national competitiveness, industrial growth, and supply chain resilience.

The “Transport Margin First” approach reflects this larger transition. By optimising transportation economics at the source, India can reduce inefficiencies across the supply chain, strengthen profitability for logistics players, and move closer to becoming a globally competitive manufacturing and trade powerhouse.



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'Volume-First to Profit-Margin-First' Must Be The Mantra for India's Trucking Industry

India's logistics sector is entering one of its strongest growth phases, with the market projected to reach nearly \$484 billion by 2029 at a CAGR of 8.8%. Road transport continues to dominate the sector, accounting for almost 71% of total freight movement across the country. The growth of e-commerce, quick commerce, manufacturing, and infrastructure development is driving demand for faster and more dependable transportation networks.

However, behind this impressive industry growth lies a difficult reality for truck owners and small fleet operators. While the logistics market is expanding rapidly, transporter profitability remains under pressure due to rising fuel prices, operational inefficiencies, driver shortages, and high fixed costs.

Today, the biggest challenge for transporters is no longer finding freight — it is protecting profit margins.

India's trucking ecosystem remains highly fragmented, with nearly 85% of trucks owned by small fleet operators managing fewer than 20 vehicles. Many are single-truck entrepreneurs operating with limited financial security. Despite the scale of the logistics industry, most truck owners earn only around ₹4 lakh to ₹6 lakh annually depending on route type, vehicle utilization, and operating efficiency.

This pressure has intensified further with the recent rise in diesel prices.

Diesel contributes nearly 60–65% of a

truck's operating cost, making fuel the single largest expense for transporters. Even small increases in diesel prices can sharply reduce margins because freight rates do not rise immediately at the same pace. Many transporters continue operating on existing contracts while daily fuel costs keep increasing.

Industry estimates suggest that every ₹5-per-litre rise in diesel prices can significantly increase freight operating costs, directly affecting cash

Industry estimates suggest that every ₹5-per-litre rise in diesel prices can significantly increase freight operating costs, directly affecting cash flow for small operators. For fleet owners already managing loan EMIs, toll charges, maintenance costs, insurance, and taxes, fuel volatility creates serious financial uncertainty

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Abhishek Gupta
General Secretary, AITWA

creates serious financial uncertainty.

The challenge becomes even greater because trucks do not generate revenue every day of the month. In many cases, vehicles remain productive for only 10 to 15 days monthly. The remaining days are often lost to maintenance, unloading delays, waiting for return loads, driver shortages, or lack of trip planning.

Yet the fixed expenses continue regardless of whether the truck is moving or standing idle.

This is why the Indian trucking industry must gradually move from a “volume-first” approach to a “profit-margin-first” strategy.

For years, many transport businesses focused mainly on increasing trips, fleet size, and freight volume. But in the current environment, simply running more kilometers does not guarantee higher profits. In fact, poor route planning and low freight margins can increase losses despite higher vehicle movement.



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rather than simply maximizing trips.

A profit-margin-first approach means choosing efficient routes, minimizing empty return trips, controlling fuel consumption, and improving vehicle utilization. It also means selecting freight assignments that provide sustainable returns instead of chasing low-margin loads merely to keep trucks moving.

Technology is increasingly helping transporters make this transition.

Digital freight platforms and aggregator networks are improving direct connectivity between truck owners and shippers. By reducing dependence on middlemen, these platforms help operators secure better freight visibility and reduce empty backhauls. Even one additional paying trip per month can make a meaningful difference to annual earnings for small operators.

Telematics, GPS tracking, and fuel-monitoring systems are also helping transporters track driver behavior, improve route efficiency, and reduce fuel wastage. As margins become tighter, operational data is becoming essential for survival.

Long-term contracts are another important solution for improving financial stability. Dedicated transportation agreements with corporate supply chains provide predictable freight movement and reduce dependence on volatile spot-market pricing. Stable contracts allow transporters to plan expenses more effectively and reduce uncertainty linked to fluctuating diesel prices.

Specialization is also emerging as a strong profitability driver. Operators handling refrigerated cargo, pharmaceutical transportation, tankers, or temperature-sensitive goods can command better freight rates compared to general cargo transport. As sectors such as food



processing, healthcare, and organized retail continue growing, demand for specialized transportation is expected to rise steadily.

Infrastructure development is further supporting operational efficiency. New expressways, national highways, and logistics parks are helping reduce transit time, fuel wastage, and turnaround delays. Faster movement directly improves truck productivity and revenue generation potential.

However, despite these improvements, fuel inflation remains the industry's biggest concern.

For smaller transporters, the inability to immediately pass rising diesel costs onto customers continues to create financial stress. Larger organized players may have fuel adjustment clauses in contracts, but smaller fleet owners often absorb the cost increase themselves. This weakens already-thin margins and impacts long-term sustainability.

The impact is not limited to transporters alone. Rising logistics costs eventually affect retail prices, e-

commerce deliveries, food supply chains, and overall inflation across the economy. Since road transport remains the backbone of Indian logistics, any increase in trucking costs directly influences multiple industries.

India's logistics sector is expected to continue growing rapidly over the next decade. But sustainable growth will depend not only on freight demand or infrastructure expansion, but also on improving transporter profitability.

The future of Indian trucking will belong to operators who focus on efficiency, technology adoption, fuel management, and smarter freight planning rather than simply expanding fleet size. In an environment shaped by rising fuel prices and operational uncertainty, protecting margins has become more important than chasing volume.

For India's transport ecosystem, the shift toward a profit-margin-first approach is no longer optional — it is essential for long-term sustainability and growth.



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Dictating India's Freight Economy Through Better Routes, Better Loads and Better Cash-Flow, Better Returns!



India's freight and logistics ecosystem is entering a transformative era. For decades, high logistics costs, fragmented supply chains, congested highways, and operational inefficiencies have reduced competitiveness across industries. Today, policy reforms, digitalisation, and infrastructure modernisation are reshaping the movement of goods across the country.

At the centre of this transition are landmark initiatives such as the National Logistics Policy (NLP), the Bharatmala highway development programme, Dedicated Freight

Corridors (DFCs), multimodal logistics parks, and digitised freight systems. Together, these initiatives are creating a faster, more integrated, and more profitable freight economy.

India's logistics cost is estimated at around 13–14% of GDP, significantly higher than many developed economies, where it ranges between 8–10%. Reducing this gap has become a national priority because logistics efficiency directly impacts manufacturing competitiveness, export growth, supply chain resilience, and economic productivity. A major driver of this transformation is the creation of better freight routes.

The commissioning of the Eastern and Western Dedicated Freight Corridors is fundamentally changing rail logistics by separating cargo movement from passenger traffic, which historically caused severe congestion and delays. Freight train speeds that once averaged nearly 25 km/h are now exceeding 60 km/h on several DFC stretches. Transit times between ports and industrial centres have dropped significantly, improving reliability and reducing inventory carrying costs for industries dependent on time-sensitive supply chains.

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project and expanding economic corridors are improving highway connectivity across industrial clusters, ports, border regions, and consumption hubs. Better roads are reducing bottlenecks, fuel wastage, and unpredictable delays. The result is smoother freight movement, greater schedule reliability, and lower operational costs.

Digital infrastructure is adding another layer of efficiency. The Unified Logistics Interface Platform (ULIP) is enabling greater coordination between logistics stakeholders by integrating transport-related data across systems. Operators can now optimise routing, minimise empty return trips, reduce waiting times, and improve fleet planning through data-driven decision-making.

Equally important is the focus on improving load efficiency. Profitability in freight movement depends heavily on maximising payload utilisation, and India's logistics reforms are increasingly geared toward improving ton-mile efficiency across road and rail transport.

Indian Railways has progressively introduced higher axle-load capacities under schemes such as CC+6+2 and CC+8+2 loading standards. These upgrades allow freight rakes to carry heavier loads safely and efficiently, increasing productivity without proportionately increasing operating costs. The expansion of double-stack container train operations on high-density routes is another breakthrough. By allowing more containers to move per locomotive, operators are lowering transportation costs per unit while simultaneously reducing fuel consumption and emissions.

Multimodal integration is also strengthening freight optimisation. Logistics parks and consolidation

centres are enabling cargo to move seamlessly between rail, road, ports, and warehouses. Bulk cargo can now be consolidated for long-haul transport and redistributed efficiently through smaller regional networks for last-mile delivery. This model is particularly beneficial for sectors such as FMCG, agriculture, steel, pharmaceuticals, cement, and e-commerce.

Technology-driven financial efficiency is another major shift

Technology-driven financial efficiency is another major shift transforming India's freight ecosystem.

Traditionally, delayed payments, dependence on intermediaries, fuel leakages, and operational inefficiencies created enormous pressure on fleet operators

transforming India's freight ecosystem. Traditionally, delayed payments, dependence on intermediaries, fuel leakages, and operational inefficiencies created enormous pressure on fleet operators. Digital freight-matching platforms are now helping transporters connect directly with shippers, reducing dependence on offline brokers while improving pricing transparency and accelerating payment cycles.

Fuel management systems integrated with IoT-enabled telematics are becoming increasingly important as well. Since fuel remains the single largest operating expense for trucking fleets, real-time monitoring of fuel consumption, driver behaviour, idle

time, and route performance is helping operators protect margins and reduce losses.

The nationwide implementation of FASTag and digitised e-way bills has further streamlined freight movement by reducing stoppages at toll plazas and state borders. Reduced idle time translates directly into lower fuel consumption, faster deliveries, improved vehicle utilisation, and healthier cash flow.

Ultimately, the combined impact of infrastructure modernisation and digitalisation is reflected in stronger business returns. Faster transit times mean trucks, containers, and rail rakes can complete more trips every month, improving asset utilisation and increasing return on investment for fleet operators and logistics companies.

Real-time track-and-trace systems, automated dispatch management, and predictive analytics are also reducing cargo losses and delivery inefficiencies. Another significant evolution is the shift toward integrated logistics services. Companies are moving beyond basic transportation and positioning themselves as end-to-end logistics partners offering warehousing, inventory management, distribution, and third-party logistics (3PL) solutions.

India's freight ecosystem is no longer defined simply by the movement of goods. It is evolving into a technology-enabled, data-driven network focused on speed, efficiency, visibility, and profitability. The National Logistics Policy and large-scale infrastructure initiatives are laying the foundation for a globally competitive freight economy. Businesses that embrace multimodal integration, digital intelligence, and operational efficiency today will lead India's logistics transformation tomorrow.



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Advisory Notice

on Escalating Transport Costs and Nationwide Operational Disruptions

India's road transport sector is currently passing through an exceptionally difficult phase marked by rising operating costs, fuel instability, and large-scale logistical disruptions. In view of the evolving situation, the All India Transporters' Welfare Association (AITWA) has urged all trade, industrial, and logistics stakeholders to recognize the seriousness of the challenges confronting transport operators across the country and to extend necessary cooperation during this period.

For several years, freight rates in the Indian trucking industry remained largely stable because diesel prices showed limited volatility. Transporters absorbed routine increases in expenses through periodic operational adjustments and modest revisions in freight pricing. However, the present crisis has emerged under circumstances far beyond the normal business environment and outside the control of transporters or supply chain participants.

The sharp rise in diesel prices witnessed since mid-May 2026 is closely linked to ongoing geopolitical tensions affecting global energy markets. Disruptions in international crude oil supply routes, particularly around the Strait of Hormuz, have tightened fuel availability and

increased global oil prices. Simultaneously, pressure on the Indian Rupee has further raised the cost of imported crude, directly impacting domestic diesel prices.

For the transport industry, diesel remains the single largest operational

For the transport industry, diesel remains the single largest operational expense. The recent surge in fuel prices has therefore placed enormous financial strain on fleet operators, many of whom are already operating on narrow margins. The problem has been compounded by irregular diesel availability in several regions, forcing trucks to spend extended hours waiting at fuel stations and increasing vehicle downtime, manpower costs, and delivery delays

expense. The recent surge in fuel prices has therefore placed enormous financial strain on fleet operators, many of whom are already operating on narrow margins. The problem has been compounded by irregular diesel availability in several regions, forcing trucks to spend extended hours waiting at fuel stations and increasing vehicle downtime, manpower costs, and delivery delays.

At the same time, other critical operating expenses have also risen sharply. Prices of Diesel Exhaust Fluid (DEF/AdBlue), essential for BS-VI vehicles, have reportedly doubled over the past two months. Tyre prices have also moved upward, while revised toll charges implemented earlier this year have added another layer of cost pressure on long-haul operations.

Given the extraordinary nature of these developments, AITWA has proposed a structured mechanism called the "AITWA Indhan Factor" (AIF), which comes into effect from 20th May 2026. The objective of the mechanism is to create a transparent and predictable approach for managing fuel-related freight adjustments instead of repeated and uncertain negotiations between transporters and customers.

Under the proposed framework, freight rates would increase by 1

percent for every ₹1 per litre rise in diesel prices above the base price prevailing on 14th May 2026. The association has clarified that this is not intended to increase transporter profits or alter base freight structures. Rather, it is a temporary fuel-linked adjustment aimed purely at recovering exceptional operating costs arising from the current global crisis. The mechanism would also work in reverse if diesel prices soften in the future.

Alongside rising costs, transporters are also struggling with widespread operational disruptions across several regions of the country. Many industrial corridors and freight hubs are experiencing delays caused by fuel shortages, driver scarcity, vehicle detention, and administrative bottlenecks.

Transport movement has additionally been impacted by delays in vehicle fitness renewals and implementation challenges linked to mandatory Vehicle Location Tracking Devices (VLTDs). In several cases, transporters have reportedly been unable to complete compliance procedures despite their willingness to do so, resulting in reduced fleet

availability.

AITWA has also highlighted concerns regarding potential disruptions in major logistics regions such as Mundra, Gandhidham, and Kutch, where local operational issues and diesel shortages could affect cargo movement. In the Delhi NCR region, transport activity may also face interruptions due to ongoing protests by transport bodies, including the All India Motor Transport Congress, over increased entry-related levies and compliance burdens on commercial vehicles.

Considering the scale and unpredictability of these disruptions, the association has appealed to manufacturers, exporters, traders, logistics companies, ports, industrial units, and other users of transportation services to adopt a practical and cooperative approach.

AITWA has requested industry stakeholders to accommodate delays in vehicle placement and delivery schedules without imposing penalties or punitive contractual actions on transport operators. The association believes that the current circumstances resemble a force majeure-like situation, where external global

developments and regulatory bottlenecks have severely disrupted normal operations.

The transport industry continues to play a vital role in maintaining the movement of goods and sustaining industrial supply chains across the country. Despite the difficulties, transporters are continuing operations under intense financial and operational pressure to ensure essential cargo movement remains uninterrupted.

AITWA has reiterated its commitment to working closely with customers, trade bodies, and authorities to stabilize the situation. At the same time, it has urged policymakers and concerned departments to intervene urgently in resolving diesel supply constraints, easing compliance bottlenecks, and restoring operational normalcy across the logistics ecosystem.

The association has emphasized that cooperation between transporters, industry, and government authorities will be critical in ensuring continuity of India's supply chains during this challenging period of global uncertainty.

x



"Becoming a good person in your eyes is better than to be good in others' eyes."

Brahma Kumaris

Paving the Way for Clean Freight: India's Top 10 Zero-Emission Trucking Corridors

India's trucking sector drives the economy but causes massive pollution: while representing just 3% of vehicles, trucks produce 34% of CO2 and 50% of particulate matter emissions. As demand quadruples by 2050, transitioning to Zero-Emission Trucks (ZETs) is vital. This shift could cut lifetime logistics costs by 17%, enhance public health, and save ₹116 lakh crore by replacing 993 billion litres of diesel.

To utilize the ₹500 crore PM e-DRIVE scheme, the Office of the PSA, in collaboration with the Centre of Excellence for Zero Emission Trucking (CoEZET), RMI, and pManifold published "India's Priority Corridors for Zero-Emission Trucking." This roadmap identifies key highway segments for infrastructure, employing a three-phased strategy to locate the most viable routes for immediate ZET rollout.

The top 10 corridors were chosen from an initial pool of 230 corridors through rigorous field research and industry roundtable with 30 diverse organizations. Three phase methodology as mentioned below were followed.

Phase 1: Quantitative and Qualitative Assessment

Researchers filtered 230 corridors, including a robust list of 130 high-traffic routes identified by CoEZET,

using a FASTag-based "toll index." Qualitative filters prioritized industrial hubs and Multimodal Logistics Parks (MMLPs) while excluding routes served by viable rail or waterways, narrowing the list to 50 corridors.

Phase 2: Stakeholder Convening

A stakeholder convening, including Original Equipment Manufacturers (OEMs), fleet operators, and charging point operators, used active voting, regional breakout discussions divided by geographic regions to evaluate the corridors. By prioritizing traffic demand, land availability, power tariffs, and economic viability, the group narrowed the pool to 24 promising corridors.

Phase 3: Field Research and Multicriteria Analysis

To finalize the top 10, researchers conducted field surveys to gauge driver awareness and operator willingness for ZET transition. Using

geospatial data, they mapped power grids and service infrastructure while excluding steep routes via elevation analysis to ensure battery efficiency. Final scoring prioritized alignment with the Ministry of Heavy Industries (MHI) targets to maximize government funding synergy.

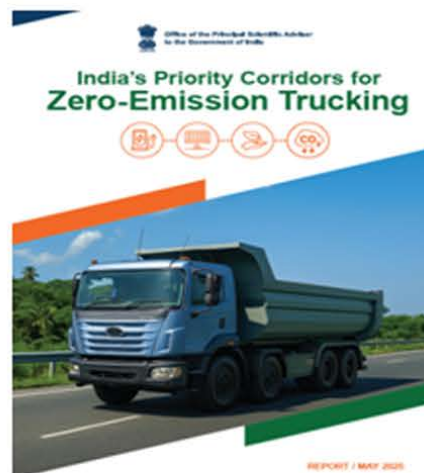
Revealing India's Top 10 ZET Corridors

The culmination of this rigorous selection process revealed the top 10 priority ZET corridors. Ranked by their overall readiness, these corridors are shown in the table.

Half of India's top trucking corridors are in the South due to high truck

Shortlisted top 10 corridors		
Number	Corridor name	Length (km)
1	Chennai-Viluppuram	164
2	Delhi-Jaipur	276
3	Vishakhapatnam-Brahmapur	274
4	Chennai-Bengaluru	347
5	Coimbatore-Kochi	187
6	Coimbatore-Salem	169
7	Kolkata-Haldia	122
8	Delhi-Chandigarh	255
9	Pune-Nashik	215
10	Dhanbad-Kolkata	273

traffic, with lengths (120-350 km) perfectly suited for current electric trucks. By launching pilot programs and proving financial viability on these routes, India can create a blueprint to scale a nationwide zero-emission freight network.



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Press Release



New Delhi, India — IRC Supply Chain Solutions Ltd. is pleased to announce the formation of a strategic Joint Venture with Aoki Trans Corporation, headquartered in Shimizu, Shizuoka Prefecture, Japan. With a distinguished legacy of over 112 years, Aoki Trans brings extensive expertise in freight forwarding, warehousing, customs clearance, and integrated logistics solutions. Its advanced warehousing management capabilities, supported by efficient technology and streamlined processes, will further enhance operational efficiency and deliver cost-effective solutions for customers.

This partnership marks a significant milestone in IRC's global expansion journey and reflects its commitment to building a robust, future-ready, and globally integrated logistics ecosystem.

The Joint Venture brings together IRC's strong international network and execution capabilities with Aoki Trans' deep-rooted presence in Japan and long-standing relationships across industries. While the collaboration is strongly anchored in the automotive sector—with specialized solutions for KD (Knock-Down), CBU (Completely Built Units), and spare parts logistics—it is equally focused on supporting a diverse range of industries, including engineering, industrial manufacturing, consumer goods, Pharma and other emerging sectors.

By combining complementary strengths, the partnership aims to deliver seamless, efficient, and reliable end-to-end logistics solutions across the Japan-India corridor and key global markets. Customers will benefit from enhanced operational

efficiency, faster transit times, improved compliance, and greater supply chain visibility.

At the core of this milestone is the continued trust and partnership of our valued customers. IRC extends its sincere gratitude to all its customers and partners whose confidence and long-standing association have been instrumental in enabling this strategic advancement. Their support continues to inspire IRC to innovate, expand, and deliver higher standards of service excellence.

The collaboration will further drive technology-led processes, operational excellence, and scalable solutions, enabling both organizations to cater to evolving customer requirements across industries.

Ashok Gupta (CMD)

IRC Supply Chain Solutions Ltd.

x



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



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Women Steering Change in India's Logistics Industry



For decades, the logistics and transport industry in India was perceived as a male-dominated sector, driven largely by traditional business structures and operational challenges. However, the landscape is gradually changing. Today, women are stepping into leadership positions across industries — as astronauts, doctors, engineers, entrepreneurs, and policymakers — and the logistics sector is no exception. Their growing participation is not only redefining industry culture but also bringing fresh perspectives, innovation, and long-term sustainability to the sector.

Across India, women are increasingly taking up important roles in transport associations and logistics businesses. Several of them are now actively managing committees within industry bodies, including apex associations such as All India Transporters Welfare Association and All India Motor Transport Congress. This marks a significant shift for an industry that traditionally saw limited female participation in decision-making roles.

One of the most progressive initiatives in recent years has been the formation of the Women's Wing by All India

Transporters Welfare Association. The association has consciously delegated responsibilities and leadership roles to women within the organization, creating a dedicated platform to encourage participation, leadership, and industry engagement. Headed by ReemaJogani as Chairperson, the Women's Wing has rapidly evolved into a vibrant and influential forum for women entrepreneurs and professionals associated with logistics and transportation.

The members of the Women's Wing interact regularly and actively contribute to industry discussions, policy dialogues, and social initiatives. Their growing visibility has helped create meaningful representation for women at various forums, including interactions with government bodies and policymakers. More importantly, they are demonstrating that women are not merely participants in the logistics ecosystem but are becoming active contributors to industry transformation.

A significant milestone came recently when a small delegation from the Women's Wing was invited by select women parliamentarians from the Government of India for discussions

on the future role of women in the transport industry and the adoption of electric vehicles (EVs). The delegation included Reema Kothari, Neha Vora, Minal Mehta, and Seema, a woman driver associated with Jawaharlal Nehru Port Authority. The meeting also included discussions on driver-related challenges and the practical realities faced by professionals on the ground.

This interaction was historic in many ways. For the first time, an all-women delegation from the transport and logistics sector was invited to discuss serious industry issues with policymakers while contributing ideas for future development. The dialogue also included women truck drivers who shared real-world experiences from highways and transport operations, bringing authenticity and practical insight into the conversation.

The initiative, titled “NayiSoch Ki Sawari: Women Who Move the Nation from Parliament to Roads and Highways,” was led by Purpose NGO and Swaniti Initiative. The programme focused on improving gender inclusion within India's evolving electric mobility ecosystem. Women Members of Parliament who participated in the interaction included Fauzia Khan, Sangeeta Balwant, SambhaviChoudhary, and MahimaKumariMewar.

The efforts of the Women's Wing have earned appreciation from industry leaders as well. Ashok Goyal, National President of All India Transporters Welfare Association, highlighted that the association has consistently focused on industry transformation through policy intervention, collaboration, and progressive initiatives. Conceptualized in 2022 and formally established later that year, the Women's Wing began with only a handful of women entrepreneurs. Its primary objective was to formally recognize and strengthen the role of

women in the road transport industry.

Today, the Wing has grown to include more than 25 women entrepreneurs, all actively contributing to business development, industry engagement, and organizational leadership. The platform has enabled women to meet, interact, learn, and lead not only their own businesses but also contribute to shaping the future of the logistics sector.

The importance of women's participation in logistics extends far beyond representation. Greater diversity often leads to improved organizational culture, better problem-solving, and enhanced operational efficiency. Women leaders are increasingly bringing a collaborative and solution-oriented approach to industry challenges. Instead of merely highlighting operational difficulties, many are actively proposing practical solutions, particularly in areas such as sustainability, workforce management, technology adoption, and operational efficiency.

Their enthusiasm and energy are becoming a source of inspiration for the next generation entering the logistics profession. The Women's Wing has independently initiated workshops, factory visits, industry discussions, and knowledge-sharing programmes to strengthen learning and professional development among members. Importantly, women are now being given a proper seat at the decision-making table — from internal management discussions to high-level policy meetings — where they can openly express challenges, expectations, and recommendations for industry growth.

Another encouraging trend is the growing number of women contributing articles and thought leadership pieces in logistics and transport publications. In an industry where many professionals often hesitate to write or publicly share



perspectives, women leaders are confidently articulating ideas, industry concerns, and future opportunities with passion and clarity. Their contributions are helping shape industry discourse while also changing perceptions about the role women can play in transportation and logistics.

At the same time, the logistics industry continues to face significant economic and operational pressures. Rising costs, increasing competition, and the possibility of diesel price hikes remain major concerns for transporters. Profitability across the sector is under strain, forcing companies to rethink business models and operational strategies.

Traditionally, transporters have attempted to pass rising operational costs to consignors through freight rate increases. However, industry experience suggests that such negotiations are often difficult and rarely successful. As a result, the more practical solution lies in improving operational efficiency across the supply chain.

This is where collaboration becomes critical. Transporters, customers, and

logistics partners must work together to identify ways to optimize fleet utilization, reduce empty runs, improve turnaround time, adopt technology, and enhance fuel efficiency. Customers too may increasingly support such efficiency-driven initiatives, especially when the alternative involves higher freight costs.

As India's logistics sector moves toward a greener, technology-driven future, the role of women will become even more significant. Their leadership, adaptability, and willingness to embrace change are helping transform an industry that is essential to the country's economic growth. The increasing participation of women in transport associations, policy discussions, operational leadership, and sustainability initiatives signals a positive shift for the entire sector.

The road ahead may still present challenges, but one thing is becoming increasingly clear — women are no longer just supporting the logistics industry from the sidelines. They are helping steer it toward a more inclusive, efficient, and progressive future.

x



All India Transporters' Welfare Association
info@aitwa.org | www.aitwa.org

CIRCULAR

Date: 19th May 2026

To,
All Users of Goods Transport Agencies / Transport Services,
Trade, Industry & Commerce Associations across India

Subject: Global War-Driven Fuel Price Escalation — Effective 20th May 2026

Dear Sir / Madam,

Greetings from All India Transporters Welfare Association (AITWA)

We write to you with a sense of urgency, and with the deepest respect for the long-standing and valued partnership between the transport sector and the trade/industry it serves across the length and breadth of our Nation.

1. Background — A Disruption Beyond Normal Industry Cycles

Following the AITWA General Meeting held on 16th May 2026, we wish to draw attention to the severe cost pressures currently impacting the road transport industry — pressures arising entirely from global developments beyond the control of domestic stakeholders.

For several years, diesel prices in India had remained relatively stable, allowing freight rates to be maintained with only periodic revisions. However, the sharp diesel price increase effective 15th May 2026 and subsequent increases are fundamentally different in nature and is directly linked to:

- Ongoing global war conditions disrupting international energy markets and trade routes;
- Restrictions around the Strait of Hormuz affecting global crude supplies;
- Pressure on the Indian Rupee, increasing the landed cost of crude imports.

In addition, several related operating costs have also risen sharply:

- Diesel shortages at pumps are delaying truck operations, increasing manpower/running costs;
- DEF/AdBlue prices have nearly doubled in the last two months;
- Tyre prices have increased by nearly 5% in the same period;
- Toll charges across the country were revised upward from 1st April.

These extraordinary global circumstances were beyond the scope of normal freight contracts and annual escalation mechanisms. With further diesel price increases anticipated, it has become essential to establish a structured, transparent, and predictable mechanism to address fuel cost volatility, rather than relying on repeated ad hoc revisions and negotiations.

Below chart is shared to explain the impact of the changes and justify the increase sought:

Mumbai → Delhi trucking cost: what's gone up

Variable trip cost (impacted inputs only) · 25-ton truck · 1,400 km one-way · 1 Feb 2026 vs 15 May 2026



Variable trip cost, Feb ₹48,562	Variable trip cost, May ₹51,189	Increase per trip +₹2,627	Total impact +5.41%
---	---	-------------------------------------	-------------------------------

% Increase by cost head · vs share of total trip cost



Where the ₹2,627 variable trip cost increase came from



Important — this is NOT a freight rate
 The figures above capture ONLY the cost components that have increased over the last 2-3 months, primarily owing to the Middle East crisis (crude oil → diesel, urea-linked AdBlue, natural rubber → tyres) and the 1-Apr-2026 NHAI toll revision. Fixed costs like Asset, Manpower, Insurance, Taxes, Finance, Repairs, Admin, Tracking and others are not included in this. Do not interpret these numbers as freight or use them to benchmark freight rates. It is for simplified understanding of the impact on cost.

Sources: Mumbai diesel retail rate; NHAI WPI indexed toll revision (1 Apr 2026); AdBlue bulk-rate trend Q1-Q2 2026; TBR tyre price like Apr 2026 (MRF / Apollo / CEAT / JK).

In the above chart, 3% increase is due to items other than diesel. This **demands an increase of 3% to neutralise the additional cost**. This needs to be corrected in **existing contract rates immediately**.

However, diesel is a commodity which is needed for running every kilometre and is about 65% of the total cost of operation. In order to justify this change, the formula should be applicable upwards and downwards both. Here we introduce the **Fuel Adjustment Factor (FAF)**

2. Introduction of Fuel Adjustment Factor (FAF) — Effective 20th May 2026

In order to address the volatility of fuel costs in a transparent, structured, and equitable manner — and to spare both transporters and their clients the uncertainty of repeated unplanned revisions — AITWA is initiating an **Fuel Adjustment Factor (FAF)**, effective **20th May 2026**, on the following basis:

Scenario	Applicable Fuel Adjustment Factor (FAF)
Thereafter for every ₹ 1 increase in diesel price per litre over the base rate prevailing on 15 th May 2026	0.65% increase in freight rates

Any further revisions necessitated by subsequent increases in diesel prices shall be applied on the same basis, providing a consistent and predictable framework for all parties.

3. Nature and Scope of the Fuel Adjustment Factor

We wish to emphasise that the FAF is purely a fuel cost recovery mechanism arising from the current global situation. It does not provide any additional commercial margin to transporters. The FAF shall remain directly linked to prevailing diesel prices and will be adjusted accordingly if diesel prices moderate.

4. Our Earnest Request to Trade and Industry

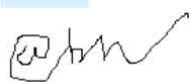
AITWA sincerely acknowledges the challenges faced by trade and industry during these difficult times. However, the road transport sector — the backbone of India’s supply chain — is facing unprecedented cost pressures that can no longer be absorbed.

We therefore request all users of transport services to:

- Accept the Fuel Adjustment Factor (FAF) effective 20th May 2026;
- Treat this as an extraordinary global cost adjustment, separate from normal annual revisions;
- Engage with transport service providers to implement the same without delay;
- Continue supporting the transport sector during this period of global uncertainty.

AITWA remains committed to serving Indian trade and commerce with dedication and remains available for any discussions or clarifications required. We thank you for your understanding and cooperation in navigating this challenging period in the interest of the national economy.

Yours sincerely,
On behalf of **All India Transporters Welfare Association**



Abhishek A Gupta
General Secretary
secy@aitwa.org

Note: This circular is issued following the AITWA General Meeting of 16th May 2026. Member transporters are requested to circulate this to their respective clients and freight users.



**ALL INDIA
TRANSPORTERS
WELFARE
ASSOCIATION**



DIESEL PRICE HIKE - LAST 4 INCREASES ACROSS 4 METROS (INR/LTR)

METRO	BASE RATE 14 MAY 2026		INCREASE 1 15 MAY 2026		INCREASE 2 19 MAY 2026		INCREASE 3 23 MAY 2026		INCREASE 4 25 MAY 2026		CURRENT RATE 25 MAY 2026	
	RATE (₹/LTR)	RATE (₹/LTR)	RATE (₹/LTR)	INCREASE (₹)	RATE (₹/LTR)	INCREASE (₹)	RATE (₹/LTR)	INCREASE (₹)	RATE (₹/LTR)	INCREASE (₹)	RATE (₹/LTR)	INCREASE (₹)
DELHI	87.67	90.67	90.67	+3.00	91.58	+0.91	92.49	+0.91	95.20	+2.71	95.20	
MUMBAI	90.03	93.14	93.14	+3.11	94.08	+0.94	95.02	+0.94	97.83	+2.81	97.83	
KOLKATA	92.02	95.13	95.13	+3.11	96.07	+0.94	97.02	+0.95	99.82	+2.80	99.82	
CHENNAI	92.34	95.25	95.25	+3.91	96.11	+0.86	96.98	+0.97	99.55	+2.57	99.55	
AVERAGE (4 METROS)	90.51	93.55	93.55	+3.03	94.46	+0.91	95.38	+0.92	98.60	+2.72	98.60	

*** First fuel adjustment includes Price Hike of Diesel, Toll, Tyre & DEF.**



TOTAL DIESEL INCREASE (14 MAY TO 25 MAY 2026)
+ ₹7.58^{*} /LTR

FUEL ADJUSTMENT FACTOR (FAF) SUGGESTED BY AITWA
(For every ₹1 increase in diesel price, FAF = 0.65% as diesel contributes approx. 65% of total operating cost)

<p>1ST INCREASE (15 MAY 2026) 3.00% FAF (0.65% × ₹3.03)</p>	<p>2ND INCREASE (19 MAY 2026) 0.59% FAF (0.65% × ₹0.91)</p>	<p>3RD INCREASE (23 MAY 2026) 0.60% FAF (0.65% × ₹0.92)</p>	<p>4TH INCREASE (25 MAY 2026) 1.77% FAF (0.65% × ₹2.72)</p>	<p>TOTAL FAF % INCREASE (14 MAY TO 25 MAY 2026) 5.96% (3.00 + 0.59 + 0.60 + 1.77)</p>
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NOTE / FORMULA IMPACT ON OPERATING COST % = $\frac{\text{INCREASE (₹)}}{\text{BASE RATE (₹90.51)}} \times 65\%$ (Diesel share in operating cost) = $\text{FAF \%} = \text{INCREASE (₹)} \times 0.65\%$



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TRUST**



ABOUT US

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- ✓ 200+ containerized company-owned
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India's First Multi-Lane Free Flow (MLFF) Barrier-less Tolling System in Gujarat

Union Minister of Road Transport & Highways Nitin Gadkari announced the launch of India's first Multi-Lane Free Flow (MLFF) barrier-less tolling system at the Chorayasi Toll Plaza on the Surat-Bharuch section of NH-48 in Gujarat. The state-of-the-art system enables seamless toll collection without requiring vehicles to stop, using advanced technologies such as Automatic Number Plate Recognition (ANPR) and FASTag.

The introduction of MLFF marks a major milestone in the digitisation of India's tolling ecosystem and the modernisation of National Highway infrastructure in line with global standards. The system is expected to significantly reduce travel time, decongest highways, improve fuel efficiency, lower vehicular emissions, and minimise human intervention in toll operations.

Gadkari stated that barrier-less tolling will enhance 'Ease of Living' for citizens and promote 'Ease of Doing Business' by enabling faster, more efficient movement of goods and logistics across the country. He further emphasised that, under the visionary leadership of Prime Minister Shri Narendra Modi Ji, this initiative reflects the Government's continued commitment to building world-class, technology-driven National Highway infrastructure that is efficient, transparent, and commuter-friendly.

Around 41,500 vehicles crossed the MLFF toll location on the first day after the implementation of the



system.

The MLFF framework introduces barrier-less tolling with minimal human intervention, enabling vehicles to pass through toll locations without stopping and ensuring seamless traffic flow. The system leverages advanced technologies such as Automatic Number Plate Recognition (ANPR) and FASTag-based electronic toll collection to enable automated and contactless tolling operations. MLFF marks a paradigm shift in the travel experience for National Highway users, significantly enhancing efficiency and convenience. It will significantly reduce congestion, improve travel time, enhance fuel efficiency and lower vehicular emissions on National Highways.

For a seamless experience, NHAI has urged National Highway users to maintain sufficient balance in their FASTag accounts. In case of scenarios such as insufficient FASTag balance, invalid or non-functional FASTag, users will be issued an Electronic

Notice (E-Notice) for non-payment of user fee. Such users will be required to pay normal user fee within 72 hours of the E-Notice. In case of non-compliance after 72 hours, the user fee will be charged at twice the normal rate of the vehicle category.

E-Notices can be accessed and paid through the designated portal <https://nhfeenotice.parivahan.gov.in/#/>. Users can also raise grievances within 72 hours of issuance of E-Notice. Non-payment of E-Notices may result in blacklisting of FASTag and restriction of other vehicle-related services through the VAHAN platform.

The introduction of MLFF will help to strengthen toll operations by enhancing transparency and reducing operational costs of setting up toll plazas. MLFF will also contribute towards the development of a more robust, efficient and cost-effective tolling ecosystem across the National Highway network.



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branches



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vehicles



2000 people



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of warehousing
space across
India



25+ hubs



400+ loadings
per day pan
India



20000+ packages
delivered daily

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Barrier-less Tolling System to Transform Highway Travel, Reduce Pollution and Improve Efficiency



Union Minister for Road Transport and Highways Nitin Gadkari said that India is rapidly moving towards world-class highway infrastructure with the introduction of the Multi-Lane Free Flow (MLFF) tolling system, which will ensure seamless travel, reduce pollution, lower logistics costs and improve operational efficiency across the country.

Nitin Gadkari rolls out the first-of-its-kind barrier-less toll plaza at Mundka – Bakkarwala, UER-II (Urban Extension Road) in the National Capital Region (NCR). Also present on the occasion were Minister of State Ajay Tamta and Harsh Malhotra, Member of Parliament Kamaljeet Sherawat and Yogender Chandolia, NHAI Chairman Santosh Kumar Yadav, and senior

officials from the Ministry of Road Transport and Highways (MoRTH), NHAI and Indian Highways Management Company Limited (IHMCL). The MLFF system introduces a barrier-less and contactless tolling framework aimed at ensuring seamless movement of vehicles through tolling points without the need to stop.

In his address, Gadkari thanked Prime Minister Narendra Modi, Minister of State Ajay Tamta, Harsh Malhotra, other public representatives, NHAI officials and stakeholders associated with the project.

Gadkari said that the MLFF system has been developed using advanced international-standard technology and required extensive consultations with technology providers and private stakeholders. He said the Government remains committed to continuously

upgrading highway technology while ensuring sustainable development and greater commuter convenience.

Highlighting the benefits of the new system, Gadkari said that the barrier-less tolling mechanism will significantly reduce waiting time at toll plazas, resulting in substantial fuel savings and smoother travel experience for commuters. He noted that vehicles will no longer be required to stop at toll plazas, thereby improving traffic flow and reducing congestion on highways.

Emphasising the economic advantages of the initiative, Gadkari said that toll collection operations earlier incurred expenditure of nearly 15 per cent, which under the MLFF system is expected to reduce to around 3-4 per cent. He stated that the reduction in operational costs could result in annual savings of

approximately ₹5,000-6,000 crore. He further observed that technology-driven reforms in toll collection have substantially increased highway revenues over the years.

The Minister informed that the MLFF system is expected to save nearly 250 crore litres of fuel annually and help reduce approximately 81,000 tonnes of carbon emissions, thereby contributing significantly towards pollution reduction, particularly in Delhi-NCR.

Gadkari also highlighted the Government's focus on the concept of "waste to wealth" through innovative infrastructure practices. He said municipal waste generated in Delhi is being scientifically processed and utilised in highway construction projects such as the Dwarka Expressway and Delhi-Mumbai Expressway. He further stated that bio-bitumen developed from crop residue and waste materials is being increasingly used in road construction to reduce import dependency and minimise environmental pollution.

Expressing concern over road safety, Gadkari said that a large number of road accidents take place in the country every year and stressed the need for greater public awareness and responsible driving behaviour. He added that advanced Artificial

Intelligence (AI)-based technologies integrated into the MLFF system would help improve monitoring and traffic management.

He said the system would provide commuters with zero waiting time, smoother travel experience and reduced transportation costs.

The Minister also appealed to the media and citizens to support the initiative and spread awareness about the benefits of technology-driven highway reforms for public convenience, environmental protection and national development.


The system integrates Automatic Number Plate Recognition (ANPR) technology with FASTag-based Electronic Toll Collection to facilitate automated user fee collection with minimal human intervention. The implementation of MLFF marks a major advancement in development of digital National Highway infrastructure and will significantly improve travel efficiency for National Highway users. By enabling uninterrupted vehicular movement, the system will help to improve travel time, enhance fuel efficiency and reduce vehicular emission at the toll location.

For a seamless experience, National Highway users will be required to maintain sufficient balance in their

FASTag accounts. In case of scenarios such as insufficient FASTag balance, invalid or non-functional FASTag, users will be issued an Electronic Notice (E-Notice) for non-payment of user fee. Such users will be required to pay normal user fee within 72 hours of the E-Notice. In case of non-compliance after 72 hours, the user fee will be charged at twice the normal rate of the vehicle category. E-Notices can be accessed and paid through the designated portal <https://nhfeenotice.parivahan.gov.in/#/>. Users can also raise grievances within 72 hours of issuance of E-Notice. Non-payment of E-Notices may result in blacklisting of FASTag and restriction of other vehicle-related services through the VAHAN platform.

Earlier this month, NHAI successfully launched MLFF based tolling system at the Chorayasi Toll Plaza on the Surat-Bharuch section of NH-48 in Gujarat. MLFF will strengthen the tolling ecosystem by enhancing transparency, reducing operational costs associated with physical toll plazas and improving overall efficiency in toll operations. The initiative aligns with the Government's vision of developing a technology-driven, efficient and user-friendly National Highway network across the country.

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NHAI Inks MoU with Norwegian Geotechnical Institute for Advanced Consultancy Support in Tunnel Engineering, Slope Stability and Capacity Building

In order to strengthen technical expertise for the development of National Highway infrastructure, National Highway Authority of India (NHAI) has signed a Memorandum of Understanding (MoU) with the Norwegian Geotechnical Institute (NGI), Norway recently at Oslo. This collaboration reflects NHAI's commitment to developing and maintaining India's National Highways to global standards, by leveraging NGI's internationally recognized expertise in geotechnical engineering and natural hazard mitigation, marking an important step towards fostering engineering capabilities particularly in geologically sensitive and challenging terrains.

The MoU aims to leverage advanced international expertise to support planning, design, assessment and monitoring of critical infrastructure projects in the areas of tunnel construction, slope stability analysis, monitoring of slopes as well as institutional capacity building. Under the MoU, NGI will provide various consultancy services that include site characterization for tunnel projects, preparation of feasibility studies and Detailed Project Reports (DPRs) for upcoming tunnel projects, structural assessment and safety audits of operational tunnels as well as advanced slope stability assessments for identifying potential hazards and



recommending suitable mitigation measures. The collaboration will also include analysis and interpretation of InSAR data for slopes and development of early warning systems aimed at improving infrastructure safety.

In addition, the MoU emphasizes institutional capacity building and knowledge exchange. Both organizations will collaborate on research and development initiatives related to reduction of natural hazards. The highway sector's technical capabilities will be scaled up through joint workshops, seminars, technical training programs, and the publication of specialized technical literature.

While both organizations will endeavor to work together in the

identified areas, the arrangement remains non-exclusive, and on a project-to-project basis allowing each party the flexibility to independently collaborate with other organizations as required. The MoU shall remain valid for a period of five years.

The collaboration between NHAI and NGI will strengthen technical capabilities in the development of safe, sustainable and world-class National Highway infrastructure. The partnership also reflects the growing cooperation between India and Norway in the field of infrastructure development, technology exchange, and sustainable engineering practices, further deepening bilateral ties and promoting long-term institutional collaboration.

NHAI Successfully Defends Arbitration Claims in Panipat–Jalandhar Highway Project Disputes



Safeguarding public funds in National Highway projects, NHAI has successfully defended two major arbitration cases related to the Panipat–Jalandhar section of NH-44. The disputes involved high-value claims raised by concessionaires against NHAI in connection with the execution and operation of the National Highway project.

The two arbitration matters together involved claims exceeding Rs. 8,375 crores towards alleged termination payments, compensation for loss of toll revenue, prolongation costs, escalation, extension of the concession period, damages arising from project delays and other associated financial claims.

After extensive hearings and detailed examination of contractual provisions, technical records, evidence and expert submissions, the Hon'ble Arbitral Tribunal upheld several critical contentions advanced on behalf of NHAI and passed net

awards in favour of NHAI.

In the first arbitration proceeding, claims exceeding Rs. 5,443 crores were raised primarily on account of alleged loss of toll collection, loss of opportunity, termination payments and change-of-scope disputes under the Concession Agreement. NHAI strongly contested the claims, maintaining that the contractual termination was valid and attributable to defaults and deficiencies on the part of the concessionaire.

After detailed adjudication, the Hon'ble Arbitral Tribunal rejected major monetary claims raised against NHAI. The Tribunal also accepted several counterclaims and defences put forward by NHAI concerning contractual breaches, project obligations and expenditure liabilities. After hearing the claims and counterclaims, the Hon'ble Tribunal passed a net award of around Rs. 115.73 crores in favour of NHAI along with applicable interest.

The second arbitration matter

involved claims exceeding Rs. 2,931.79 crores. The claimant sought compensation towards alleged delay-related losses, escalation, prolongation expenses, idling costs and other financial impacts claimed during project execution. NHAI comprehensively opposed the claims by demonstrating lack of contractual entitlement, insufficiency of supporting evidence, failure to establish causation and non-compliance with contractual procedures and documentation requirements.

After considering the matter, the Hon'ble Tribunal substantially rejected the claims advanced against NHAI and upheld major counterclaims of the Authority. Following adjustment and set-off of amounts, the Tribunal awarded a net sum of around Rs. 704.23 crores in favour of NHAI.

Earlier, NHAI successfully defended another arbitration matter related to the six-laning of the Kamrej–Chalthan section of NH-48 in Gujarat, leading to substantial savings of public funds. Against claims of around Rs. 174.49 crores raised by the contractor, the Arbitral Tribunal awarded only Rs. 54 lakhs to settle the case.

Success in these arbitration cases reinforces NHAI's consistent approach towards the protection of public funds, strict enforcement of contractual obligations and accountability in the execution of National Highway projects.

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Eicher Motors Subscribes To A 50% Equity Stake In Volvo Financial Services India With Rs 750 Crores Investment

Eicher Motors Limited (EML) and Volvo Group declared their intention to form a new 50:50 joint venture for financial services, including leasing and financing, reported TrucksDekho.com. The Board of EML has authorised an investment of up to Rs 750 crores to purchase a 50% equity position in Volvo Financial Services (VFS) India. Here are the details.

Through their joint venture, Volvo Eicher Commercial Vehicles (VECV), EML and Volvo Group have maintained a long-standing and fruitful cooperation. For VECV, EML, and Volvo Group products in India, the proposed joint venture (JV) will serve as the exclusive finance arm. The Volvo Group's captive financing provider, Volvo Financial Services (VFS), provides customised financial solutions to Volvo's customers and

dealers worldwide.

VFS offers Volvo Group customers flexible financing options by fusing local knowledge with global strength. As of the end of 2025, there were roughly 40 markets with assets under management (AUM) of USD 27.4 billion. With assets under management (AUM) of Rs 1,825 crores as of March 31, 2026, VFS India has been operating profitably for more than ten years.

To acquire new business more effectively and efficiently, the joint venture will combine Eicher's vast product portfolio, network, and in-depth market knowledge with VFS's strengths and expertise in the financial services industry. Additionally, the planned JV will strengthen integration to speed up decision-making and facilitate customers' access to financing options. EML will receive

new equity shares of the proposed joint venture entity following transaction closure, subject to regulatory approvals. According to the transaction terms, the exact investment will be determined after closing.

The listed parent company of Royal Enfield, the world leader in the middleweight motorcycle market (250cc to 750cc), is Eicher Motors Limited (EML). Since 1901, Royal Enfield, the oldest motorcycle manufacturer in continuous production, has produced its unique motorcycles. In addition to motorcycles, EML and Sweden's Volvo Group have a joint venture called VE Commercial Vehicles Limited (VECV), which is spearheading modernisation in the commercial vehicle market in India and other emerging nations.

x



*“A positive mind finds opportunity in everything.
A negative mind finds fault in everything.”*

Brahma Kumaris

India Considers An Incentive Programme Exceeding USD 1 Billion To Encourage Private Electric Trucks & Buses

As the central government intensifies efforts to lessen reliance on fossil fuels in commercial transportation amid a worsening energy crisis, India is exploring incentives of more than USD 1 billion to encourage private-sector adoption of electric buses and trucks. Let's explore more details regarding this latest development.

After fuel supply problems connected to the West Asia crisis rekindled worries about energy security and imported inflation, the government is stepping up its push for clean mobility. India now imports around 90% of the crude oil it needs, making it vulnerable to both global price volatility and geopolitical shocks.

In addition to providing energy security, electrifying commercial transportation is anticipated to help India achieve its air quality objectives. According to studies referenced by the International Council on Clean Transportation (ICCT), vehicle emissions can account for up to 40% of fine particulate matter pollution in cities like New Delhi each year.

According to the sources, the proposed initiative, which is anticipated to continue for 10 years, will target India's fleet of mostly privately owned commercial vehicles, with the largest allocation likely going to intercity bus operators. Later this

month, meetings with industry stakeholders and the Prime Minister's Office are expected to refine the plan. The sources stated that the final budget allocation, qualifying vehicle categories, and subsidy forms are still up for debate and could change.

Diesel still accounts for the majority of new bus registrations in India, despite a significant increase in the use of electric buses over the past five years, primarily due to state-run transportation companies. Nearly all trucks, which use the most diesel in road transport, are privately run. Smaller fleet operators have battled with high upfront commercial vehicle costs and few financing alternatives, so officials are looking into ways to make them more affordable.

An interest subvention benefit of up to 15 lakh per vehicle during its lifetime, with support declining over time, is one of the main proposals under discussion. In order to encourage banks and lenders to finance private operators' purchases of electric commercial vehicles, the government is considering assessing a partial credit guarantee system. Lenders, guarantee providers, automakers, and fleet operators have reportedly participated in consultations.

Mahesh Babu, Managing Director, OlectraGreentech, said, "India's proposed USD 1 billion support for private electric buses and trucks is a

welcome and timely move. India's EV journey is now a strategic priority for energy security, economic resilience and future-ready growth. In FY26, electric bus penetration stood at 4.71%, while electric truck penetration was only 0.25%."

He added, "With nearly 85% of bus registrations coming from private use, the next phase must be driven by private sector adoption. As high usage vehicles, buses and trucks can deliver the biggest impact by reducing operating costs, fuel dependence and emissions. With India importing nearly USD 160 billion worth of fuel, and around 55% linked to mobility, electrifying these segments will strengthen cleaner mobility and economic resilience," reported TrucksDekho.com.

In order to reduce operational expenses, industry players have also looked for further measures like charging parks, tax and toll waivers, and electricity tariff reductions. Early talks have centred on incentives that may eventually enable 40,000–50,000 electric buses, starting with about 10,000. India's efforts to electrify its commercial fleet are still lagging behind those of its international counterparts. While the US and Europe are increasing the electrification of public transport and urban logistics fleets, China already has hundreds of thousands of electric trucks and buses.

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

Truck Rentals Remain Firm Despite Slow Logistics Activity In April



According to the latest Shriram Mobility Bulletin for May 2026, truck rentals across important long-haul routes held steady in April despite early indications that India's logistics activity was slowing down following the robust pace at the close of the previous fiscal year. Here are the comprehensive details.

Monthly trends continued to be inconsistent. Key routes like Delhi-Kolkata-Delhi and Kolkata-Guwahati-Kolkata saw truck rental hikes of roughly 2.4% and 2%, respectively. In contrast, Bengaluru-led corridors, Delhi-Mumbai-Delhi, and Mumbai-Chennai-Mumbai saw very slight increases.

Nonetheless, a few routes, such as Delhi-Bengaluru-Delhi and Mumbai-Kolkata-Mumbai, had slight decreases, indicating weaker demand in some areas. Trucking activity on major routes remained robust year

over year, with Delhi-Kolkata-Delhi leading at about 12%, followed by Bengaluru-Mumbai-Bengaluru and Mumbai-Chennai-Mumbai at roughly 10% each, and Delhi-Mumbai-Delhi growing by almost 9%, indicating sustained long-haul demand.

Data on fuel consumption also showed that freight movements had moderated. Diesel consumption, a crucial measure of trucking activity, fell by about 5%, indicating a deceleration from March levels, while petrol consumption decreased by roughly 3% month over month. Indicators of broader logistics did not change.

Major airports like Bengaluru, Hyderabad, and Chennai saw increases in air freight volumes, indicating steady economic activity. In important metro markets, passenger traffic trends also held steady. In the meantime, FASTag data revealed a minor monthly drop in both transaction volumes and value, a 1% in

volume and more than 2% in value, indicating a decrease in freight movement and highway traffic in comparison to the prior month.

Mixed demand conditions were also apparent in vehicle sales trends. Due to the continuous demand for passenger mobility, bus and maxi taxi sales increased by around 9% and 7% month over month, respectively, while e-rickshaws continued to expand steadily. However, after March's strong base, there was a seasonal softening in the passenger-car, two-wheeler, freight-oriented, and agriculture-related segments.

Despite a strong base effect, the adoption of electric vehicles (EVs) increased YoY across all segments. Due to ongoing adoption in the commercial and last-mile segments, the number of electric three-wheelers increased by about 5% per month. Passenger cars and electric 2-wheelers experienced a consecutive decline, but this was mostly because of March's high base. All segments had strong growth YoY, with 2-wheelers, 3-wheelers, and passenger cars increasing by 69%, 106%, and 125%, respectively, highlighting consistent growth.

Sudarshan Holla, Joint Managing Director and Chief Operating Officer, Commercial Vehicles, Shriram Finance, noted, "Further, transport associations have announced a three-day token 'chakka jam' beginning May 21 in Delhi, protesting higher environmental charges and the proposed ban on BS-IV trucks from November 1, while seeking government intervention," reported TrucksDekho.com.

FADA Notes 11.74% YoY Commercial Vehicle Retail Sales Growth By Selling 10,60,906 Units In Financial Year 2026

Retail commercial vehicle (CV) sales statistics for the entire financial year 2026, as shown in the Federation of Automobile Dealers Associations (FADA) sales report, depict the commercial vehicle growth of 11.74% YoY. This yearly FADA sales report includes sales information for LCVs, MCVs, HCVs, and other commercial vehicles. Go on reading.

Retail sales of heavy commercial vehicles (HCVs) increased 7.89% year over year between FY2025 and FY2026, from 3,09,774 units to 3,34,227 units. Sales of light commercial vehicles climbed by 12.50% YoY from 5,67,393 units in the financial year 2025 to 6,38,323 units in the financial year 2026.

From 71,294 units sold in the fiscal year 2025 to 87,676 units sold in the fiscal year 2026, medium commercial vehicle retail sales grew by 22.98% YoY. In the financial year 2026, Indian retail sales of commercial vehicles rose from 9,49,406 units to 10,60,906 units, showing a 11.74% YoY increase.

As of the financial year 2026, diesel fuel made for 82.37% of India's retail fuel market share for commercial vehicles, a minor decrease from 82.72% in FY 2025. In the financial year 2026, the proportion of CNG/LPG fuel in commercial vehicles slightly increased from



11.15% in FY 2025 to 11.79%.

With a 3.95% market share for commercial vehicles in FY 2026, petrol or ethanol comes in third on the list. In the fiscal year 2026, the percentage of eco-friendly EV powertrains increased from 0.93% in the previous financial year to 1.83%. In FY 2026, 0.06% of commercial vehicles were hybrid.

Based on both urban and rural RTOs, the all-India commercial vehicle retail strength index showed a 12.49% YoY increase in urban regions and a 10.98% YoY increase in rural areas in the financial year 2026. During the financial year 2026, urban RTO contributed 51.1% of the retail sales of commercial vehicles, while rural RTO contributed 48.9%.

Speaking on FY 2025-26 Auto Retail performance, C.S. Vigneshwar, President, FADA, said, "FY 2025-26

has been a landmark year for Indian auto retail — delivering an all-time high of 2,96,71,064 units with a broad-based 13.30% YoY growth that saw five of six vehicle categories set new annual records. This is not just a number — it represents the industry approaching the 3-crore mark, a milestone that would have seemed distant just two years ago," reported TrucksDekho.com.

He added, "What makes this year particularly significant is that the growth was structurally sound, underpinned by improving affordability, widening mobility demand across urban and rural India, and a diversifying powertrain mix. Commercial Vehicles recorded best-ever figures and above the 10-lakh mark for the first time at 11.74% growth, led by infrastructure-driven freight demand and a particularly strong MCV sub-segment."

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

BharatBenz Opens 3 New Service Centres In Uttar Pradesh's Bundelkhand Region To Strengthen Company's After-Sales Coverage

In an effort to improve after-sales coverage in one of the busiest heavy-duty trucking corridors in the state of Uttar Pradesh, Daimler India Commercial Vehicles (DICV), a wholly-owned subsidiary of Daimler Truck AG, announced the inauguration of three new BharatBenz service centres in the Bundelkhand region of Uttar Pradesh. Check out for more details.

PPS Trucking will run the new workshops, which are located in Jhansi, Kabrai (Mahoba), and Bharatkoop in Chitrakoot. According to the company, the three facilities together add 18 service bays and more than 1.1 lakh square feet of service infrastructure, with a total yearly

servicing capacity of almost 7,500 commercial vehicles.

The Jhansi facility, which supports fleets working on routes connecting Kanpur, Banda, and Gwalior, including vehicles serving stone mining areas, is situated along the Kanpur-Jhansi Highway (NH 27) and covers 40,000 square feet with eight service bays. The Kabrai workshop, which is situated on the Kanpur-Sagar Highway (NH 34) and spans 60,000 square feet with seven service bays, is anticipated to serve trucks that operate inside the Kabrai stone mining zone.

The 11,000 square foot, three-bay Chitrakoot workshop at Bharatkoop will accommodate vehicles moving from Madhya Pradesh to Prayagraj as

well as those operating in the Chitrakoot and Karvi mining belts. These facilities have cutting-edge diagnostic systems, contemporary equipment, and authentic BharatBenz spare parts. Additionally, five mobile reach vans will enhance the network's round-the-clock roadside service. A group of 64 skilled technicians will oversee the workshops, which will provide amenities and restrooms specifically for drivers.

Rajiv Chaturvedi, President and Chief Business Officer, Daimler India Commercial Vehicles, said, "In Bundelkhand's mining and infrastructure belt, every hour a vehicle is off the road is a cost our customers cannot afford. With our expansion into Jhansi, Kabrai, and Chitrakoot, we are putting world-class service and genuine spares exactly where the demand is highest," reported TrucksDekho.com.

Rajiv Sanghvi, Managing Director, PPS Trucking, said, "Our partnership with BharatBenz is built on the shared vision of offering customer-centric and quality service. With these new facilities at Jhansi, Kabrai, and Chitrakoot, we are delighted to be now even better positioned to support BharatBenz customers across Bundelkhand's high-potential mining and industrial routes."



X

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

Delhi Notifies An Increase In Environmental Compensation Charge On Commercial Vehicles Entering The National Capital

The Delhi government has announced to increase the environmental compensation charge (ECC) for commercial vehicles entering the national capital, calling it a significant step in the battle against air pollution. An official statement claims that the ruling is based on the Commission for Air Quality Management's recommendations to reinstate the charge's deterrent value and prohibit polluting commercial vehicles from entering Delhi, in accordance with Supreme Court directives.

The ECC (Environmental Compensation Charge) for Category 2 vehicles, which includes light-duty commercial vehicles, and Category 3, which includes two-axle trucks, has been raised from Rs 1,400 to Rs 2,000 in accordance with the updated structure. This charge has been increased from Rs 2,600 to Rs 4,000 for Category 4 vehicles, which covers trucks with three axles, and Category 5 vehicles, which covers trucks with four axles or more.

According to the statement, the Supreme Court approved both the updated ECC rates and a clause for annual escalation after reviewing the request and finding it reasonable, just, and fair. In order to preserve its deterrent value and take inflation into account, the updated framework also requires a 5% annual rise in ECC, starting in April of each year.

Highlighting the rationale behind the



increment in ECC on polluting commercial vehicles, Manjinder Singh Sirsa, Environment Minister, Delhi, said, "This is a landmark step in Delhi's fight against air pollution. The revised ECC is not merely a revenue measure; it is a strong environmental deterrent meant to discourage polluting commercial vehicles, especially diesel vehicles, from entering the capital unnecessarily," reported TrucksDekho.com.

He further added, "Delhi cannot continue to bear the burden of avoidable vehicular pollution. By increasing ECC, the government is sending a clear message that polluting entry into Delhi will carry a significantly higher environmental cost. One-time increase would not be sufficient, and periodic escalation is

necessary to nudge transporters towards cleaner and less polluting alternatives. Commercial vehicles not required to enter Delhi, except those carrying essential goods, should use peripheral expressways to bypass the city, in line with directions of the apex court."

In a nutshell, the ECC, originally implemented in 2015, needed to be revised because it had become less effective over time. The latest action is a part of a larger plan to encourage cleaner mobility options and reduce vehicle pollution, which is one of the main causes of Delhi's poor air quality. Instead of Delhi, other cities like Bhubaneswar are also intensifying their efforts to enforce entry restrictions for heavy commercial vehicles, especially during peak hours.

x

Dwell Time Performance (February 2026): PAN India



Pipavav		
Import	↓	Export
55.7		103.7

Hazira		
Import	↓	Export
25.9		145.6
		↑

APSEZ Mundra		
Import	↓	Export
27.2		143.5
		↑

Nhava Sheva (JNPA)		
Import	↑	Export
35.0		81.9

DPA Kandla		
Import	↓	Export
28.9		51.8
		↓

VoCPA Tuticorin		
Import	↓	Export
21.1		66.8

CoPA Cochin		
Import	↓	Export
32.6		103.3
		↑

New Mangalore		
Import	↑	Export
55.9,37.2*		151.4,60.1*
		↑

Kattupalli		
Import		Export
38.3		90.5

KPL Ennore		
Import		Export
35.5		104.9

Chennai		
Import	↓	Export
30.9		83.6

SMP Kolkata	
Import	Export
44.0	172.1

Visakhapatnam	
Import	Export
61.5	81.5
	↑

Haldia	
Import	Export
65.6	119.6
	↓

Gangavaram	
Import	Export
39.1	104.7
	↓

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

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

Source: NICDC Logistics Data Services Limited



इस गर्मी में सड़क पर सुरक्षित रहें।

नमस्ते ट्रक ड्राइवर भाईयों!

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

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

गर्मी से कैसे बचें:

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

नियमित रूप से पानी पिएँ

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

खाना और आहार:

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

अतिरिक्त सुझाव:

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

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

यात्रा में सुरक्षित रहें!

ALL INDIA TRANSPORTERS WELFARE ASSOCIATION -[AITWA]

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

24X7 Help line number - 98102 67815 || Highway Heroes Ph no.- 99 88 44 1033

डर से स्वतंत्रता तक: नया खंबटकी घाट सुरंग, घाटों से होकर सुरक्षित यात्रा

दशकों से, पुणे-सतारा राजमार्ग पर खंबटकी घाट का खंड धैर्य और साहस की परीक्षा के रूप में जाना जाता था। संकरी लेनें, तीखे 'एस' आकार के मोड़, लंबे ट्रैफिक जाम और लगातार दुर्घटनाएं यात्रा को तनावपूर्ण बनाती थीं, खासकर सप्ताहांत और छुट्टी के ट्रैफिक के दौरान। जो छोटी ड्राइव होनी चाहिए थी, वह अक्सर भीड़भाड़ वाली सुरंगों में थकाऊ इंतजार में बदल जाती थी।

आज, यह कहानी बदल रही है।

राष्ट्रीय राजमार्ग प्राधिकरण (एनएचआई) द्वारा एनएच-4 (नया एनएच-48) पर शुरू किया गया नया खंबटकी घाट ट्विन ट्यूब 6-लेन सुरंग परियोजना, महाराष्ट्र के सबसे चुनौतीपूर्ण राजमार्ग खंडों में से एक को आधुनिक, जन-केंद्रित अवसंरचना का प्रतीक बना रही है।

परीक्षण संचालन और सुरक्षा मूल्यांकन के हिस्से के रूप में, ट्विन सुरंग का एक हिस्सा परीक्षण उद्देश्यों के लिए जनता के लिए खोल दिया गया है, जिससे यात्री खुद बेहतर अवसंरचना का अनुभव कर सकें।

परियोजना की भौतिक प्रगति 86 प्रतिशत तक पहुंच चुकी है, और सुरंग 2026 की पहली छमाही में उद्घाटन के ट्रैक पर है।

एक नियमित यात्री, जो घाट से नियमित रूप से यात्रा करता है, नई सुरंग में प्रवेश करते ही अंतर महसूस करता है।

“यहां अधिक रिफ्लेक्टर हैं, बेहतर लाइटिंग, सीसीटीवी कैमरे, दिखाई देने वाली सुरक्षा गार्ड रेलिंग और उचित अग्निशामक बिंदु हैं। पुरानी सुरंग की तुलना में यह बहुत चौड़ी है और स्पष्ट रूप से सुरक्षा को ध्यान में रखकर डिजाइन की गई है।”

सतारा से पुणे जा रहे एक अन्य नियमित यात्री पुराने रूट पर रोजमर्रा की संघर्ष को याद करता है।

“पहले, पुरानी सुरंग में केवल दो लेनें थीं। इसके कारण ट्रैफिक जमा हो जाता था। अगर कोई कार या ट्रक खराब हो जाता, तो लंबा जाम लग जाता और दुर्घटना का गंभीर जोखिम होता। पुरानी सुरंग का रूट लगभग 15-20 मिनट लेता था। अब, इस



नई सुरंग के कारण, यह केवल 5-10 मिनट में हो जाता है।”

जो कभी गतिरोध था, वह अब राजमार्ग का सबसे तेज और सबसे सुगम खंड बन गया है।

नजदीकी गांव की दो स्थानीय महिलाओं के लिए, जो खंडाला और सतारा के बीच रोजाना यात्रा करती हैं, इस सुरंग ने रोजमर्रा की जिंदगी बदल दी है।

“यह नई सुरंग यात्रा करने में बहुत अच्छी और बहुत सुरक्षित लगती है। पुरानी सुरंग में यात्रा का समय लंबा था और दुर्घटना का जोखिम बहुत अधिक था। हम रोजाना यात्रा करते हैं, इसलिए अब हम बहुत समय बचा रहे हैं। सुरंग के अंदर लाइटिंग उत्कृष्ट है, जो इसे सुरक्षित महसूस कराती है। पहले अंधेरा बड़ी समस्या था, लेकिन अब नहीं।”

यह सुरंग क्यों महत्वपूर्ण है

मौजूदा खंबटकी घाट खंड मुंबई-पुणे-बेंगलुरु कॉरिडोर की महत्वपूर्ण कड़ी है, जो पुणे, सतारा, कोल्हापुर और बेलगाम जैसे प्रमुख शहरों को जोड़ता है, साथ ही पंचगनी, महाबलेश्वर, कास पठार जाने वाले हजारों पर्यटकों और सज्जनगढ़ आने वाले भक्तों की सेवा करता है।

हालांकि, पुरानी अवसंरचना अपनी सीमा पर पहुंच चुकी थी:

• एक दिशा में 0.85 किमी दो-लेन सुरंग

• विपरीत दिशा में 8 किमी घाट सड़क

• तीखे मोड़, ऊबड़-खाबड़ इलाका और लगातार भीड़

• उच्च दुर्घटना जोखिम और भारी ईंधन तथा समय की हानि

• नई सुरंग इससे सबका एक साथ समाधान करती है।

इंजीनियरिंग सुरक्षा, गति और पैमाने

नई छह-लेन ट्विन सुरंग (प्रत्येक ट्यूब में तीन लेन) के निर्माण से पुणे और सतारा के बीच यात्रा क्रांतिकारी हो रही है:

• यात्रा समय कम

• दुर्घटना जोखिम काफी कम

• ईंधन खपत और वाहन रखरखाव लागत कम होगी

• वाहनों की घिसावट कम

• स्थानीय यात्रियों, व्यापार और पर्यटन के लिए बेहतर कनेक्टिविटी

घाटों से होकर सुरक्षित यात्रा

नई खंबटकी घाट ट्विन ट्यूब सुरंग यह साबित करती है कि जब अवसंरचना मानवीय अनुभव के इर्द-गिर्द डिजाइन की जाती है, तो यह वाहनों को मात्र ले जाने से अधिक करती है। यह डर मिटाती है, समय लौटाती है, जानें बचाती है और यात्रा पर विश्वास बहाल करती है।

चीन और अमेरिका को पछाड़ने जा रही भारत की ऑटो इंडस्ट्री, नितिन गडकरी ने बताया मास्टर प्लान

नई-दिल्ली, 20 अप्रैल ।

भारत का ऑटोमोबाइल सेक्टर लगातार नई ऊंचाइयाँ छू रहा है। इसी कड़ी में देश अब एक बड़ा टारगेट लेकर आगे बढ़ रहा है। केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी का कहना है कि आने वाले 7 सालों में भारत दुनिया का सबसे बड़ा ऑटोमोबाइल बाजार बन जाएगा। अगर आज के समय में देखा जाए तो भारत पहले ही दुनिया का तीसरा सबसे बड़ा ऑटो मार्केट बन चुका है। पहले इस जगह पर जापान था, लेकिन भारत ने उसे पीछे छोड़ दिया है। अब भारत से आगे सिर्फ चीन और अमेरिका हैं। गडकरी ने बताया कि 2014 में ऑटो इंडस्ट्री का बाजार करीब 7 लाख करोड़ रुपये था, जो आज बढ़कर 22 लाख करोड़ रुपये हो गया है। वहीं दूसरी ओर अमेरिका 79 लाख करोड़ रुपये और चीन 49 लाख करोड़ रुपये पर है।

विकास के पीछे क्या हैं कारण?

इस तेजी से विकास के पीछे कई कारण हैं। सबसे बड़ी वजह नई तकनीकों का इस्तेमाल करना है। आजकल इलेक्ट्रिक गाड़ियाँ हाइड्रोजन फ्यूल और दूसरे ऑप्शनल फ्यूल पर काम किया जा रहा है। इससे न सिर्फ पेट्रोल-डीजल पर निर्भरता कम होगी, बल्कि प्रदूषण भी कम होगा। सरकार के मुताबिक, technology for life यानी ऐसी तकनीक पर जोर दिया जा रहा है, जो लोगों के जीवन को आसान और

बेहतर बनाए।

नितिन गडकरी के मुताबिक, सरकार ट्रांसपोर्ट की लागत को कम करने पर भी ध्यान दे रही है। अभी भारत में सामान ढोने का खर्च काफी ज्यादा है, जिससे चीजें महंगी हो जाती हैं। इसे कम करने के लिए जलमार्ग का इस्तेमाल बढ़ाने की योजना है, क्योंकि यह सड़क के मुकाबले काफी सस्ता पड़ता है। इनका कहना है कि अगर आप रोड के जरिए परिवहन करते हैं, तो इसकी लागत लगभग 10 रुपये आती है, रेल के जरिए 6 रुपये, लेकिन जलमार्ग से यह केवल 1 रुपये है। इसके साथ ही उन्होंने बताया कि स्टील स्लैग को कभी कचरा माना जाता था, लेकिन अब रिसर्च और टेस्टिंग के बाद सड़क निर्माण में इसका उपयोग किया जा रहा है।

ऑटोमोबाइल इंडस्ट्री क्यों है खास?

ऑटोमोबाइल सेक्टर देश की अर्थव्यवस्था के लिए बेहद महत्वपूर्ण है। यह सेक्टर करीब 4.5 करोड़ लोगों को रोजगार देता है, यानी लाखों परिवार इसकी वजह से अपनी रोजी-रोटी चलाते हैं। इसके अलावा, सरकार को जीएसटी के रूप में भी बहुत बड़ी कमाई होती है। एक और बड़ी चीज एक्सपोर्ट यानी दूसरे देशों को गाड़ियाँ भेजना है। अगर भारत अपनी गाड़ियों का एक्सपोर्ट बढ़ाता है, तो वह न सिर्फ ज्यादा कमाई करेगा बल्कि दुनिया में अपनी मजबूत पहचान भी बना पाएगा।

“60 दिन में हाइवे किनारे के अवैध ढाबे हटाए”

सुप्रीम कोर्ट ने जारी किए अहम निर्देश

45 दिन में ब्लैकस्मॉट सूची जारी होगी

30 दिनों में समीक्षा होगी मौजूदा लाइसेंसों की

142 अनुच्छेद के तहत यह आदेश पारित किया 13 अप्रैल को



नई दिल्ली, 10 अप्रैल ।

सुप्रीम कोर्ट ने राष्ट्रीय राजमार्गों पर बढ़ते हादसों पर सख्त दिखाने हुए अवैध अतिक्रमण हटाने, लाइसेंसों की समीक्षा और बिना पंजुरी नई एनओसी पर रोक के निर्देश दिए। हर 75 किमी पर एंबुलेंस-क्रैन, ब्लैकस्मॉट पहचान, और ट्रैफिक सिस्टम लागू होंगे। कोर्ट ने कहा कि सुरक्षित यात्रा नागरिकों के जीवन के अधिकार का हिस्सा है।

सुप्रीम कोर्ट ने राष्ट्रीय राजमार्गों और एक्सप्रेसवे पर बढ़ते हादसों, अवैध अतिक्रमण, गैरकानूनी पार्किंग और बुनियादी सुरक्षा ढांचे को कमी पर सख्त रुख अपनाने हुए कई अहम अंतरिम निर्देश जारी किए हैं।

अदालत ने कहा कि यात्री की सुरक्षा संविधान के अनुच्छेद 21 के तहत गरिमा के साथ जीने के अधिकार का अभिन्न हिस्सा है। कोर्ट ने स्पष्ट किया कि हाई-स्पीड एक्सप्रेसवे प्रशासनिक लापरवाही और दबावगत कामियों के कारण खतरे का गलियारा नहीं बन सकते। सुप्रीम कोर्ट ने राष्ट्रीय राजमार्गों के राइट ऑफ वे में आने वाले सभी अनधिकृत अतिक्रमण, जैसे ढाबे, भोजनालय और अन्य व्यावसायिक ढांचे, हटाने का आदेश दिया है। जिला मजिस्ट्रेटों को 60 दिनों के भीतर ऐसे सभी अवैध निर्माण हटाने को कहा गया है।

भविष्य में नहीं जारी की जाएगी एनओसी

साथ ही, भविष्य में बिना एनएचएआई या लोक निर्माण विभाग की मंजूरी के कोई लाइसेंस, ट्रेड अप्रूवल या एनओसी जारी नहीं की जाएगी। मौजूदा लाइसेंसों की 30 दिनों में समीक्षा होगी। यह मामला राजस्थान के फलोदी और तेलंगाना के रंगारेड्डी में नवंबर 2023 में हुए हादसों के बाद सामने आया, जिनमें 34 लोगों की मौत हुई थी। अदालत ने कहा कि जीवन का अधिकार सुरक्षित वातावरण सुनिश्चित करने की जिम्मेदारी भी राज्य पर डालता है।

एंबुलेंस, क्रैन और आधुनिक सिस्टम

एनएचएआई को 60 दिनों के भीतर हर 75 किमी पर एंबुलेंस और रिक्वरी क्रैन तैनात करने का आदेश दिया गया है। वे-साइड सुविधाओं में विश्राम, भोजन, शौचालय, सुरक्षित पार्किंग और संकेतक अनिवार्य होंगे। सभी 4 और 6 लेन हाईवे पर एडवॉन्स ट्रैफिक मैनेजमेंट सिस्टम लागू किया जाएगा।

ब्लैकस्मॉट की पहचान जरूरी

निर्देश दिए गए हैं कि एनएचएआई और सड़क परिवहन मंत्रालय को 45 दिनों में दुर्घटना संभावित ब्लैकस्मॉट की सूची जारी करनी होगी। यहां लाइटिंग, कैमरे और चेतावनी संकेत लगाए जाएंगे। केंद्र को अंतरराष्ट्रीय समन्वय समिति पर रिपोर्ट देने के निर्देश दिए गए हैं।

AITWA expresses concern over Diesel Price increase; Freight Rates likely to rise by 3 to 3.5%



Cont'd from Pg. 2

In a statement, AITWA said the road transport sector, which forms the backbone of India's supply chain and economic movement, is heavily dependent on diesel and other oil-derived products for day-to-day operations. While acknowledging the prevailing global crisis and the larger national interest behind the decision, the Association stated that the industry is already facing severe cost pressures.

AITWA appreciated the leadership of Narendra Modi and complimented the Government of India for delaying the fuel price increase for several weeks, which, according to the Association, provided substantial relief and cushioning to businesses, transporters, and consumers.

However, the Association pointed out that operational expenses in the transport sector have risen sharply over recent weeks. It noted that prices of DEF/Urea used in BS-VI vehicles have surged by over 50%, while tyres, lubricants, toll charges, and other operational inputs have also recorded significant increases.

"In view of the cumulative increase in operational costs and now the diesel price hike, transporters are left with no

option but to partially pass on the burden to customers. Freight rates across sectors are expected to increase by around 2.5-3% in the coming period," AITWA stated.

The Association further emphasized that uninterrupted fuel availability is crucial to maintaining smooth logistics operations across the country. AITWA said it is in discussions with the Government and relevant authorities to ensure continuous fuel supply and prevent disruptions that could further escalate costs and inefficiencies within the logistics ecosystem.

Highlighting its commitment to sustainability, AITWA stated that through its dedicated initiative, AITWA Green Grid, it has been actively promoting the adoption of electric and alternate-fuel commercial vehicles. The Association informed that several pilot projects and operational studies are currently underway to assess infrastructure readiness, operational viability, and sector-specific challenges linked to green mobility solutions.

Reaffirming its commitment to the nation and economic stability, AITWA said it remains dedicated to ensuring uninterrupted logistics support during challenging global conditions.



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA

UNSTARRED QUESTION NO - 4239

ANSWERED ON - 01/04/2026

INTELLIGENT TRANSPORT SYSTEMS (ITS) ON NATIONAL HIGHWAYS

4239. SHRI BABUBHAI JESANGBHAI DESAI:

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

- (a) whether Government has prepared a time-bound plan for implementing revised road safety audit standards on all operational National Highways, including stretches passing through Gujarat & Maharashtra and the details thereof;
- (b) the manner in which Advanced Traffic Management Systems (ATMS) are being deployed on accident-prone and high-risk corridors to improve monitoring and prevent road accidents;
- (c) whether National Road Safety Board (NRSB) has been fully operationalised after August, 2025, the functions assigned to it;
- (d) steps taken for immediate rectification of identified black spots on National Highways; and
- (e) whether Variable Message Signs and weather advisories are being integrated to enhance real-time driver information and road safety?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

- (a) Government in Ministry of Road Transport & Highways has issued guidelines for regular safety audit of all National Highways (NHs) in the Country, including stretches passing through Gujarat & Maharashtra, at design, construction, pre-opening stage of NH projects as well as on existing NHs for ensuring road safety.
- (b) Government envisages deployment of Advanced Traffic Management Systems (ATMS) with the objective of improving road safety and reducing accidents, on National Highways. ATMS includes AI-based Video Incident Detection and Enforcement Systems (VIDES), Automatic Number Plate Recognition (ANPR) cameras, Pan to Zoom (PTZ) cameras and surveillance cameras for electronic monitoring, enforcement, early detection of incidents and real-time field response. The details of standalone ATMS corridors are annexed.
- (c) The Government has notified the National Road Safety Board Rules, 2025 vide Notification GSR 795(E) dated 27.10.2025. The constitution of the Board is under process.
- (d) For immediate rectification of identified black spots, powers have been delegated to the field officers to take short term measures within a time span of 03 months.
- (e) Variable Message Signs (VMS) displays live traffic updates, congestion and incident alerts. Integration with weather warning systems further enables advance dissemination of fog, low-visibility and heavy rainfall related alerts, thereby improving driver awareness and safety.

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Affiliated to NSDC and LSC, TIOL offers training programs for different entry-level employees in the logistics sector.

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Our social arm, committed to serve the nation with a motto of equality and better life for all citizens.



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

KEY FACTS

Group Turnover



\$600 Mn.
(in 2017-18)

Employee Strength



6000+

Vehicles/day Managed on Road



12000

Cargo Ships (Coastal Waters)



6

Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



1400+

Transport Corporation of India Limited

Corporate Office: TCI House, 69 Institutional Area, Sector - 32, Gurugram - 122001
E-mail: corporate@tcil.com Web: www.tcil.com | CIN : L70109TG1995PLC019116

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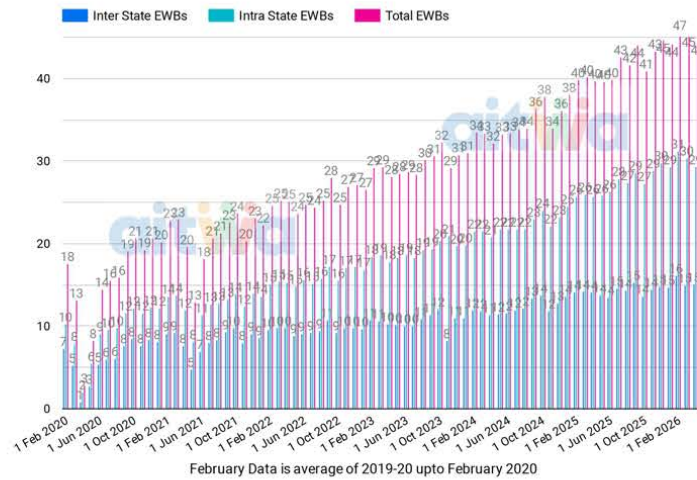
Eway Bill Dashboard

Developed & compiled by

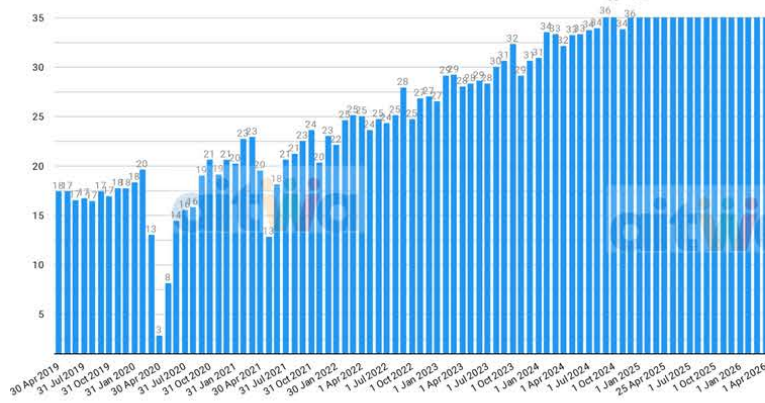


Last updated on 10th April 2026 | Data as on 31st March 2026

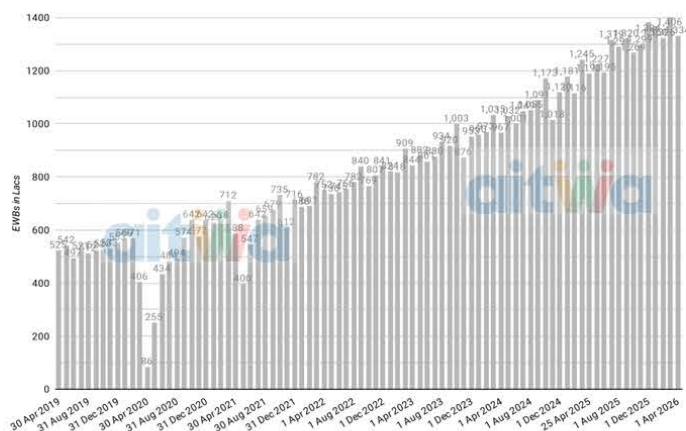
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



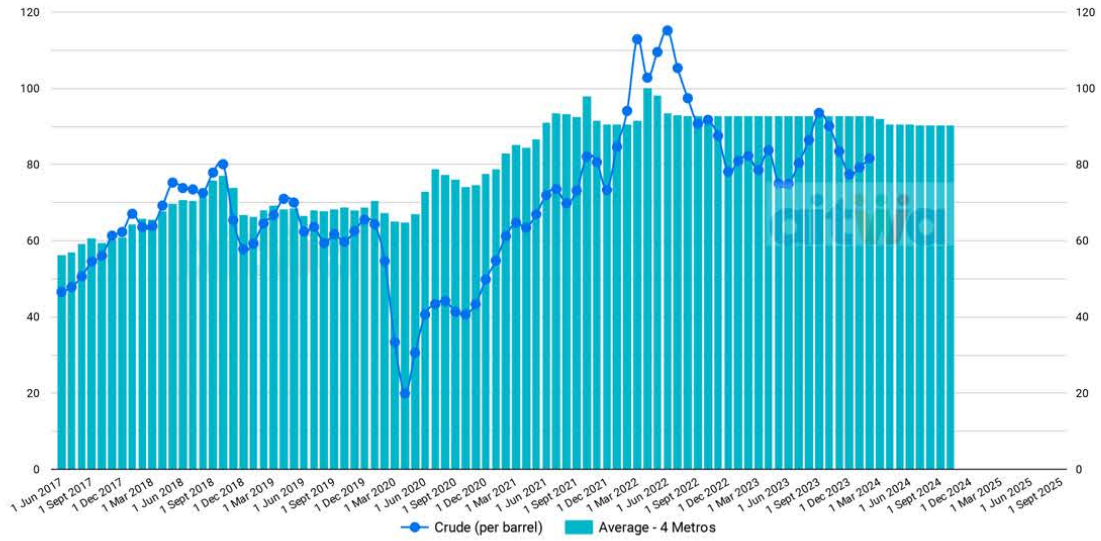
Total number of monthly EWBs generated (in lacs per month)



Diesel Dashboard

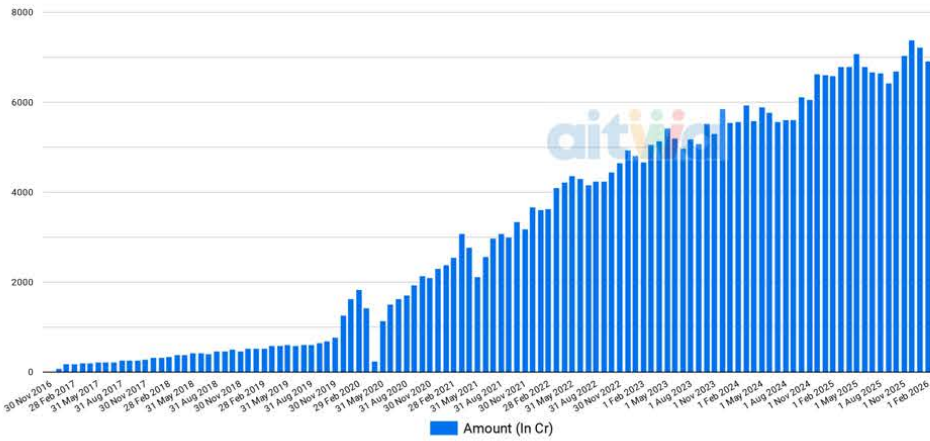
Last updated on 1st April 2026 | Data as on 31st March 2026

Diesel Price Average of 4 metros since 2017



Toll Collection Dashboard

Last updated on 9th April 2026 | Data as on 28th Feb 2026



National Permit Vehicles in India

Data upto February 2026



TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To March		
		March 2026	March 2025	% Change	2025-26	2024-25	% Change
(A) 18 International Airports							
1	Amritsar	182.1	168.7	7.9	3660.6	3362.2	8.9
2	Ayodhya	0.0	0.0	-	0.0	0.0	-
3	Bhubaneswar	1020.4	888.4	14.9	9623.1	9086.1	5.9
4	Chennai	38903.2	38018.0	2.3	422515.9	379154.1	11.4
5	Coimbatore	1133.6	1062.8	6.7	13176.3	12139.5	8.5
6	Goa	544.9	465.1	17.2	6066.8	5460.3	11.1
7	Imphal	434.6	507.6	-14.4	6271.9	6199.9	1.2
8	Kolkata	13446.3	13642.8	-1.4	168244.8	165617.9	1.6
9	Kozhikode	864.4	1756.5	-50.8	17791.3	21246.1	-16.3
10	Kushinagar	0.0	0.0	-	0.0	0.0	-
11	Port Blair	845.8	633.8	33.5	9326.7	7905.1	18.0
12	Rajkot (Hirasar)	141.3	41.2	-	1121.8	608.2	84.4
13	Srinagar	652.3	859.4	-24.1	9628.7	9891.9	-2.7
14	Surat	1430.8	853.5	67.6	9045.2	6885.6	31.4
15	Tiruchirappalli	512.2	532.1	-3.7	7186.7	6476.8	11.0
16	Tirupati	40.3	42.3	-4.7	333.1	134.8	-
17	Varanasi	394.2	440.8	-10.6	6843.6	6033.8	13.4
18	Vijayawada	161.8	290.9	-44.4	1264.5	1413.3	-10.5
Total		60708.1	60204.0	0.8	692101.0	641615.5	7.9
(B) 6 PPP International Airports							
19	Ahmedabad	11949.2	10573.3	13.0	135648.0	118922.3	14.1
20	Guwahati	2354.0	2212.3	6.4	30164.3	26606.7	13.4
21	Jaipur	2322.8	1795.1	29.4	28039.2	21761.7	28.8
22	Lucknow	1781.0	1874.2	-5.0	22566.1	22102.2	2.1
23	Mangalore	71.1	164.1	-56.7	2413.4	2213.0	9.1
24	Thiruvananthapuram	1284.5	1984.7	-35.3	20774.4	23033.4	-9.8
Total		19762.5	18603.7	6.2	239605.4	214639.4	11.6
(C) 7 JV International Airports							
25	Bangalore (BIAL)	46396.0	45773.0	1.4	532012.0	502509.0	5.9
26	Delhi (DIAL)	100254.5	102063.8	-1.8	1148337.6	1109519.9	3.5
27	Hyderabad (GHIAL)	15840.1	16571.0	-4.4	182440.0	165868.3	10.0
28	Kannur (KIAL)	28.7	319.9	-91.0	3497.8	4151.9	-15.8
29	Kochi	4640.9	5959.0	-22.1	68074.6	61999.7	9.8
30	Mumbai (MIAL)	80184.9	80658.6	-0.6	927499.4	889900.1	4.2
31	Nagpur	728.74	957.4	-23.9	9399.6	9018.5	4.2
Total		248073.8	252302.7	-1.7	2871261.2	2742967.2	4.7
(D) 3 ST Govt./Pvt. INTL Airports							
32	Goa (MOPA)	291.5	410.2	-28.9	2985.8	3389.0	-11.9
33	Navi Mumbai (NMIAL)	272.7	0.0	-	560.8	0.0	-
34	Shirdi	11.1	3.1	-	71.8	95.6	-24.8
Total		575.2	413.3	39.2	3618.4	3484.6	3.8
(E) 12 Custom Airports							
35	Agartala	439.3	422.8	3.9	5796.5	5489.4	5.6
36	Aurangabad	115.5	104.6	10.5	1362.6	914.8	48.9
37	Bagdogra	711.2	627.2	13.4	9351.8	8952.2	4.5
38	Bhopal	244.6	237.3	3.1	2510.8	2409.9	4.2
39	Chandigarh	1276.8	1147.8	11.2	14512.6	14138.2	2.6
40	Gaya	0.0	0.0	-	0.0	0.0	-
41	Indore	1025.7	810.4	26.6	11589.7	10142.7	14.3
42	Madurai	399.8	346.4	15.4	4444.4	3494.9	27.2
43	Patna	814.3	781.1	4.2	11298.3	9135.5	23.7
44	Pune	5658.4	4104.0	37.9	54711.9	42293.2	29.4
45	Vadodara	164.6	190.3	-13.5	1718.7	1832.8	-6.2
46	Visakhapatnam	513.0	551.6	-7.0	4517.6	4398.7	2.7
Total		11363.0	9323.3	21.9	121815.0	103202.3	18.0
(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	7.2	6.1	17.5	102.7	54.4	88.7
50	Barapani (Shillong)	0.0	0.0	-	0.0	0.0	-
51	Bareilly	0.0	0.0	-	0.0	0.0	-
52	Belagavi	2.3	0.7	-	8.7	23.7	-63.3
53	Bhatinda	0.0	0.0	-	0.0	0.0	-
54	Bhavnagar	0.0	0.0	-	0.0	0.0	-
55	Bhuj	0.6	0.9	-34.1	4.7	5.1	-8.7
56	Bhuntar (Kulu/Manali)	0.0	0.0	-	0.0	0.0	-
57	Bikaner	0.0	0.0	-	0.0	0.0	-
58	Coochbeher	0.0	0.0	-	0.0	0.0	-
59	Cuddapah	0.0	0.0	-	0.0	0.0	-
60	Darbhanga	31.6	28.3	11.7	589.1	415.8	41.7
61	Dehradun	99.1	107.1	-7.4	1902.7	1959.0	-2.9
62	Deoghar	0.0	0.0	-	0.0	0.0	-
63	Dimapur	107.4	88.4	21.6	1309.1	1156.3	13.2
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 March		
		March 2026	March 2025	% Change	2025-26	2024-25	% Change
(F) 70 Domestic Airports							
67	Gorakhpur	0.0	0.0	-	0.0	0.0	-
68	Gwalior	0.0	0.0	-	0.0	0.0	-
69	Hindon	0.0	0.0	-	0.0	0.0	-
70	Hubbali	15.1	24.4	-38.3	224.7	284.2	-20.9
71	Hyderabad (Begumpet)	0.0	0.0	-	0.0	0.0	-
72	Itanagar (Holongi)	5.2	0.0	-	25.8	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	96.4	114.3	-15.7	821.6	1054.4	-22.1
77	Jamnagar	3.4	4.5	-24.8	139.2	226.9	-38.7
78	Jharsuguda	0.0	0.0	-	12.0	0.0	-
79	Jodhpur	23.0	13.4	71.6	192.9	135.5	42.3
80	Jorhat	6.0	12.5	-52.4	121.3	139.0	-12.8
81	Juhu	17.0	21.2	-20.2	236.2	253.2	-6.7
82	Kalaburagi (Gulbarga)	0.0	0.0	-	0.0	0.0	-
83	Kandla	0.0	0.0	-	0.0	0.0	-
84	Kanpur (Chakeri)	13.9	10.9	26.7	179.4	116.2	54.4
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	Kishanganj	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	136.8	256.1	-46.6	1627.4	1910.2	-14.8
93	Ludhiana	0.0	0.0	-	0.0	0.0	-
94	Moharban (Dibrugarh)	73.2	73.3	-0.1	1090.9	955.1	14.2
95	Moradabad	0.0	0.0	-	0.0	0.0	-
96	Mysuru	0.0	0.0	-	0.0	0.0	-
97	Pakyong	0.0	0.0	-	0.0	0.0	-
98	Pantnagar	0.0	0.0	-	0.0	0.0	-
99	Porbandar	0.0	0.0	-	0.0	0.0	-
100	Prayagraj	4.5	4.9	-8.4	36.1	51.5	-30.0
101	Purnea	0.0	0.0	-	0.0	0.0	-
102	Puducherry	0.0	0.0	-	0.0	0.0	-
103	Raipur	497.9	413.2	20.5	5588.5	5079.8	10.0
104	Rajahmundry	21.4	2.5	-	64.5	25.2	-
105	Ranchi	795.9	498.3	59.7	7741.0	6662.1	16.2
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	55.2	50.5	9.2	817.3	651.5	25.4
113	Tezpur	0.0	0.0	-	0.0	16.5	-
114	Tezu	0.0	0.0	-	0.0	0.0	-
115	Tuticorin	6.0	5.6	7.3	16.6	13.1	27.0
116	Udaipur	68.8	30.2	-	589.2	344.5	71.0
Total		2087.6	1767.3	18.1	23441.4	21533.7	8.9
(G) 28 St. Govt. / Pvt Airports							
117	Aizawl (Lengpui)	83.3	82.4	1.0	1221.1	1309.7	-6.8
118	Aligarh	0.0	0.0	-	0.0	0.0	-
119	Ambikapur	0.0	0.0	-	0.0	0.0	-
120	Amravati	0.0	0.0	-	0.0	0.0	-
121	Azamgarh	0.0	0.0	-	0.0	0.0	-
122	Bengaluru (Hal)	0.0	0.0	-	0.0	0.0	-
123	Bidar	0.0	0.0	-	0.0	0.0	-
124	Bilaspur	0.0	0.0	-	0.0	0.0	-
125	Chittrakoot	0.0	0.0	-	0.0	0.0	-
126	Datia	0.0	0.0	-	0.0	0.0	-
127	Durgapur	108.6	17.6	-	1040.6	304.3	-
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	-	6.0	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)	636.5	662.7	-4.0	9442.8	4280.3	-
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	

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

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers FIN. RAW	Coal		Containers Tonnage	Containers TEUs	Other Misc. Cargo	TOTAL	% VAR. AGAINST 2025-26
						Thermal & Steam	Coking & Others					
KOLKATA	TRF APRIL, 2026	42	31	-	4	-	-	6	1157	65	1627	
	TRF APRIL, 2025	21	15	-	108	-	-	21	1153	62	1620	0.43
Haldia Dock Complex	TRF APRIL, 2026	701	585	-	-	38	122	1282	302	18	3582	
	TRF APRIL, 2025	797	524	26	-	15	356	1784	235	14	4363	-17.90
TOTAL: SMP, KOLKATA	TRF APRIL, 2026	743	616	-	4	38	122	1288	1459	83	5209	
	TRF APRIL, 2025	818	539	26	108	15	356	1805	1388	76	5983	-12.94
PARADIP	TRF APRIL, 2026	3567	23	1466	85	191	4721	1418	34	2	12608	
	TRF APRIL, 2025	3424	128	1681	25	324	4753	1316	38	2	12601	0.06
VISAKHAPATNAM	TRF APRIL, 2026	1929	57	1151	74	109	958	408	810	55	7404	
	TRF APRIL, 2025	2317	109	1079	84	186	745	359	721	46	6711	10.33
KAMARAJAR(ENNORE)	TRF APRIL, 2026	433	6	-	-	-	2038	288	1071	55	4076	
	TRF APRIL, 2025	440	27	-	-	-	2089	160	798	41	3710	9.87
CHENNAI	TRF APRIL, 2026	1037	116	-	-	-	-	-	3173	164	4532	
	TRF APRIL, 2025	1089	88	165	-	64	-	-	3123	162	4737	-4.33
V.O.CHIDAMBARANAR	TRF APRIL, 2026	44	178	-	44	-	876	811	1383	69	3790	
	TRF APRIL, 2025	46	79	-	-	97	455	1058	1349	68	3434	10.37
COCHIN	TRF APRIL, 2026	1952	36	-	-	-	-	-	659	56	2737	
	TRF APRIL, 2025	2062	67	-	-	-	-	-	803	56	3032	-9.73
NEW MANGALORE	TRF APRIL, 2026	2677	215	201	93	-	387	63	177	14	3971	
	TRF APRIL, 2025	1982	101	272	9	15	719	202	184	14	3546	11.99
MORMUGAO	TRF APRIL, 2026	65	19	238	42	-	116	941	2	-	1978	
	TRF APRIL, 2025	52	35	234	15	-	142	714	-	-	1543	28.19
MUMBAI	TRF APRIL, 2026	3535	146	442	38	20	919	-	-	-	6088	
	TRF APRIL, 2025	3257	203	541	35	37	685	-	2	-	5490	10.89
J.N.P.A.	TRF APRIL, 2026	238	199	-	-	-	-	-	8931	771	9618	
	TRF APRIL, 2025	223	164	-	-	-	-	-	7813	668	8436	14.01
DEENDAYAL	TRF APRIL, 2026	3578	881	577	205	53	1764	117	679	50	11749	
	TRF APRIL, 2025	5795	804	195	198	31	1940	50	824	49	12829	-8.42
ALL PORTS	TRF APRIL, 2026	19798	2492	4075	585	411	11901	5334	18378	1319	73760	
	TRF APRIL, 2025	21505	2344	4193	474	769	11884	5664	17043	1182	72052	2.37
% Variation from previous year												
		-7.94	6.31	-2.81	23.42	-46.55	0.14	-5.83	7.83	11.59	2.37	

Source: I.P.A.

केंद्रीय मंत्री श्री नितिन गडकरी ने सुदृढ़ पहाड़ी सड़कों के लिए भूस्खलन शमन पर आयोजित कार्यशाला को संबोधित किया



केंद्रीय सड़क परिवहन एवं राजमार्ग मंत्री श्री नितिन गडकरी ने आज नई दिल्ली के भारत मंडपम में “सुदृढ़ पहाड़ी सड़कों के लिए भूस्खलन शमन उपाय” विषयक कार्यशाला को संबोधित किया। इस अवसर पर केन्द्रीय राज्य

मंत्री श्री अजय टम्टा, श्री हर्ष मल्होत्रा तथा वरिष्ठ अधिकारी भी उपस्थित थे।

श्री नितिन गडकरी ने इस बात पर प्रकाश डाला कि जटिल भू-भाग, ढलान की अस्थिरता और भूस्खलन, बादल फटने तथा भूकंप जैसी आवर्ती

प्राकृतिक आपदाओं के कारण भूगर्भीय रूप से नाजुक हिमालयी क्षेत्र में जलवायु-सहिष्णु सड़क अवसंरचना का विकास करना एक बड़ी चुनौती बनी हुई है। उन्होंने जोर देकर कहा कि वैश्विक सर्वोत्तम प्रथाओं और उन्नत प्रौद्योगिकियों को अपनाकर इस दिशा में निरंतर प्रयास किए जा रहे हैं।

मंत्री महोदय ने जानकारी दी कि प्रमुख पहलों में उत्तराखंड और अरुणाचल प्रदेश में भूस्खलन के विशेष उपचार हेतु टीएचडीसी इंडिया लिमिटेड के साथ समझौता ज्ञापन, भू-जोखिम शमन हेतु रक्षा भू-सूचना अनुसंधान संस्थान के साथ समझौता ज्ञापन और सुरंग एवं गलियारा परियोजनाओं के लिए भूगर्भीय जांच एवं डेटा साझाकरण हेतु भारतीय भूवैज्ञानिक सर्वेक्षण के साथ समझौता ज्ञापन शामिल हैं। राष्ट्रीय रॉक मैकेनिक्स संस्थान के साथ सहयोग भू-तकनीकी जांच, डिजाइन सत्यापन, सुरंग सुरक्षा ऑडिट, उपकरण निगरानी और क्षमता निर्माण पर केंद्रित है।

उन्होंने आगे कहा कि पहाड़ी इलाकों में सड़क निर्माण शुरू करने से पहले ढलान स्थिरीकरण को प्राथमिकता देने का नीतिगत निर्णय लिया गया है, ताकि दीर्घकालिक सुरक्षा और स्थायित्व सुनिश्चित किया जा सके। वास्तविक समय निगरानी प्रणालियों का उपयोग करके पहाड़ी ढलानों की अस्थिरता पर दिशानिर्देश विकसित करने के लिए भारतीय प्रौद्योगिकी संस्थान, रुड़की को भी सहायता प्रदान की जा रही है। इसके अतिरिक्त, उत्तराखंड में चारधाम मार्ग के 100 किलोमीटर के हिस्से पर आईएनएसएआर-आधारित भूस्खलन निगरानी और पूर्व चेतावनी प्रणालियों की तैनाती के लिए एक समझौता ज्ञापन पर हस्ताक्षर किए गए हैं।

श्री गडकरी ने इस बात पर भी बल दिया कि एलआईडीएआर और यूएवी जैसी उन्नत प्रौद्योगिकियों का उपयोग करके व्यापक स्थलाकृतिक सर्वेक्षण किए जा रहे हैं, जिनमें भूस्खलन संवेदनशीलता मानचित्रण और ऐतिहासिक आंकड़ों को डीपीआर तैयार करने में एकी—त किया जा रहा है। उन्होंने पहाड़ी क्षेत्रों में सुरक्षित, निर्बाध और स्थायी राजमार्गों के निर्माण के लिए केन्द्र सरकार की प्रतिबद्धता को दोहराया।



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