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Monthly Magazine of All India Transporters Welfare Association

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

The Great Infrastructure Divide: Are New Expressways Delivering for Transporters?



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India's Road Carnage: Fatalities Soar 80% in
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
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Connecting a Nation: India's Highways as Engines of Economic Transformation



Ashok Gupta

Friends,

Every one of us realises how highways and expressways are crucial for the growth of a nation. From boosting trade to cutting logistics costs, connecting industrial hubs to agricultural zones, linking villages to cities, creating jobs, and helping develop new townships, the role of road infrastructure is invaluable. In this issue, we are discussing its impact on people.

India's highways and expressways are quietly reshaping the nation, becoming powerful drivers of economic growth and social transformation. More than mere stretches of asphalt and concrete, these modern road networks are redefining how people, goods, and opportunities move across the country. By significantly reducing travel time, improving logistics efficiency, and strengthening connectivity, highways and expressways are making journeys faster, safer, and more reliable—while playing a pivotal role in India's development story.

As India's economy expands at a rapid pace, its road infrastructure is emerging as one of the strongest foundations supporting this growth. Highways and expressways are no longer just routes connecting two destinations; they are lifelines that link cities to towns, towns to villages, and producers to markets. From bustling metropolitan hubs to remote rural settlements, the expanding road network is fostering inclusive growth

and unlocking economic potential that was once constrained by poor connectivity.

For decades, many parts of India—particularly villages and smaller towns—struggled with

For decades, many parts of India—particularly villages and smaller towns—struggled with narrow, congested, and poorly maintained roads.

Travel was slow, unpredictable, and often unsafe, limiting access to education, healthcare, and employment opportunities

narrow, congested, and poorly maintained roads. Travel was slow, unpredictable, and often unsafe, limiting access to education, healthcare, and employment opportunities. Businesses faced higher transportation costs, farmers struggled to reach markets on time, and emergency services were delayed. The transformation underway today is addressing these long-standing challenges. Wider highways,

smoother surfaces, improved signage, and better safety features are dramatically changing how people experience travel. These improvements are not only saving time but also improving the quality of life for millions.

One of the most visible impacts of expressway development is the sharp reduction in travel time and transportation costs. Modern expressways such as the Bengaluru–Mysuru Expressway have turned journeys that once took several hours into smooth drives completed in a fraction of the time. Faster travel directly translates into lower fuel consumption, reduced vehicle wear and tear, and significant savings for logistics and transport companies. For businesses, especially those dependent on time-sensitive deliveries, these efficiencies improve competitiveness and profitability, ultimately strengthening regional and national economies.

Beyond time savings, highways and expressways are acting as powerful catalysts for economic growth. Many of these corridors are being developed as industrial and economic zones, stimulating investment and job creation along their routes. Projects such as the Amritsar–Jamnagar corridor illustrate how road infrastructure can drive industrial development by connecting ports, refineries, manufacturing hubs, and markets. Small towns located along these highways are witnessing new commercial activity, from warehouses



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and logistics parks to hotels, service centres, and retail establishments. This ripple effect is creating employment opportunities and integrating smaller towns into the national economic framework.

Improved connectivity is also transforming daily life, particularly in rural areas. Better roads enable farmers to transport produce quickly to markets, reducing spoilage and increasing incomes. Students can reach schools and colleges more easily, patients can access hospitals without long and exhausting journeys, and workers can commute more efficiently. These seemingly simple improvements have profound social implications, helping bridge the gap between urban and rural India and ensuring that development reaches beyond major cities.

India's highway expansion is also marked by a growing emphasis on technology. Many expressways are evolving into "smart corridors" equipped with digital tolling systems, real-time traffic monitoring, surveillance cameras, and intelligent transport solutions. Electronic toll collection has reduced congestion at toll plazas, while data-driven traffic management systems are improving safety and travel predictability. These technological advancements signal a shift toward a more modern, efficient, and user-centric transport ecosystem.

The scale of India's infrastructure leap is reflected in the rapid expansion of the national highway network. Landmark projects such as the Dwarka Expressway are enhancing urban mobility while strengthening inter-city connections. The quality and impact of these developments have earned praise from institutions, including the Supreme Court, which has acknowledged the improved standards and execution of highway construction. Such recognition underscores how far India's road infrastructure has come in a relatively



short period.

However, the transformation is not without challenges. Integrating advanced technology across the entire network, managing traffic growth, and ensuring consistent maintenance remain ongoing tasks. Environmental concerns are also gaining prominence,

However, the transformation is not without challenges. Integrating advanced technology across the entire network, managing traffic growth, and ensuring consistent maintenance remain ongoing tasks

as large-scale construction can affect ecosystems and local communities if not carefully managed. Balancing infrastructure expansion with sustainability is essential to ensure long-term benefits without compromising environmental health. Looking ahead, India's focus is

shifting toward smarter, greener, and more user-friendly highways. Plans are underway to integrate digital systems for seamless mobility, enhance road safety through better design and monitoring, and expand amenities for travellers. Improved rest areas, emergency services, and electric vehicle charging infrastructure are increasingly being incorporated into highway planning, reflecting changing mobility needs and a growing emphasis on sustainability.

In essence, India's highways and expressways represent one of the country's most significant infrastructure success stories. They are accelerating economic growth, improving connectivity, and transforming everyday life for millions of people. As India continues its journey toward becoming a globally competitive economy, these roads will remain at the heart of progress—quietly but powerfully connecting the nation and driving it forward into a more integrated, efficient, and inclusive future.

Regards,
Ashok Gupta
Editor



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Roads to India's Growth: The Role of Highways and Expressways

India's growth story is increasingly being written on its roads. What was once seen as basic transport infrastructure has now evolved into a powerful engine of economic expansion, social inclusion, and national integration. The country's rapidly expanding network of highways and expressways is quietly but decisively reshaping how India moves, trades, and connects—across metros, small towns, and even the most remote villages.

For decades, inadequate road infrastructure limited progress in many parts of the country. Narrow, congested routes slowed travel, raised costs, and restricted access to essential services. In rural and semi-urban India, distance often dictated opportunity. That reality is changing. Widened highways, smoother surfaces, and access-controlled expressways are dramatically improving mobility. Businesses are operating more efficiently, and people

can now reach schools, hospitals, markets, and workplaces in a fraction of the time it once took. These improvements are not abstract achievements—they are directly enhancing everyday life.

At the core of this transformation is a massive expansion of India's highway network. Over the past decade, the scale of road development has accelerated at an unprecedented pace. Under the leadership of the National Highways Authority of India, flagship initiatives such as the Bharatmala Pariyojana aim to construct more than 83,000 kilometres of highways to improve national connectivity. The impact of this push is already visible. In the financial year 2023–24 alone, India built over 12,000 kilometres of highways—one of the highest annual totals ever recorded—underscoring how infrastructure has become a national priority.

The economic implications of this expansion are far-reaching. Roads remain the backbone of India's



Ashok Goyal
National President, AITWA

transport system, carrying nearly two-thirds of freight and close to 80 percent of passenger traffic. Faster highways mean quicker movement of raw materials to factories, smoother delivery of finished goods to markets, and reduced logistics costs across sectors. As transport efficiency improves, productivity rises, supply chains become more reliable, and regional economies gain momentum.

Expressways, in particular, are emerging as catalysts for coordinated regional growth. Rather than benefiting isolated locations, they are creating continuous development corridors. The Amritsar–Jamnagar Expressway, for instance, is reshaping economic activity across Punjab, Rajasthan, and Gujarat by linking industrial clusters, refineries, and ports. Similarly, the Delhi–Amritsar–Katra Expressway is strengthening northern India's connectivity, supporting tourism, agriculture, and small-scale industries in towns that previously lay off the main growth map.

Other corridors, such as the Ludhiana–Bathinda–Ajmer and Warangal–Khammam expressways, are driving similar change in central





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and southern India. These routes are enabling new industrial estates, logistics hubs, and service centres to emerge in smaller towns. Much of this progress is supported by infrastructure consultancies and engineering firms working behind the scenes—planning, designing, and executing projects that ensure growth extends beyond major urban centres into rural and semi-urban regions.

Improved regional connectivity is also helping rebalance development. As previously inaccessible areas become investment-ready, industries are no longer forced to cluster around overcrowded metros. This decentralisation is creating local employment opportunities, reducing distress migration, and improving living standards where people already reside. Highway construction itself has become a major source of employment, generating demand for skilled and unskilled labour across engineering, construction, logistics, and project management. In the process, infrastructure development is contributing significantly to workforce training and skill enhancement.

Beyond economics, better roads are transforming social outcomes. Safer and faster travel is improving access to education, healthcare, and employment. Farmers can transport produce to markets quickly, reducing post-harvest losses and improving incomes. Students from smaller towns can pursue higher education without relocating, and families separated by distance can stay connected more easily. Improved road design and safety measures have also reduced accident rates on many corridors, while faster emergency response has saved lives. Women and vulnerable groups, in particular, benefit from easier and safer access to essential services.

India's broader ambitions—to become a global manufacturing hub and a key player in international trade—are closely tied to this infrastructure upgrade. Efficient highways connected to ports, airports, and border checkpoints are critical for seamless logistics. Initiatives such as

Initiatives such as “Make in India” depend heavily on reliable transport networks that lower costs and improve supply chain certainty. By strengthening last-mile and long-haul connectivity, expressways are enabling Indian businesses to compete more effectively in global markets

“Make in India” depend heavily on reliable transport networks that lower costs and improve supply chain certainty. By strengthening last-mile and long-haul connectivity, expressways are enabling Indian businesses to compete more effectively in global markets.

At the same time, the nature of road development itself is evolving. Today's highways are increasingly designed with sustainability and future readiness in mind. Electric vehicle charging stations, solar-powered lighting, and energy-efficient systems are becoming standard features. Many projects are now aligned with ESG frameworks, incorporating recycled materials, large-scale afforestation, and green financing models. These

measures reflect a growing recognition that infrastructure growth must be environmentally responsible.

Technology is further enhancing the highway experience. FASTag-based tolling has reduced congestion, while smart traffic systems and digital monitoring are improving safety and efficiency. Looking ahead, the integration of Internet of Things sensors and real-time data analytics promises smarter highways that can predict congestion, monitor road conditions, and respond proactively to risks. These innovations align with India's broader Digital India vision.

Highways are also playing a crucial role in strategic and border connectivity. In challenging terrains such as Ladakh and Arunachal Pradesh, new roads are transforming both civilian access and defence mobility. Projects like the Arunachal Frontier Highway, the Trans-Arunachal Highway, the Nimmu–Padum–Darcha Road, and the Zojila Tunnel are ensuring year-round connectivity in regions that were once isolated for months. Over the past five years alone, more than 2,000 kilometres of strategic border roads have been constructed, strengthening national security while integrating remote communities into the mainstream.

As India moves toward its goal of becoming a \$5 trillion economy, highways and expressways will remain central to that ambition. While challenges such as land acquisition, environmental impact, and timely execution persist, evolving policies, public-private partnerships, and community engagement are helping address them. These roads are no longer just physical assets—they are pathways to opportunity, resilience, and inclusive growth, carrying India steadily toward its future.



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India's Expressway Revolution: Powering Mobility, Markets, and Modernisation

India's expressway story began not as a grand national vision but as a bold experiment. The Mumbai–Pune Expressway, inaugurated in 2002 under the leadership of Nitin Gadkari during his tenure as Maharashtra's Public Works Department minister, marked the country's first major leap into access-controlled, high-speed road infrastructure. At the time, it was seen as an ambitious outlier. Two decades later, it stands as the blueprint for a nationwide expressway revolution that is reshaping India's economic geography.

As of June 2025, India's expressway network stretches over 6,000 kilometres, with more than 11,000 kilometres under construction. This rapid expansion is being driven by large-scale programmes such as the Bharatmala Pariyojana, which seeks to fundamentally upgrade the country's transport backbone. Among Indian states, Uttar Pradesh and Maharashtra have emerged as clear frontrunners, using expressways not merely as transport corridors but as instruments of industrialisation, regional balance, and inclusive growth.

Uttar Pradesh currently operates the country's largest expressway network, spanning approximately 1,225 kilometres, earning it the unofficial title of “Expressway Pradesh.” Maharashtra, with around 888 kilometres operational, may trail slightly in total length but continues to set benchmarks through strategic projects such as the Samruddhi Mahamarg, which is redefining connectivity between Mumbai and Nagpur while unlocking

economic potential across the state's interior regions.

Expressways as Economic Accelerators

The economic logic behind expressway development is compelling. Road transport carries nearly 65 percent of India's freight and close to 80 percent of its passenger traffic. Improving road efficiency, therefore, has an immediate and multiplier effect on productivity, competitiveness, and growth.

Modern expressways dramatically reduce travel time on key routes. Corridors such as the Samruddhi Mahamarg and the Ganga Expressway have shortened intercity journeys by several hours, allowing businesses to operate with tighter timelines and lower operating costs. Faster movement of goods improves supply-chain reliability, while commuters benefit from safer and more predictable travel.

Enhanced connectivity also strengthens trade. Expressways linking industrial clusters to ports and consumption centres play a critical role in boosting exports and imports. Maharashtra's Samruddhi Mahamarg improves access to the Jawaharlal Nehru Port Trust, while Uttar Pradesh's expanding network connects inland manufacturing hubs to national markets. Tourism has similarly gained momentum, with faster access to destinations such as Shirdi, Ajanta, and the Taj Mahal driving visitor footfall and local economic activity.

Crucially, expressway construction and the industries that follow generate



Abhishek Gupta
General Secretary, AITWA

large-scale employment. From engineering and construction to logistics, services, and manufacturing, these projects create jobs across skill levels—often in regions that previously lacked formal employment opportunities.

Building New Economic Landscapes

Beyond mobility, expressways are reshaping where and how economic activity takes place. By enabling the development of industrial nodes along their corridors, they are decentralising growth and easing pressure on overcrowded metros such as Mumbai and Lucknow.

In Maharashtra, the Samruddhi Mahamarg has been conceived not just as a road but as a development spine. The state plans to establish Krushi Samruddhi Nagar townships along the corridor, dedicating more than 10,000 hectares to agriculture-based and agro-processing industries. Skill-based manufacturing clusters, IT hubs, and educational institutions are also being planned to create local employment ecosystems.

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this vision. Optical fibre networks, natural gas pipelines, and a proposed 250 MW solar power plant are being incorporated to ensure industrial townships are future-ready. Unsurprisingly, real estate demand along the corridor—particularly in districts such as Wardha and Buldhana—has risen sharply, reflecting growing investor confidence.

These developments are particularly significant for regions like Vidarbha and Marathwada, which have historically lagged behind western Maharashtra. Enhanced connectivity is allowing these regions to integrate more effectively with national and global markets.

Uttar Pradesh, meanwhile, is pursuing an even more expansive ambition: leveraging expressways as the foundation of a \$1 trillion state economy. Industrial parks, logistics hubs, and urban extensions are being planned along major corridors, positioning the state as a manufacturing and investment destination rather than merely a transit region.

BharatmalaPariyojana: A National Framework

At the national level, the BharatmalaPariyojana provides the structural backbone for India's expressway expansion. The programme envisages the development of 44 economic corridors spanning over 26,000 kilometres, with nearly 9,000 kilometres prioritised in the first phase. A key feature is the emphasis on greenfield expressways—wide, access-controlled corridors designed to bypass congested settlements and unlock development in previously untapped regions.

By improving connectivity to ports, industrial hubs, and logistics centres, Bharatmala aims to reduce India's



logistics costs, which currently account for 14–16 percent of GDP. Funding for these projects is being mobilised through a mix of central and state government allocations, public-private partnerships, and international financing, reflecting the strategic importance of the initiative.

Projects such as the Delhi–Mumbai Expressway exemplify this approach, combining high-speed connectivity with industrial node development to generate sustained economic returns.

Challenges and Strategic Choices

Despite their benefits, expressways pose significant challenges. Environmental concerns—ranging from deforestation and habitat fragmentation to emissions during construction—require careful mitigation through sustainable materials, green buffers, and wildlife corridors. Land acquisition remains another sensitive issue, as seen in projects like the Shaktipeeth Expressway, underscoring the need for transparent processes and fair compensation.

High costs also demand rigorous evaluation. With projects like the SamruddhiMahamarg costing over

₹55,000 crore, expressways must demonstrate long-term economic value through increased trade, investment, and employment. In some regions, upgrading existing national highways may offer a more cost-effective alternative to building entirely new corridors.

The Road Ahead

India's expressway network is rapidly becoming a defining feature of its development strategy. States such as Uttar Pradesh and Maharashtra illustrate how well-planned corridors can transform regional economies, while the BharatmalaPariyojana offers a cohesive national vision. By combining strategic route selection, sustainable construction, public-private collaboration, and integrated urban planning, India can ensure that expressways serve not just as roads, but as engines of inclusive and balanced growth.

If built thoughtfully, these corridors will do more than move vehicles faster—they will move opportunity closer to where people live, reshaping India's economic future mile by mile.

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The Great Infrastructure Divide: Are New Expressways Delivering for Transporters?



Over the past decade, India has witnessed an unprecedented expansion of its expressway network. From the Mumbai–Pune Expressway that once stood as a lone symbol of high-speed road travel to today's multi-lane corridors crisscrossing the country, expressways have become central to India's transport and infrastructure narrative. Conceived as access-controlled, high-speed roads, these corridors promise faster travel, safer journeys, and a more efficient movement of goods. But as kilometres add up and investments rise, an important question demands attention: are expressways truly delivering for India's transport needs?

At a fundamental level, expressways have dramatically changed how distance is perceived. Journeys that

once took an entire day can now be completed in a matter of hours. This has had a visible impact on intercity mobility, particularly between major economic hubs. Reduced travel time not only improves convenience for private commuters but also brings predictability to freight movement—an essential factor for logistics and supply chains. For transporters, consistent speeds and fewer bottlenecks translate into better vehicle utilisation and lower fuel consumption.

From a logistics standpoint, expressways address one of India's long-standing challenges: high logistics costs as a share of GDP. Poor road quality, congestion, and frequent stoppages have historically pushed up transportation expenses. Expressways, with their limited access points and superior design standards,

help streamline long-haul freight movement. This is especially relevant for time-sensitive cargo such as perishables, e-commerce deliveries, and industrial inputs. By connecting manufacturing clusters, ports, and consumption centres more efficiently, expressways play a supporting role in strengthening India's competitiveness. The economic impact of expressways extends beyond transport efficiency. Large road corridors often act as catalysts for regional development. Areas along expressways attract warehouses, industrial parks, logistics hubs, and real estate investments. Towns that were previously peripheral can become commercially relevant simply by being better connected. This infrastructure-led development aligns with broader national goals of balanced regional growth and job creation.

Safety is another area where expressways have made a meaningful contribution. Compared to conventional highways riddled with intersections, mixed traffic, and pedestrian crossings, expressways offer controlled entry and exit, grade-separated crossings, and clearer lane discipline. These features reduce the likelihood of certain types of accidents, particularly head-on collisions. For long-distance drivers and fleet operators, improved road geometry and surface quality also reduce driver fatigue, indirectly enhancing safety outcomes.

However, the expressway story is not without its limitations. One of the most frequently cited concerns relates to affordability. High toll charges on some expressways deter regular usage, especially for small transport operators and daily commuters. While tolling is necessary to recover project costs and maintain infrastructure quality, steep fees can undermine the broader objective of inclusive mobility. In some cases, users revert to older highways to avoid tolls, diluting the intended traffic shift to expressways.

Another challenge lies in uneven utilisation. Certain expressways witness high traffic volumes and clear economic benefits, while others struggle to attract sufficient users. This raises questions about route selection, traffic projections, and long-term financial viability. Expressways are capital-intensive projects, and their success depends heavily on accurate demand assessment and integration with existing transport networks.

Maintenance and construction quality have also come under scrutiny. While many expressways showcase world-class engineering, isolated instances of premature wear, surface damage, or

drainage issues highlight the importance of rigorous quality control

Maintenance and construction quality have also come under scrutiny. While many expressways showcase world-class engineering, isolated instances of premature wear, surface damage, or drainage issues highlight the importance of rigorous quality control and long-term maintenance planning. The infrastructure of this scale cannot be judged solely at inauguration; its real value lies in sustained performance over decades

and long-term maintenance planning. The infrastructure of this scale cannot be judged solely at inauguration; its real value lies in sustained performance over decades.

Beyond roads themselves, expressways must be viewed in the context of India's overall transport ecosystem. Roads alone cannot shoulder the entire burden of freight and passenger movement. Railways, inland waterways, urban transit systems, and last-mile connectivity all play complementary roles. Expressways deliver maximum value when seamlessly integrated with

multimodal logistics parks, freight corridors, and city transport networks. Without this integration, gains in speed on expressways can be lost to congestion at entry points, city outskirts, or logistics terminals.

Environmental and social considerations also deserve attention. Large expressway projects often involve land acquisition and ecological disruption. While faster roads may reduce vehicle emissions per kilometre through smoother traffic flow, increased vehicle usage can offset these gains. Balancing infrastructure expansion with sustainability goals will be crucial as India scales up its expressway ambitions.

Looking ahead, expressways are likely to remain a cornerstone of India's transport strategy. Emerging technologies such as intelligent transport systems, electronic tolling, and electric vehicle charging infrastructure can further enhance their effectiveness. With better planning, pricing strategies, and integration, expressways can evolve from mere transit corridors into smart mobility arteries.

In conclusion, India's expressways have largely delivered on their promise of faster, safer, and more efficient long-distance transport. They have reshaped travel behaviour, supported economic activity, and improved logistics performance. Yet, they are not a standalone solution. Their long-term success depends on thoughtful planning, affordability, maintenance, and alignment with a broader, multimodal transport vision. Expressways are a powerful tool—but like all tools, their impact depends on how well they are used within the larger system.

Choosing the Right Tire: Passenger Vehicles vs Commercial Fleet

Tires are more than just rubber components that keep a vehicle moving—they directly influence safety, fuel efficiency, handling, and long-term operating costs. Yet many vehicle owners assume that all tires function the same way. In reality, passenger and commercial vehicle tires are engineered for very different purposes. Their construction, durability, and performance capabilities vary significantly, making the right choice critical for both personal and business use.

Understanding how these two tire categories differ can help drivers, fleet operators, and automotive professionals make smarter, safer, and more cost-effective decisions.

Tires for Personal Vehicles: Built for Daily Driving Comfort

Passenger vehicle tires are designed for private cars, SUVs, and light-duty pickups that primarily operate under normal road conditions. The emphasis here is on ride quality, efficiency, and predictable performance rather than extreme durability.

What Sets Passenger Tires Apart:

- **Smooth Ride Experience:**

These tires are engineered to absorb road imperfections, offering quieter operation and enhanced driving comfort.

- **Fuel-Efficient Construction:**

Lighter materials and optimized tread patterns reduce rolling resistance, helping improve mileage.

- **Moderate Load Handling:**

Passenger tires are intended for standard passenger and luggage loads, not continuous heavy hauling.

- **Wide Range of Options:**

Drivers can choose from all-season, touring, performance, or winter variants depending on climate and driving style.

- **Affordable Alternatives:**

For cost-conscious consumers, well-inspected used passenger tires can deliver dependable performance without excessive expense.

Tires for Commercial Vehicles: Engineered for Endurance and Load

Commercial vehicle tires serve a very different role. Designed for vehicles that operate daily under heavy stress, these tires must endure long distances, significant weight, and demanding road environments without compromising safety.

Core Characteristics of Commercial Tires:

- **Heavy-Duty Construction:**

Reinforced internal structures and sidewalls allow these tires to safely support substantial loads.

- **Extended Tread Life:**

Deeper tread patterns help withstand high mileage, uneven surfaces, and frequent stops.

- **Higher Strength Ratings:**

Multiple layers of rubber and fabric enhance resistance to punctures, heat buildup, and deformation.

- **Cost Efficiency Over Time:**

The ability to retread commercial tires

multiple times significantly lowers replacement costs for fleets.

- **Bulk Procurement Advantage:**

Commercial operators often benefit from sourcing tires through wholesale suppliers, ensuring consistency and competitive pricing.

How to Decide Which Tire Type You Need

Choosing between passenger and commercial tires is not about preference—it's about matching the tire to the job it needs to perform.

Key Decision Factors:

- **Vehicle Purpose:**

Personal commuting and family travel call for passenger tires, while cargo transport and logistics demand commercial-grade solutions.

- **Operating Conditions:**

Long hours, heavy payloads, and rough roads require tires built for endurance rather than comfort.

- **Cost vs Value:**

Passenger tires may be cheaper upfront, but commercial tires often deliver better value for high-usage vehicles due to longevity and retreading.

- **Safety and Compliance:**

Using the correct tire type ensures proper vehicle handling and helps meet regulatory and manufacturer requirements.

Concluding Thoughts

Tires form the foundation of every journey, whether it's a daily commute or a cross-country delivery route. Passenger and commercial tires may look similar at first glance, but they are engineered with entirely different goals in mind. Selecting the right type not only improves performance and safety but also prevents unnecessary wear, expenses, and risks.

By understanding how these tires are designed and where they perform best, vehicle owners and businesses alike can make informed choices that support efficiency, reliability, and long-term value.

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Explore the Top Beverages Transport Trucks in 2025

L leading beverage transport businesses rely on a strong logistics network to ensure efficient transport operations for profitable outcomes, as it is the backbone. So, the quickest way that your liquid consumables-based transport business can ensure effective transport operations is by featuring a strong logistics network and, more importantly, an advanced truck fleet.

While the market has numerous commercial vehicles up for the task, there are few solutions which are deemed by manufacturers and customers alike as top-notch transport solutions. This includes trucks from manufacturers such as Eicher, Ashok Leyland, and Mahindra, among others. Want to know what exactly makes them top-notch?

Here are the important details on the three best beverage transport trucks from these automakers, which make them the ideal choice for small, medium and large liquid consumables-oriented transport companies in India.



As a small business owner, it is important to have an efficient transport solution for your enterprise to ensure effective profit outcomes. The Eicher

Pro 2050 is one such solution designed for effective business fleet operations. What makes it an ideal solution for such purposes is its high-performance diesel powertrain unit, also tuned for efficiency.

Precisely, the Eicher Pro 2050 is outfitted with an E366 model diesel engine, engineered for high-torque performance, all while maintaining efficiency. This engine of the Pro 2050, paired with an in-house developed 3M5D model 5-speed gearbox, is capable of churning out 100.57 hp of power at 3200 rpm and 285 Nm of torque output at around 1250-2500 rpm. In terms of fuel efficiency, this unit can deliver approximately 9-11 kmpl under ideal conditions.

Speaking of fuel, the Eicher Pro 2050 also comes with a large anti-corrosive

composite HDP Polymer 60 litre capacity fuel tank; it makes this truck an ideal solution for carrying out operations, ensuring high turnaround time featuring lower refuelling frequency. But what about load carrying capacity? The Eicher Pro 2050 has

a large load body to carry bulk goods in fewer trips from the warehouse to the doorstep of customers. The figures are as follows:

The vehicle comes with a cargo body measuring 3691 mm in length, 2002 mm in width (sizes mentioned are cargo body internal measurements). Furthermore, to carry out beverage transport operations in rural and semi-urban locations, with sufficient capacity, the vehicle has a 190 mm ground clearance and delivers 35 percent gradeability. This means the truck can tackle uneven roads and steep inclines effectively, without any hiccups.

Next on this listicle is the Ashok



Leyland Partner 4 tyre truck designed for heavy-duty operations. The vehicle features a high-power and torque-oriented diesel engine tested and proven for reliability. The engine is also designed for efficiency, while not compromising on performance. Precisely, the Partner 4 tyre is equipped with a ZD30 model diesel engine with DDTi (double overhead camshaft, common rail, direct injection and turbo Intercooling). What do these translate to? A solid powertrain solution with durability and effective performance.

In terms of figures on paper, the Ashok Leyland Partner 4 Tyre's engine, paired with a 5-speed manual gearbox,

is capable of delivering 138.12 hp of power at 2750 rpm and 360 Nm at around 1350-2750 rpm. This engine can also deliver a fuel efficiency figure of approximately 5-7 kmpl in ideal operating conditions. What about load carrying capacity?

The Ashok Leyland Partner 4 Tyre HSD variant, ideal for beverage transportation, comes with a load body measuring 3160 mm (10 ft) in length and 1960 mm in width, and 460 mm in height. This makes the high-side deck (HSD) variant ideal for carrying out voluminous goods in a single trip, making sure that turnaround times are improved. Other key specifications are as follows. You don't want to miss this information:

The truck features a large 90-litre capacity diesel fuel tank. This makes the truck an effective solution for continuous operations with lower fuel refilling intervals; it makes sure that the vehicle fleet turnaround times can be improved, maximising uptime. The Partner 4 tyre also has a high ground clearance rated at 238 mm, and the vehicle delivers 18 percent gradeability. This makes the truck ideal for carrying out heavy-duty operations in semi-urban and rural areas with sufficient clearance and with steep incline climbing capabilities.

Last but not least, the Mahindra Furio

7 Cargo has a spot on this listicle thanks to its high-torque and reliable powertrain, compact design and voluminous goods carrying capacity; these make it one of the best solutions for beverage transport operations. To point out, the Mahindra Furio 7 Cargo features an mDI, 4-cylinder, diesel engine. This engine unit, paired with a 5-speed manual transmission, has high-performance capabilities:

Specifically, this aforementioned powertrain configuration enables the vehicle to deliver 81.13 hp of power at 3200 rpm and 220 Nm of torque at approximately 1250-2200 rpm range. What about fuel efficiency? The Mahindra Furio 7 Cargo can deliver approximately 9-10 kmpl under load in ideal operating conditions; this includes driving the vehicle under load conditions on a light foot, engaging the right gear in the right rpm range.

Speaking of fuel efficiency, the Mahindra Furio 7 Cargo also comes with a 60-litre capacity fuel tank - this makes it ideal for intra-city operations with lower refuelling intervals. But offering a larger fuel tank like the Ashok Leyland Partner 4 Tyre could have made it ideal for continuous operations. That said, the Mahindra Furio 7 Cargo does not compromise on efficiency as deemed by the

automaker. What about the load body dimensions and capacity? The Mahindra truck comes with a large load body, although compact:

The Mahindra truck comes in two high-side deck variants to meet the specific

requirements of customers, be it small or large enterprises: The first HSD variant comes in dimensions measuring 3200 mm x 2005 mm x 1380 mm (length x width x height), while the second, larger HSD variant measures 4267 mm x 2005 mm x 1380 mm (length x width x height). These make it perfect for liquid consumables-oriented transport applications.

Things you need to be aware of? When starting a beverage transport business in India, you need to be aware of the difficulties you can encounter with the transportation of the products. The chances of spoilage of the goods are high if not secured properly, especially since such goods come in glass bottles and aluminium cans. The rough roads and uneven terrain can cause damage to the goods.

Another factor to consider is the weight of goods (beverage pallets). You need to ensure that your trucks are registered for the correct gross vehicle weight and the right securing methods to prevent exceeding of legal axle load limits strictly enforced on Indian highways.

Furthermore, if you are targeting premium segments, you as a business must invest in reefer (refrigerated) trucks or tractor-trailers featuring real-time temperature monitoring systems. This is a necessity as failure to maintain the right temperature (cold temperatures) can result in spoilage of goods and even result in 100 percent financial loss.

Overall, purchasing a beverage transport-based truck must be done, considering test drives too. Taking test drives can help you understand the performance capabilities of the vehicle and the business requirements to maximise operational efficiency and business profitability.

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"All progress takes place outside the comfort zone." -- Michael John Bobak

Top 5 Fruits and Vegetables Transport Trucks in India

Fruits and vegetables transportation businesses featuring advanced trucking solutions are one of the largest business sectors which see demand irrespective of the economic cycles. In fact, India is the second-largest producer of fruits and vegetables in the world, requiring an effective logistics network to move products from production sites to the markets. So, to ensure effective transport operations, there is a significant need for high-torque trucks.

Some of the truck manufacturers that enable the effective transportation of fruits and vegetables and enhance logistics businesses by offering reliable trucks include Maruti Suzuki, Mahindra, Tata Motors, Eicher Motors, and BharatBenz, among others. These truck manufacturers offer reliable solutions to help such businesses maximise uptime.



First on this list is a light commercial vehicle, the Super Carry, designed to enhance fleet operations with a tested and reliable petrol propulsion unit. Precisely, the Maruti Suzuki Super Carry is equipped with a high-performance K-series, dual-jet, dual-VVT petrol engine. This engine paired with a 5-speed manual gearbox, is capable of delivering high power and

torque output. Exact figures are 79.65 hp of power at 6000 rpm and 104.4 Nm at around 2900 rpm. Thanks to this powertrain, the vehicle can also clock a top speed of 80 kmph.

To tackle steep roads or climb flyovers under load and off-load conditions, this fruits and vegetables transportation-based carrier delivers 34 percent maximum gradeability. Speaking of load, the Maruti Suzuki Super Carry has a 750 kg rated payload capacity. The vehicle comes with a load body deck measuring 2183 mm in length, 1488 mm in width and 300 mm in height to carry out transportation of bulk goods in a single trip.

The Mahindra Supro Profit Truck Excel also has a spot in this listicle due to its high-performance capabilities

enabled by its powertrain. The Supro Profit Truck Excel is equipped with a tested and proven 909 cc, direct injection diesel engine, paired with a 5-speed manual transmission. What do these translate to? Performance and efficiency. Precisely, this engine enables the

truck to deliver 26.01 hp of power at 3600 rpm and 55 Nm of torque at around 1800-2200 rpm. The unit also delivers 23.61 kmpl of fuel efficiency.

What about payload capacity? The Mahindra



Supro Profit Truck Excel can accommodate voluminous or large goods thanks to its 900 kg rated payload capacity and large load body. To point out, the cargo body measures 2515 mm in length, 1540 mm in width and 319 mm in height to carry large goods in a single trip and improve turnaround times. Speaking turnaround efficiency, to ensure low refuelling intervals, the truck gets a 30 diesel fuel tank.

If you are in search of something bigger, which is compact yet spacious, the Tata 407 Gold SFC can be a commercial vehicle that meets such business needs. The Tata 407 Gold SFC is yet another high-performance light commercial vehicle solution engineered to enhance the fleet performance of fruit and vegetable transportation businesses in India. How does it manage to do so? The



secret lies in its powertrain design - built for heavy-duty performance.

To pinpoint, the Tata 407 Gold SFC Diesel truck is outfitted with a 2956 cc, 4SP, 4-cylinder in-line water-cooled diesel engine. This engine is paired with a G440 - 5-speed manual transmission, which enables the truck to deliver 99.90 hp of power at 2800 rpm and 300 Nm at around 1000-2200 rpm. Thanks to this precise configuration, the truck can deliver approximately 10 kmpl of fuel efficiency. To ensure continuous operations, the truck also gets a large 60-litre diesel tank. This makes it a solid solution for intra-city operations.

While we have delved into petrol and diesel-powered light commercial vehicles, let us also consider a CNG-propelled truck designed to be an efficient and powerful solution - The Eicher Pro 2059 CNG truck. The Eicher Pro 2059 CNG truck is a solid solution, thanks to its high-performance CNG engine; the vehicle is equipped with an E483 naturally aspirated CNG engine paired with an ET30S5 5-speed manual transmission.



This engine and transmission aforementioned, enable the Eicher Pro 2059 CNG truck to deliver 93.87 hp of power at 3100 rpm and 245 Nm at around 1600 rpm. Thanks to this powertrain configuration, the Pro 2059 CNG is capable of delivering a fuel efficiency of approximately 10-11 km/kg. Moreover, the main highlight of the truck is its large 270-litre capacity fuel tank, offering high range

efficiency. What about load carrying capacity?

The Eicher Pro 2059 CNG comes with a 3350 kg rated-payload capacity and features a large load body to accommodate bulk fruits and vegetables sacks. The vehicle is also offered in two different wheelbase options to meet the specific requirements of customers: 2580 mm and 3370 mm. The 2580 mm wheelbase variant comes with a load body measuring 3177 mm in length, while the 3370 mm wheelbase variant gets a 4325 mm long cargo body. The width of the load body on these two variants measures the same: 2002 mm.

Last but not least, we have the BharatBenz 3526R diesel haulage truck engineered for long-distance and inter-city fruit and vegetable transport applications. What makes it an ideal solution for such transport operations? The answer lies in the powertrain configuration and

aggregate integrations. To specify, the 3526R is equipped with a 6700 cc, 6D26 diesel engine paired with a slick-shifting G85 model 6-speed manual transmission aggregate.

What makes the above-mentioned powertrain unique? This powertrain configuration of the BharatBenz truck enables the vehicle to churn out a staggering 249.43 hp of power at 2300 rpm and 950 Nm of maximum torque output at around 1000-1800 rpm. The high power and torque output performance is not just what it excels at; the truck delivers 6.5 kmpl of fuel efficiency. What's more? The 3526R comes with a large 380-litre capacity fuel tank with a 355-litre filling capacity and a 60-litre DEF

tank; both ensure high vehicle uptime.

Additionally, the vehicle offers over 20,000 kg rated payload capacity, making it an ideal solution for carrying fruits and vegetables sacks or bags in bulk from State to State in India. To suit such businesses which scale from medium to large enterprises, the truck is offered in multiple load body length options: 7905 mm (5775 mm wheelbase), 8505 mm (6375 mm



wheelbase), and 9825 mm (6375 mm wheelbase). Nevertheless, all variants offer 20.5 percent gradeability and 210 mm ground clearance to navigate urban and rural conditions.

Running a reefer truck business comes with certain expenses. The cost of acquiring a reefer truck is high - this would require businesses to buy a cabin and chassis model, and build an aftermarket container and integrate a Transport Refrigeration Unit; an additional cost incurred after purchase of the truck from a dealership. That's not all, a reefer infrastructure is required, playing a key role in the loading and unloading of goods with thermal efficiency.

Furthermore, Ethylene gas is released from certain fruits and vegetables, which causes other produce to ripen and spoil faster. Hence, transporters must be aware of using specialised packaging and the separation of such fruits and vegetables. Nevertheless, due to these complexities of transportation, the business is perfect for driving higher profitability.

NHAI Undertakes Project to Remove Traffic Bottleneck at Subroto Park Airforce Station in Delhi

In order to improve traffic flow and enhance connectivity between Dhaula Kuan and Delhi Airport, NHAI has undertaken widening of carriageway on LHS (towards Gurugram) from 2 Lane to 4 Lane at the Subroto Park Air Force Station in New Delhi.

The project will help to remove the traffic bottleneck on the left side of the road at starting of Parade Road underpass where traffic movement is currently restricted towards Gurugram from Delhi. At this junction, the road tapers into 2-lane from 4-lane on LHS due to presence of Metro Pillar at the edge of the carriageway. To create space for road widening, relocation of drain, peripheral road and building of the Air Force Station is being done. The project is expected to be completed in about six months.

The project also includes construction of a new Foot Over Bridge (FOB) near Subroto Park Air Force Station at starting of RTR flyover, for enhancing safety and providing better



connectivity to pedestrians. Apart from this, the project will have enhanced drainage system that will help in efficient disposal of rain/surface water.

The initiative also focusses on environmental sustainability, with include plans for tree transplantation as well as deployment of anti-smoke guns and water sprinklers to minimize pollution during construction. Also, traffic marshals, tow-away cranes and

safety cones will be placed at the project site to effectively manage moving traffic on the National Highway during the project implementation.

Widening of this section will bring significant improvement to the infrastructure & transportation network in National Capital Region and enhance Delhi – Gurugram connectivity that will benefit commuters and residents alike.

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*Why try to prove yourself?
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Brahma Kumaris

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Euler Motors Launches Euler Prime Preemptive On-the-Spot Support Solution for Customers in More Than 45 Cities

Euler Motors announced the launch of Euler Prime, which is a real-time, on-the-go vehicle support system intended to provide its customers in more than 45 Indian cities with fast, smart, and preemptive assistance. The initial phase of the plan will be implemented in Delhi, Gurgaon, Noida, Lucknow, Kanpur, and Patna. Let's explore in detail the benefits to customers.

Euler Prime is a solution designed to assure optimum uptime for Euler Motors' commercial vehicles, allowing customers to earn more while ensuring prompt assistance when required. A trained Prime team will be sent out via mobile bikes and vans in the event of an unfortunate vehicle breakdown in the city or on the outskirts in order to arrive on time and address problems on the spot.

Shepherd, Euler Motors' in-house developed vehicle intelligence platform, is the core of this capability. Shepherd makes predictive maintenance, remote monitoring, and live diagnostics possible, spotting any problems before the driver even realises it. Real-time connectivity between the vehicles, services, and operations is made possible by the backend systems.

All new Euler customers and those covered by the Annual Maintenance Contract (AMC) can now utilise the Prime support solution, while the existing customers can do so on a paid basis. Prime teams are supposed to



reach the vehicle within ninety minutes in urban areas. Response and resolution times for highway coverage and outer-city support may vary depending on the area, with a goal of 4-5 hours for problem resolution.

Highlighting the Euler Prime, Ashish Tandon, Global Head of Customer Excellence, Euler Motors, said, "Euler Prime is a significant milestone in our mission to deliver an exceptional and seamless ownership experience to our customers. Delivering the highest utilisation of EV assets is the main motto behind Euler Prime. We have reimagined customer support as a proactive, real-time solution that keeps our customers' businesses moving," reported TrucksDekho.com.

He further added, "By combining on-ground rapid response with the intelligence of our Telematics –

Shepherd platform, we are ensuring that vehicle uptime is maximised and disruptions are minimised. This is about delivering confidence on wheels – acting before a problem becomes a roadblock and turning service into a true enabler of productivity and profitability."

Euler Motors' emphasis on creating an ownership ecosystem that puts uptime, responsiveness, and simplicity first is also reflected in Euler Prime. With this introduction, the company reaffirms its wider vision that commercial EVs are more than simply products – they are intelligent systems that anticipate problems, react quickly, and provide customers with timely service. It also highlights the Euler pledge, 'We shall never leave you on the road, alone.'

BillionE Mobility Integrates Netradyne's AI Solutions to Enhance Electric Fleet Safety



Fleet optimisation and safety enhancements can be determined with the integration of technological solutions. In this regard, BillionE Mobility, an electric mobility service provider, has adopted Netradyne's fleet performance and safety management solution. The integrated Netradyne Driver i solution will ensure effective fleet-focused management operations leveraging AI-enabled telematics. With this operational support, high uptime is expected.

BillionE Mobility announces that the full range of Driver i solutions is under consideration. The company is focused on enhancing fleet and other service operations, ensuring effective analysis with platform-based insights projected. The integration of the system in the fleet will enable BillionE Mobility to also monitor driver behaviour in real-time for high safety. The system provides alerts when

distracted driving, tailgating behaviours are detected.

Additionally, positive driving behaviours are monitored for analysing fleet performance under various operating conditions and scenarios. Also, real-time videos can be pooled to assess driving habits and behaviours that can be a cause for safety concern. While the system was initially integrated in the Ashok Leyland fleet with basic notifications, the need for Netradyne's advanced solutions seems the right requirement for further enhancing safety.

Sanjeev Kulkarni, CEO, BillionE Mobility, shared insights, "As reliability is the core element of our business, we as an entity prioritise safety and efficiency in our day-to-day operations. While our Ashok Leyland electric commercial vehicle fleet incorporated Netradyne's basic notification functionality (alerts), we quickly understood the need to go beyond just basic alerts. Leveraging

Netradyne's tech will enable our fleet to advance in terms of safety," reported TrucksDekho.com.

Kulkarni also reiterated the importance of these solutions, which can enhance on-ground airport support, featuring AI-enabled operator monitoring and coaching to set significant safety in ground operations. It was pointed out that the enhancement of fleet safety comes with solutions such as the Driver i solutions developed by Netradyne.

Netradyne and BillionE Mobility point out that the adoption of AI-based technologies and telematics solutions determines fleet safety and reliability to a large extent. The partnership is a reflection of an increase in the adoption of telematics solutions in the fleet management processes. The two entities are an example of innovators establishing high safety standards in fleet business operations to maximise uptime and customer profitability to a large extent.

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"Don't let the fear of losing be greater than the excitement of winning." -- Robert Kiyosaki

Best Tipsto Choosea Commercial Vehicle Battery

For your commercial truck to operate at its best and survive a long time, you must select the correct battery. Here's a comprehensive manual to explain key elements such as battery types, capacities, and compatibility with your truck's requirements, breaking down the choosing process step by step.

This guide makes it easier for fleet managers and vehicle owners to make decisions, whether they are dealing with heavy-duty tasks or multiple battery systems. You can maximise the performance of your commercial vehicle, decrease downtime, and increase the efficiency of your truck by making informed decisions.

For trucks and other fleet vehicles to run smoothly and reliably, commercial vehicle batteries are essential. The batteries, which act as the electrical powerhouse, are in charge of starting the engine, supplying electricity to vital parts like lighting and electronics, and assisting auxiliary systems. Strong and large-capacity batteries are necessary to meet the energy needs of heavy-duty trucks due to the demanding nature of commercial applications.

Because optimal engine performance is made possible by a well-maintained and sufficiently charged battery, these batteries also play a major role in fuel efficiency. A reliable battery is crucial for commercial operations to avoid unplanned malfunctions, minimise downtime, and eventually increase the fleet's overall productivity and efficiency. For commercial vehicle batteries to perform flawlessly and last a long time, regular maintenance and battery selection are essential.

The choice of commercial truck battery directly impacts performance, reliability, and overall fleet efficiency. Several factors must be carefully

considered to ensure the chosen battery satisfies the particular requirements of applications. Here is a thorough explanation of the crucial factors to consider before choosing a commercial vehicle battery.

Lead-acid and absorbed glass mat (AGM) batteries are the two primary battery types used in commercial vehicles. While AGM batteries provide better performance, a longer lifespan, and require no maintenance, lead-acid batteries are more affordable and reliable. When choosing between these options, you can take your fleet's unique requirements, maintenance preferences, and budget into account.

The amount of energy that the battery can store is indicated by its capacity, which is expressed in ampere-hours (Ah). Larger capacity batteries are necessary for commercial vehicles with larger electrical demands, such as those with refrigeration units (reefer trucks) or extra electronic equipment. To get the right battery capacity rating (Ah rating) for the best performance, you can evaluate the power needs of your fleet.

Cold Cranking Amps (CCA) is an important factor, particularly in colder regions. It stands for the battery's capacity to start the engine at low temperatures. Choosing a battery with a greater CCA ensures reliable starting performance for commercial vehicles operating in colder climates. If the fleet operator-cum-owner usually operates in the snowy or cold regions like the Himalayan areas, then such trucks need to have a battery with more CCA for smooth transportation.

In the event of an alternator failure, the Reserve Capacity (RC) gauges the battery's capacity to power critical systems. A higher RC is beneficial since it gives the truck more time to run without the alternator. This is

especially crucial when the engine may be running for long stretches of time without charging the battery, helping in reliable long-hour haulage operations.

Rough and uneven road surfaces can cause vibrations in commercial trucks. Selecting a truck battery with improved vibration resistance enables reliable operation even in challenging conditions and helps extend its lifespan. You should also make sure the battery you select is compatible with your truck's specified battery compartment. To find the right physical dimensions and terminal placement for a seamless fit, you can go through the vehicle's manual.

You can take your fleet's maintenance preferences into account. AGM batteries provide a hassle-free alternative to traditional lead-acid batteries, which could need regular inspections and water top-ups. You can choose a battery type that complements your fleet management plan by weighing the trade-offs between maintenance needs. Certain commercial cars might run in start-stop mode or have different charging patterns. Choose a battery that can withstand repeated charging cycles without experiencing noticeable deterioration and that has good charging efficiency.

In the bottom line, prioritising quality is crucial, but keep your budget in mind. You can consider each battery option's lifespan, performance, and maintenance needs when determining how cost-effective it is. Fleet managers and owners of commercial vehicles can choose batteries for their vehicles by carefully weighing the abovementioned considerations. Selecting the appropriate battery not only improves the fleet's reliability and efficiency but also eventually reduces costs and facilitates more seamless operations.

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KEY FACTS

Group Turnover



\$600 Mn.
(in 2017-18)

Employee
Strength



6000+

Vehicles/day
Managed on Road



12000

Cargo Ships
(Coastal Waters)



6

Warehouse
Covered Area



12 (million sq. Ft.)

Own Branch
Network



1400+

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FADA CV Sales Reports a Modest Upswing with Growth of 2% YoY in the First Half of FY 2026



According to recently released data from the Federation of Automobile Dealers Associations (FADA), the Indian commercial vehicle (CV) sales witnessed a slight increase, rising 2% year-over-year (YoY) to 4,63,695 units in the first half of the fiscal year 2025 (H1FY26). This sales performance indicates a change in the CV segment's demand dynamics. The light commercial vehicle (LCV) and medium commercial vehicle (MCV) categories were the main drivers of the restricted growth. Scroll down the page for further details.

Strong statistics were recorded in the first few months of the year, but January witnessed an 8.2% increase. But there was a fluctuation in the monthly figures. A general trend of "elevated inventory at the dealerships' end" was reflected in the 3.7% YoY

fall in retail volumes in May 2025. The heavy commercial vehicle (HCV) segment's poor performance was the primary factor limiting overall sales growth. Retail sales in the CV segment as a whole increased by just 2% over that time.

After a slight 1.2% decrease in FY25, rating agency ICRA predicted a small YoY expansion of 3-5% in wholesale commercial vehicle volumes for FY26. A stable macroeconomic climate and a resurgence in infrastructure and building projects are anticipated to underpin this expansion. Due to significant replacement demand, the buses category is predicted to increase at the fastest pace of 8 to 10%.

The M&HCV trucks segment is expected to expand by 0 to 3% YoY, while the LCV trucks segment is expected to rise by a moderate 3 to 5% YoY. Both truck segments depend on

an increase in mining and construction activities as a supporting factor.

Anurag Singh, Advisor at Primus Partners, said, "Light and medium commercial vehicles have grown, indicating an increase in economic activity, especially in intracity and short-haul. The HCV segment has declined primarily due to better roads and less time wasted at tolls and checkpoints. This increase in productivity for existing fleets has decreased the immediate need for replacements, thereby softening the demand for new heavy-duty trucks," reported TrucksDekho.com.

He added, "Despite the current challenges, the outlook for the commercial vehicle market remains positive. The prospect for all three segments – LCV, MCV, and HCV – is favourable in the wake of good monsoons and increased economic activity due to GST reduction."

Indian Commercial Vehicles Registered A 17.69% YoY Sales Growth in October 2025

The Federation of Automobile Dealers Associations (FADA) has released the retail commercial vehicle (CV) sales data for October 2025 in India. This FADA sales report also includes the sales numbers for the 42-day festive period this year. It analyses the fuel-wise commercial vehicle market share, retail strength index on the basis of urban and rural RTOs, and retail market share of different commercial vehicle manufacturers. Read more.

Between October 2024 and October 2025, retail sales of heavy commercial vehicles (HCVs) fell by 5.76% YoY, from 29,376 units to 27,685 units. On the MoM (month-on-month) comparison, the HCV category witnessed 29.31% MoM sales growth. Light commercial vehicle (LCV) sales increased 64.33% MoM and 29.84% YoY from 56,182 units in October 2024 to 72,948 units in October 2025. The medium commercial vehicle (MCV) category observed a 14.70% MoM and 19.78% YoY increase in



retail sales from 5,992 units sold in October 2024 to 7,177 units sold in October 2025. Overall, Indian commercial vehicle retail sales increased by 17.69% YoY from 91,635 units in October 2024 to 1,07,841 units in October 2025. On MoM, the CV segment reported a 49.52% MoM rise after comparing last month's sales of 1,07,841 units with 72,124 units sold in September 2025.

As per the fuel-wise commercial vehicle retail market share for October 2025, diesel fuel accounts for 81.67% of the Indian commercial vehicle

market, showing a slight decline in its share from 81.83% share in September 2025. Diesel fuel in commercial vehicles shares followed by CNG or LPG at 12.48%, rising from 11.81% share in September 2025.

Petrol or Ethanol holds third place in the chart, showing a 4.18% share in the commercial vehicle market in October 2025. Eco-friendly EV powertrain stands at 1.64%, declining from a 2.18% share in September 2025. Hybrid commercial vehicles are also starting their journey with a current 0.03% share in October 2025.

— x —



*Some people never mature because of a fear aging,
and some because they refuse to accept responsibility.*

Brahma Kumaris

Truck Manufacturers Push for New Evaluation Standards Under CAFE Norms Implementation Process for CVs

India's commercial vehicle manufacturing landscape is facing a regulatory challenge with vehicle development and production. The immediate need for decarbonisation had shifted the focus to the development of zero-emission electric commercial vehicles. But, truck manufacturers are now particularly concerned about internal combustion engine trucks. Why? The reason established is the Corporate Average Fuel Economy (CAFE) norms.

CAFE Norms are regulatory standards that require vehicle manufacturers to focus on efficiency targets. It has a policy framework that is leveraged globally to reduce carbon dioxide emissions from vehicles. But, truck manufacturers in India raised concerns. They state that the applied laboratory standards are designed for cars and are not accurately meant to reflect trucks' operating conditions, which obviously undergo tough conditions, reported TrucksDekho.com.

The commercial vehicle industry has initiated a collective effort with a counter-proposal signifying that efficiency should be calculated for medium and heavy commercial vehicles. The commercial vehicle body and the Society of Indian Automobile Manufacturers (SIAM) have reached a common ground under submission of this recommendation to the Bureau of Energy Efficiency and the Ministry of Road Transport and



Highways.

Based on discussions and insights from experts, instead of the standard measurement criteria based on the 'constant speed and fuel consumption measurements', a tool is adopted - Bharat Vector Tool. What does it do? The tool is deemed an energy consumption measurement system that offers real-time insights into fuel consumption and carbon dioxide emissions from commercial vehicles. This tool identifies the elements based on applications.

To be more precise, the tool offers real-life representations regarding fuel consumption and carbon dioxide emissions from commercial vehicles based on varied operating conditions. Real-life driving cycles under varied operating conditions featuring diverse loads are considered rather than

artificial constant speed measurements. This tool is deemed the key to solving the emission measurement problem and reducing carbon footprint.

Light commercial vehicles and vehicles under the N1 category are exempt from the aforementioned section-oriented measurement criteria. This is due to their smaller environmental impact and fuel consumption levels registered at less than 2 percent in the overall transport sector. Considering this insight, showcasing minor environmental impact by LCVs in comparison to the HCV segment, the industry body has decided to exempt the N1 category from the new regulatory requirements and adherence to these newly set standards.

CV Retail Strength Index Based on RTOs For October 2025

According to the all-India commercial vehicle retail strength index based on urban and rural RTOs for October this year, the commercial vehicle segment experienced a 25.09% YoY gain in rural areas and 10.77% YoY growth in urban areas. The MoM comparison shows that the segment in urban areas rose 38.36% MoM, while rural areas rose 61.90%. In October 2025, retail sales of commercial vehicles were 48.6% in urban areas and 51.4% in rural areas.

Highlighting October 2025 retail performance, C.S. Vigneshwar, President, FADA, stated, "October'25 will be remembered as a landmark month for India's auto retail, where reforms, festivities, and rural resurgence came together to deliver record-breaking results. After an almost quiet September for the first 21 days due to the GST 2.0 transition, October witnessed a swift rebound — almost like a hurdle race where pent-up demand passed the baton to festive sentiment and tax-cut excitement, propelling sales to historic levels."

He added, "The Commercial Vehicle segment expanded 18%, aided by freight movement and infrastructure activity. The introduction of GST 2.0 proved transformational, especially for the cost-sensitive first-time buyer. This affordability boost, timed perfectly with the festive season, turned sentiment into action. October 2025 stands as a defining chapter — a month when good policy, strong sentiment, and grassroots prosperity combined to create history for Indian

auto retail."

During the 42-day festive period this year, the Indian commercial vehicle segment registered the retail sales of 1,39,586 units compared to 1,21,350

During the 42-day festive period this year, the Indian commercial vehicle segment registered the retail sales of 1,39,586 units compared to 1,21,350 units sold in the same festive season last year, highlighting the sales growth of 15.03% YoY. The 42-day festive period of 2025 stands as a defining milestone for India's auto retail, delivering the highest-ever sales and growth across categories

units sold in the same festive season last year, highlighting the sales growth of 15.03% YoY. The 42-day festive period of 2025 stands as a defining milestone for India's auto retail, delivering the highest-ever sales and growth across categories.

Reflecting on the 42-day Festive Period commercial vehicle retail

performance, C.S. Vigneshwar, President, FADA, stated, "Dealers nationwide reported record enquiries, higher conversions, and a palpable sense of optimism as customers advanced their buying decisions to benefit from reduced GST rates and attractive festive schemes. The commercial vehicle segment recorded 15% YoY growth, driven by rising freight activity, rural logistics, and infrastructure push — sectors that have directly benefited from the Government's Viksit Bharat development agenda," reported TrucksDekho.com.

Several positive macro and policy elements come together to strengthen the near-term outlook. A key component of the government's 'Simpler Tax, Stronger Growth' and 'Viksit Bharat by 2047' strategy, the GST 2.0 changes continue to drive affordability, particularly in the mass and entry-level segments. Retail momentum is anticipated to be maintained by strong post-harvest rural cash flows, marriage season demand, and increased stock availability across categories.

Stable fuel prices, improved financing terms, and upcoming new model releases all contribute to a favourable environment for sustained expansion. Commercial vehicle dealers point to a strong order pipeline and consistent freight flow, bolstered by infrastructure activities and the ongoing effects of GST 2.0 on logistics efficiency. Hence, FADA looks for November 2025 with cautious optimism.

x

"If you really look closely, most overnight successes took a long time." -- Steve Jobs

Round-Trip Truck Rentals Remain Firm Across Important Routes in India

According to the latest Shriram Mobility Bulletin for November 2025, the arrival of Kharif crop produce bolstered truck movement across the country, and the deferral of the entry ban on non-BS 6 commercial vehicles into the Delhi-NCR (National Capital Region) for one year was welcomed by truckers. For additional information about truck rentals on important routes, the retail sales of different categories of commercial vehicles and three-wheelers, fuel consumption, and more in October 2025, scroll down the page. The Shriram Mobility Bulletin's statistics reveal that round-trip truck rentals for an 18-tonne payload remained firm across key truck routes in October 2025. Truck rentals on major routes, such as Delhi-Kolkata-Delhi, increased by 1.9% month over month (MoM), while Delhi-Hyderabad-Delhi experienced a rise of 1% MoM. Bengaluru-Mumbai-Bengaluru and Kolkata-Guwahati-Kolkata routes witness a similar 0.7% MoM truck rental growth. Important routes like Mumbai-Chennai-Mumbai and Bengaluru-Kolkata-Bengaluru registered a slight truck rental rise of 0.6% MoM and 0.5% MoM.

Only two truck routes – Delhi-Kolkata-Delhi and Delhi-Bengaluru-Delhi – noted no change in truck rental rates in October 2025 compared to their respective rates in September 2025. But Delhi-Chennai-Delhi and

Mumbai-Kolkata-Mumbai routes saw a truck rental drop of 0.5% and 1% MoM, respectively. It is highlighted in the report that the trucking activities were hampered in northern India, especially in Punjab, Himachal Pradesh and Uttarakhand due to heavy rains.

The Shriram Mobility Bulletin for November 2025 highlights that the GST Bachat Utsav lifted the sales of all vehicle categories. With sales of 95,304 units in the last month, the goods carrier category recorded a 23% YoY and 58% MoM retail sales growth in October 2025. The retail sales of e-rickshaws with carts rose by 18% YoY and 16% MoM by selling 6,979 units in October this year.

After the retail of 15,238 units of cargo three-wheelers in October 2025, this vehicle category noted a 20% YoY and 59% MoM sales growth. But the bus category saw an 11% YoY retail sales decline and a slight 2% MoM growth in the last month after selling 5,604 units. With sales of 4,391 units, the agricultural trailer also observed a drop of 7% YoY and a rise of 8% MoM in October 2025.

EV (Electric Vehicle) sales for October month were among the highest-ever across the vehicle categories, as released by the November Shriram Mobility Bulletin. In the Indian EV market, the electric 3-wheeler experienced a 324% YoY and 16% MoM retail sales growth by selling 32,000 units in October 2025.

It shows that strong traction was maintained in the EV market, demonstrating ongoing adoption in last-mile and commercial mobility.

In October this year, lower demand from agriculture, mining, and related infrastructure resulted in reduced diesel fuel consumption in terms of volume in metric tonnes (MT). Diesel consumption dropped 0.5% YoY from 7.65 MT in October 2024 to 7.61 MT in October 2025, but increased 12% MoM. Consumption of petrol increased 8% MoM and 7% YoY, driven by festive-related travels during the last month.

Y.S. Chakravarti, CEO and Managing Director, Shriram Finance, stated, "Deepavali delivered exceptional results, with truck rental rates remaining firm and automotive sales across all categories achieving record highs. The focus now is on sustaining this momentum, although a moderation in vehicle demand is anticipated in the coming weeks," reported TrucksDekho.com.

Thanks to a strong festive month and favourable macroeconomic conditions, India's logistics sector is well-positioned for sustainable growth, driven by rising Kharif crop production, regulatory stability, and EV adoption. On a YoY basis, FASTag collection volumes increased by 1% and values increased by 5%, suggesting that highway traffic and toll efficiency have been steadily improving.

Shamlaji–Motachiloda section of NH-48 in Gujarat

Union Minister Nitin Gadkari inspected the under-construction 6-lane Shamlaji–Motachiloda section of NH-48, along with Gujarat Chief Minister Bhupendra Patel Ji and senior officials.

During the visit, Gadkari Ji reviewed key structures, including the Motipura Flyover at Ch. 492 near Himmatnagar and the VUP at Ch. 524 near Majra. He directed officials to expedite the completion of remaining structures and concrete service roads, ensuring proper drainage systems.

Gadkari Ji also instructed strict action against agencies responsible for lapses



or delays, and stressed the need to ensure robust road safety measures and smooth riding quality for commuters.

Greenfield Vadodara–Mumbai Expressway

Union Minister Nitin Gadkari Ji inspected Package 6 and Package 7 of the Greenfield Vadodara–Mumbai Expressway, an important component of the ambitious Delhi–Mumbai Expressway corridor.

Accompanied by senior officials from MoRTH and NHAI, he reviewed the progress of these crucial packages and directed teams to ensure strict adherence to quality standards, timely completion, and robust safety measures at all construction sites.

Gadkari Ji stated that the expressway will significantly reduce travel time, enhance connectivity to major industrial hubs and PM Gati Shakti nodes, and boost economic growth across Gujarat and Maharashtra.

NH-53 in Gujarat



Union Minister Nitin Gadkari Ji inspected the ongoing maintenance activities and black-spot rectification works on the Surat–Hazira section of NH-53 and the Surat–Vapi section of NH-48. He also held discussions with senior MoRTH officials to review on-ground progress and address commuter challenges on these key stretches.

Gadkari Ji emphasized the urgency of timely completion of all pending works and underscored the need for continuous enhancement of riding quality and road safety. He stated that these critical highway corridors, which connect major industrial and commercial hubs, must deliver safer and smoother travel for all road users.

x

Indian Trucks to Get ADAS Soon



The heavy vehicles that dominate Indian highways will soon start getting the kind of safety technology currently seen mainly in premium passenger cars. The Ministry of Road Transport and Highways (MoRTH) has notified amendments to motor vehicle regulations, making Advanced Driver Assistance Systems (ADAS) mandatory for trucks and buses over the next two to three years, reported Cartoq Intelligence Platform.

The rules, gazetted on 21 November 2025, set phased deadlines for electronic safety systems across M2, M3, N2 and N3 categories. In simple terms, this covers all buses, from minibuses to large coaches, and medium to heavy goods vehicles.

What becomes mandatory, and when? From 1 January 2027, all new models of buses and trucks in these categories must be fitted with Vehicle Stability Function (VSF) and Advanced

What becomes mandatory, and when? From 1 January 2027, all new models of buses and trucks in these categories must be fitted with Vehicle Stability Function (VSF) and Advanced Emergency Braking Systems (AEBS). Existing models already in production must comply by 1 October 2027

Emergency Braking Systems (AEBS). Existing models already in production must comply by 1 October 2027.

VSF is designed to prevent rollovers

and loss of control by selectively applying brakes and cutting engine power when it detects that the vehicle is about to skid or tip. AEBS automatically detects a potential forward collision and applies the brakes if the driver does not react in time to warnings, helping to avoid or reduce the severity of rear end crashes.

Lane Departure Warning Systems (LDWS) are next in line. LDWS will be mandatory from 1 October 2027 for new models and from 1 January 2028 for existing models. These systems alert drivers through visual, sound or haptic feedback when the vehicle drifts out of its lane without the indicator being used, a common cause of side swipes and run off road incidents involving heavy vehicles.

New focus on driver monitoring: The regulations also introduce compulsory driver monitoring and surrounding awareness systems for these vehicles. This includes Driver Drowsiness and

Attention Warning systems, Blind Spot Information Systems (BSIS) and Moving Off Information Systems (MOIS).

These features must be installed in new M2, M3, N2 and N3 vehicles from October 2027, with existing models brought into compliance by January 2028.

Drowsiness and attention systems assess driver alertness through vehicle data and behaviour patterns. When the system detects signs of fatigue or inattention, it warns the driver so they can take corrective action, such as slowing down or taking a break. Given that truck and bus drivers often spend long hours on highways, including night driving, this technology targets a major cause of serious crashes.

BSIS is aimed at reducing accidents caused by vehicles or pedestrians hidden in the large blind spots alongside heavy vehicles. MOIS helps prevent collisions when a stationary truck or bus starts moving off, by detecting road users close to the front or sides at low speeds.

Changes to vehicle width rules for sensors: To support the integration of these systems, the ministry has also revised how vehicle width is measured. Several external components will now be excluded from the official width calculation.

These include rear view mirrors, guard rails, direction indicators, side footsteps, rubber beading up to 20 mm on each side, and importantly, external sensors and housings for ADAS systems such as BSIS and MOIS.

This gives manufacturers more flexibility to add cameras, radar units and other detection hardware on the outside of the vehicle without worrying about breaching width limits as they add safety technology.

What it means for manufacturers and fleets? Industry observers say the



What it means for manufacturers and fleets? Industry observers say the mandate brings India closer to global commercial vehicle safety practices, particularly in Europe, where stability control and autonomous emergency braking are already standard on many heavy vehicles. The changes directly target two major causes of serious accidents involving trucks and buses: rollovers, addressed by VSF, and rear end collisions, addressed by AEBS and LDWS

mandate brings India closer to global commercial vehicle safety practices, particularly in Europe, where stability control and autonomous emergency braking are already standard on many heavy vehicles. The changes directly target two major causes of serious accidents involving trucks and buses: rollovers, addressed by VSF, and rear end collisions, addressed by AEBS and LDWS.

Manufacturers will need to upgrade platforms and electrical architectures to support these systems and meet the phased deadlines. That will add some cost per vehicle, which is likely to be passed on at least partly to buyers. Fleet operators can therefore expect marginal price increases as ADAS features become standard equipment.

Road safety advocates have long pointed out that crashes involving heavy vehicles cause disproportionately severe damage and loss of life because of the size and weight involved. With these new rules, trucks and buses sold in India will begin to close the gap with passenger cars on active safety, using electronics to help drivers avoid accidents rather than relying only on stronger structures and basic braking systems.

India's Road Carnage: Fatalities Soar 80% in Two Decades Despite Only 10% Rise in Accidents



Data from the Union Ministry of Road Transport and Highways paints a grim picture. In 2023 alone, nearly 500,000 accidents were reported, resulting in over 150,000 deaths — the highest in 19 years.

Between 2005 and 2023, road accidents in India rose by 10 per cent, but “number of persons killed” or fatalities surged by over 80 per cent, showing how crashes are becoming increasingly lethal. Over-speeding continues to be the single biggest cause of road deaths.

In 2022, more than 110,000 accidents occurred on national highways due to overspeeding, with close to 50,000 fatalities — the largest share among all causes. Ministry data shows that since

record-keeping began, over-speeding has remained a consistent and deadly factor. Back in 2009, it was responsible for 45 per cent of all road accidents.

The lack of basic driving sensibilities compounds the problem. In 2023, more than 3,000 deaths were linked to drunken driving, and nearly 10,000 deaths occurred because drivers were travelling on the wrong side of the road. Police confirmed that in the recent Jaipur accident, the truck driver was under the influence of alcohol.

Why, then, do Indians over-speed? Part of the problem may lie in how roads are used — with pedestrians, two-wheelers and heavy vehicles competing for the same space. This happens despite India having the second-largest road network in the

world, spanning over six million kilometres.

But according to some experts, the infrastructure often fails to accommodate such diversity safely. While the country has rapidly expanded its highway network, safety engineering has lagged behind; poor road design, inadequate signage, substandard construction and lax enforcement continue to make Indian roads perilous, found a report by British news website BBC.

Overall, road accidents accounted for 2.9 per cent of all deaths between 2021 and 2023, according to the Sample Registration System of the Office of the Registrar General & Census Commissioner. This is a higher share than diseases such as tuberculosis, diarrhoeal infections and malaria.



7 Tips For **SAFE WINTER DRIVING** *for Truckers*

1

TAKE IT SLOW

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



2



GIVE YOURSELF SOME SPACE

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

SPLIT FROM THE PACK

3

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



4

PLAN FOR THE WEATHER

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



6

FILL YOUR FUEL TANK

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



STOCK UP ON EXTRA EQUIPMENT



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

5

7

USE GOOD JUDGEMENT

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



Can a Hospital's failure to notify police about road accident affect compensation claim? Karnataka High Court answers

In the case at hand, a couple on a motorcycle was hit by another motorcycle driven in a negligent manner, and their compensation claim was denied.

Karnataka High Court: In a set of two appeals filed separately by husband and wife under Section 173(1) of the Motor Vehicles Act 1988 ('MV Act') seeking modification in the judgment passed by the Court of Principal Senior Civil Judge and Additional Motor Accident Claims Tribunal ('Tribunal') by which their claim for compensation was rejected, a Single Judge Bench of, **Chillakur Sumalatha, J.**, held that the failure on the part of hospital authorities to give intimation to police about road accident should not affect the chances of the claimants getting compensation in motor accident claims.

Accordingly, the Court directed the Tribunal to restore both the cases and decide the matters afresh on merits.

Background:

In February 2013, while the couple was proceeding on a motorcycle and while the husband was riding it, another motorcycle which was driven by its rider in a rash and negligent manner, hit their motorcycle, due to which they fell and sustained injuries. Consequently, they preferred claim petitions which were dismissed by the Tribunal stating a delay in filing complaints to the police.

The appellants contended that immediately after the accident, they were shifted to hospital for treatment

as they were getting treated and were attending to one another; they could not concentrate on lodging complaints to police immediately. Per contra, the respondents argued that there was no

The appellants contended that immediately after the accident, they were shifted to hospital for treatment as they were getting treated and were attending to one another; they could not concentrate on lodging complaints to police immediately. Per contra, the respondents argued that there was no intimation from hospital authorities regarding the alleged accident

intimation from hospital authorities regarding the alleged accident.

Analysis and Decision:

The Court examined the wound certificate and noted that it clearly did not mention 'Road Traffic Accident'.

Further, the Court held that the failure on the part of hospital authorities to give intimation to police should not affect the chances of the claimants getting compensated for motor accident claims.

The Court stated that one should remember that the law has not fixed any time limit for lodging a complaint to the police and whether delay in setting the law into motion is fatal or not depends upon the facts and circumstances of each case. The Court further stated that

"Courts have to look whether the de facto complainant has utilized the time to give wings to his imagination, to wreck vengeance against his opponents, for discussions and deliberations, to settle scores or to prepare grounds for false claim. In case none of these exist and where the delay is due to genuine cause coupled sometimes with inability to approach police immediately, then such delay cannot come in the way of victim to get justice"

Thus, the Court allowed the appeals and set aside the impugned order. Further, the Court directed the Tribunal to restore both the cases on file and to appreciate the evidence that was brought on record in the light of the findings given by this Court and decide the matters afresh on merits.

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Higher Fitness Fees to Lift CV Demand, PV Earnings Upgrades on the Horizon

The government's move to raise fitness test fees for older vehicles is expected to support India's vehicle scrappage plans and gradually boost demand for new commercial vehicles, according to Kumar Rakesh, India Analyst—Auto & IT at BNP Paribas.

Speaking to CNBC-TV18, Rakesh said the scrappage policy has existed

Speaking to CNBC-TV18, Rakesh said the scrappage policy has existed for a few years but has not yet triggered major replacement demand.

However, the latest step — a steep hike in fitness certificate fees for vehicles older than 15 years — could help accelerate the shift

for a few years but has not yet triggered major replacement demand. However, the latest step — a steep hike in fitness certificate fees for vehicles older than 15 years — could help accelerate the shift.

With the higher fitness cost, he expects “more of scrappage happening in the country, and incrementally driving more positive demand for the new vehicle purchase.”



Under the new rules, the age slab for higher fitness-test fees has been shifted from 15 years to 10 years. The government has also introduced three clear age categories: 10-15 years, 15-20 years, and more than 20 years. Each category now carries a higher fee as the vehicle gets older.

A large number of very old and highly polluting vehicles, including BS-III models, are still running on Indian roads. These vehicles were built under lenient emission norms and, after 15–20 years of use, their pollution levels have increased even further.

He believes the government's move will help push more owners toward newer, cleaner models that follow global emission standards, which should reduce overall pollution.

Rakesh said that boosting new vehicle

sales is not the main goal of the policy, but it will likely influence buying patterns.

Rakesh said that recent market trends show early signs of a pickup in commercial vehicle demand. He believes the heavy commercial vehicle segment has likely moved past its weakest phase, supported by rising diesel consumption and steady freight rates.

According to him, several indicators now point to better demand over the coming months, helped by a low base from last year.

He also noted that light commercial vehicles are benefiting from higher GST-related activity, with enquiries improving in recent weeks.

Rakesh expects both heavy and light commercial vehicle categories to see a gradual recovery from here.



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Dwell Time Performance (October 2025): PAN India



| Pipavav | | |
|---------|---|--------|
| Import | ↓ | Export |
| 71.9 | | 99.8 |

| Hazira | | |
|--------|---|--------|
| Import | ↓ | Export |
| 40.3 | | 126.3 |

| Mundra | | |
|--------|--|--------|
| Import | | Export |
| 30.9 | | 96.6 |

| Nhava Sheva (JNPA) | | |
|--------------------|---|--------|
| Import | ↓ | Export |
| 25.3 | | 70.1 |

| Kandla | | |
|--------|---|--------|
| Import | ↑ | Export |
| 101.5 | | 95.5 |

| Tuticorin | | |
|-----------|---|--------|
| Import | ↑ | Export |
| 32.9 | | 56.0 |

| Kochi | | |
|--------|---|--------|
| Import | ↑ | Export |
| 46.9 | | 91.8 |

| New Mangalore | | |
|---------------|---|--------------|
| Import | ↓ | Export |
| 84.9, 43.5* | | 101.3, 54.9* |

| Kattupalli | | |
|------------|---|--------|
| Import | ↓ | Export |
| 39.5 | | 118.4 |

| Ennore | | |
|--------|--|--------|
| Import | | Export |
| 44.6 | | 109.3 |

| Chennai | | |
|---------|--|--------|
| Import | | Export |
| 38.1 | | 92.4 |

| Kolkata | | |
|---------|---|--------|
| Import | ↑ | Export |
| 57.3 | | 144.7 |

| Visakhapatnam | | |
|---------------|---|--------|
| Import | ↑ | Export |
| 60.1 | | 84.8 |

| Haldia | | |
|--------|---|--------|
| Import | ↑ | Export |
| 83.5 | | 144.0 |

| Gangavaram | | |
|------------|---|--------|
| Import | ↑ | Export |
| 62.7 | | 80.5 |

↓ ↑ 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



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कॉर्पोरेट मामलों और सड़क परिवहन एवं राजमार्ग राज्यमंत्री हर्ष मल्होत्रा की उपस्थिति में एसईसीआई और एनएचएआई ने स्वच्छ एवं दीर्घकालिक दिल्ली-सहारनपुर-देहरादून राजमार्ग के लिए समझौता ज्ञापन पर हस्ताक्षर किया

प्रधानमंत्री नरेन्द्र मोदी के 2070 तक देश को नेट जीरो बनाने तथा नवीकरणीय ऊर्जा एवं सतत विकास को बढ़ावा देने के महत्वाकांक्षी दृष्टिकोण की दिशा में एक महत्वपूर्ण कदम के रूप में, सोलर एनर्जी कॉर्पोरेशन ऑफ इंडिया लिमिटेड (एसईसीआई) और भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) ने दिल्ली-सहारनपुर-देहरादून राजमार्ग (एनएच-709बी) के पैकेज-1 (दिल्ली भाग) के एलिवेटेड हिस्से पर फेज-1 में सौर ऊर्जा संयंत्रों की स्थापना के लिए एक समझौता ज्ञापन (एमओयू) पर हस्ताक्षर किया। इस अवसर पर कॉर्पोरेट मामलों और सड़क परिवहन एवं राजमार्ग राज्यमंत्री हर्ष मल्होत्रा भी उपस्थित थे। इस अवसर पर सड़क परिवहन एवं राजमार्ग मंत्रालय के सचिव वी. उमाशंकर और एसईसीआई लिमिटेड के निदेशक संजय शर्मा भी उपस्थित थे।

एमओयू का उद्देश्य राजमार्ग अवसंरचना पर नवीकरणीय ऊर्जा परियोजनाओं का विकास करना, राजमार्ग अवसंरचना को ऊर्जा प्रदान करने के लिए सौर ऊर्जा की क्षमता का दोहन करना और कार्बन उत्सर्जन में कमी लाना है। यह अग्रणी पहलन केवल



स्वच्छ ऊर्जा उत्पन्न करेगी बल्कि सतत अवसंरचना विकास के लिए एक आदर्श के रूप में भी काम करेगी।

हर्ष मल्होत्रा ने कहा कि समझौता ज्ञापन नवीकरणीय ऊर्जा एवं सतत विकास को बढ़ावा देने के लिए सरकार की प्रतिबद्धता को दर्शाता है तथा एसईसीआई और एनएचएआई के बीच यह साझेदारी राजमार्ग अवसंरचना के लिए नवीन एवं पर्यावरण अनुकूल समाधानों का मार्ग प्रशस्त करेगी।

उन्होंने कहा कि सौर ऊर्जा की मदद से यह पहल ग्रीनहाउस गैस उत्सर्जन में कमी

लाएगी और स्वच्छ पर्यावरण में योगदान देगी। यह परियोजना अवसंरचना के विकास के साथ नवीकरणीय ऊर्जा को एकीकृत करने की व्यवहार्यता को भी प्रदर्शित करेगी जो भविष्य की परियोजनाओं के लिए एक उदाहरण प्रस्तुत करेगी।

केंद्रीयमंत्री ने अंत में कहा कि यह सहयोग एक स्थायी भविष्य के प्रति एसईसीआई और एनएचएआई दोनों की प्रतिबद्धता को दर्शाता है और नवीकरणीय ऊर्जा को बढ़ावा देने एवं कार्बन उत्सर्जन में कमी लाने के सरकार के दृष्टिकोण के अनुरूप है।

केंद्रीयमंत्री नितिन गडकरी ने 84वें भारतीय सड़क कांग्रेस को संबोधित किया; सत्त और आत्मनिर्भर गतिशीलता पर बल दिया



केंद्रीयमंत्री नितिन गडकरी ने भुवनेश्वर में आयोजित भारतीय सड़क कांग्रेस (आईआरसी) के 84वें वार्षिक सत्र को संबोधित किया। इस अवसर पर ओडिशा के मुख्यमंत्री मोहन चरण माझी, लोक निर्माण मंत्री पृथ्वीराज हरिचंदन, आईआरसी के अध्यक्ष प्रोफेसर मनोरंजन परिदा और वरिष्ठ अधिकारी भी उपस्थित थे।

गडकरी ने इस बात पर प्रकाश डाला कि इथेनॉल, मेथनॉल, बायो-एलएनजी, सीएनजी और हरित हाइड्रोजन के बढ़ते उत्पादन और उपयोग के कारण भारत ईंधन आयात करने वाले देश से ईंधन निर्यात करने वाले देश की ओर बढ़ रहा है। उन्होंने

सरकार की सड़क सुरक्षा के प्रति दृढ़ प्रतिबद्धता पर बल दिया, जिसमें उन्नत अभियांत्रिकी मानकों, इंटेलीजेंट परिवहन प्रणालियों और जनजागरूकता अभियानों के जरिए अधिक सुरक्षित और कुशल गतिशीलता सुनिश्चित की जा रही है।

सड़क अभियानों की महत्वपूर्ण भूमिका पर प्रकाश डालते हुए केंद्रीयमंत्री ने कहा कि उनकी सटीकता और नवाचार क्षमता ही सटीक विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार करने और निर्बाध सुरक्षा-सुनिश्चित राजमार्गों के निर्माण के लिए बहुत महत्वपूर्ण हैं। उन्होंने यह भी उल्लेख किया कि राजमार्ग निर्माण में जैव-बिटुमेन और पुनर्चक्रित प्लास्टिक

अपशिष्ट के उपयोग से सड़कों की मजबूती स्थायित्व और लागत-दक्षता में वृद्धि हुई है, साथ ही देश के पर्यावरण-अनुकूल अवसंरचना लक्ष्यों को भी सुदृढ़ करता है।

सरकार के विजन को दोहराते हुए नितिन गडकरी ने कहा कि हमारा लक्ष्य ऐसा विश्व-स्तरीय अवसंरचना तंत्र तैयार करना है जो नवाचार और सतत गतिशीलता समाधान पर आधारित है। उन्होंने आगे कहा कि यह परिवर्तनकारी दृष्टिकोण व्यापक रोजगार के अवसर पैदा करेगा, अवसंरचना कौशल इकोसिस्टम को सशक्त बनाएगा और भारत को एक आत्मनिर्भर एवं सक्षम भविष्य की दिशा में अग्रसर करेगा।



**GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
STARRED QUESTION NO. 184
ANSWERED ON- 17/12/2025
BLACKLISTING OF LOOSE FASTAGS**

***184. DR. LAXMIKANT BAJPAYEE:**

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

- (a) whether NHAI has directed the Toll Collection Agencies and Concessionaires to report loose FASTags that are commonly known as tag-in-hand and pose a challenge to the efficiency of Electronic Toll Collection operations;
- (b) if so, when was this decision implemented and the number of cases of loose FASTags reported so far and action taken thereon; and
- (c) the present status of proposal of Government for expanding the use of FASTag into a multiutility payment tool, transforming it from a toll-only system into a comprehensive digital solution for various vehicle-related payments?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (c) A Statement is laid on the Table of the House.

STATEMENT

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF THE RAJYA SABHA STARRED QUESTION NO. 184 FOR ANSWER ON 17.12.2025 ASKED BY DR. LAXMIKANT BAJPAYEE REGARDING BLACKLISTING OF LOOSE FASTAGS.

(a) to (b) The Government through Indian Highways Management Company Limited (IHMCL) has progressively strengthened the Standard Operating Procedure (SOP) for detecting and blacklisting 'loose FASTags' or 'tag-in-hand'. As per the IHMCL's Policy Circular dated 19th August, 2019, fee plaza operators are required to report such violations to the concerned Acquirer Bank and National Payments Corporation of India (NPCI). The Issuer Bank verifies the case and blacklists the non-compliant FASTag, until the reported FASTag is affixed on the windscreen.

To streamline enforcement, the Circular dated 26th June, 2025 introduced a structured reporting format requiring fee collecting agencies to submit weekly data to etc.operations@ihmcl.com. Based on these reports, IHMCL co-ordinates with NPCI to initiate blacklisting of such loose FASTags.

Directives have been issued to all fee collecting agencies and concessionaires from time-to-time regarding 'loose FASTag' or 'Tag-in-hand'.

As on 10th December, 2025, a total of 6,725 cases of "Tag in Hand" have been reported.

(C) The Government is actively engaging stakeholders to expand the FASTag ecosystem. In this regard, a Fintech Workshop was organized on 25th June, 2025 bringing together stakeholders including banks, fintechs, NPCI, payment service providers, and tolling system operators to deliberate on expanding FASTag use cases and interoperability of FASTag across services.

The workshop discussions focused on broadening the utility of FASTag into areas such as fuel payments, EV charging, city entry and related mobility services. At present, parking is the only operational non-toll use case of FASTag.

X

नितिन गडकरी का फ्लैक्स एण्ड फ्ल्यू प्लान, घटेगा कच्चे तेल का इंपोर्ट, आपकी गाड़ी को ऐसे होगा फायदा

नई-दिल्ली।

सड़क परिवहन एवं राजमार्ग मंत्री नितिन गडकरी ने कहा कि केंद्र सरकार ग्राहकों को फ्लेक्स फ्यूल और इलेक्ट्रिक वाहनों को अपनाने के लिए अब कॉर्पोरेट एवरेज फ्यूल एफिशिएंसी नॉर्मस के तहत ईवी और फ्लेक्स फ्यूल वाहनों दोनों को एक समान ही महत्व देने की तैयारी हो रही है।

गडकरी ने बताया कि नए नियमों को इस तरह से तैयार किया जा रहा है जिससे ईंधन की खपत कम हो, वाहन से होने वाला प्रदूषण घटे और कच्चे तेल के इंपोर्ट पर निर्भरता भी घटाई जा सके। नितिन गडकरी ने बताया कि अब तक जो भी CAFE नियम बनाए गए थे वो ज्यादातर इलेक्ट्रिक वाहनों के पक्ष में रहे हैं, लेकिन अब जो CAFE 3 नॉर्मस अप्रैल 2027 से लागू किया जाएगा उसमें इलेक्ट्रिक और फ्लेक्स फ्यूल दोनों टेक्नोलॉजी को बराबरी से शामिल करेंगे।

एक कार का CO₂ एमिशन उसके द्वारा खपत किए जाने वाले ईंधन की मात्रा के सीधे प्रपोशनल होता है। इसका मतलब ये है कि अगर वाहन मालिक के पोर्टफोलियो में फ्यूलसफिशिएंट व्हीकल हैं तो कुछ मॉडलों में एमिशन ज्यादा हो सकता है। मार्च 2027 तक लागू मौजूदा CAFE 2 मानदंडों के तहत छोटी कारों के लिए कोई अलग स्टैंडर्ड नहीं है। मौजूदा

नियमों के मुताबिक, हर वाहन निर्माता द्वारा बेचे गए 3,500 किलो से कम वजन वाले सभी पैसेंजर वाहनों (जिनमें सीएनजी, हाइब्रिड और इलेक्ट्रिक वाहन शामिल हैं) उनका औसत एमिशन 113 ग्राम CO₂ प्रति किलोमीटर से ज्यादा नहीं होना चाहिए।

रूसी तकनीक से इथेनॉल को बेहतर बनाने की कोशिश

नितिन गडकरी के मुताबिक, पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय रूसी तकनीक पर टेस्टिंग कर रहा है जिससे इथेनॉल का कैलोरी मान पेट्रोल के बराबर बढ़ाया जा सकता है।

पुरानी गाड़ियों पर भी बोले गडकरी

उन्होंने ये भी कहा कि दिल्ली सरकार के पास पेट्रोल-डीजल वाहन प्रतिबंध पर कानून बनाने और जन स्वास्थ्य को ध्यान में रखते हुए इस कदम की वैधता से संबंधित चिंताओं को दूर करने के लिए कदम उठाने का अधिकार है। दिल्ली-एनसीआर में पुराने वाहनों पर बैन को लेकर गडकरी ने कहा कि ये मामला कानूनी समीक्षा के साथ सुलझाया जाना चाहिए। साथ ही उन्होंने सुझाव दिया कि पुराने पेट्रोल या डीजल वाहनों को CNG में बदलना एक बेहतर आर्थिक विकल्प हो सकता है।



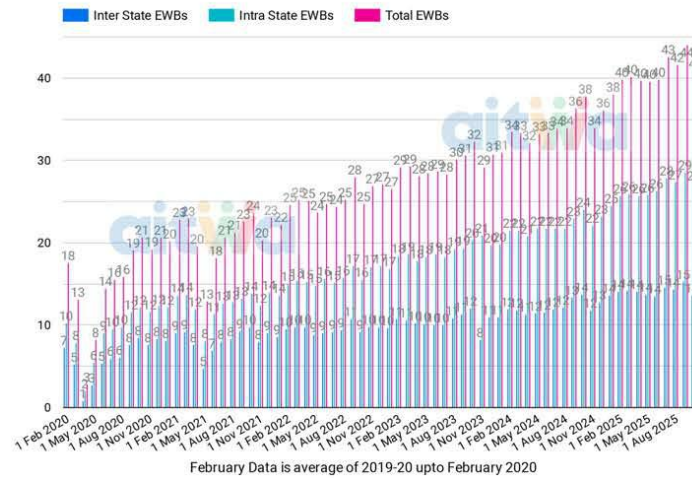
Eway Bill Dashboard

Developed & compiled by

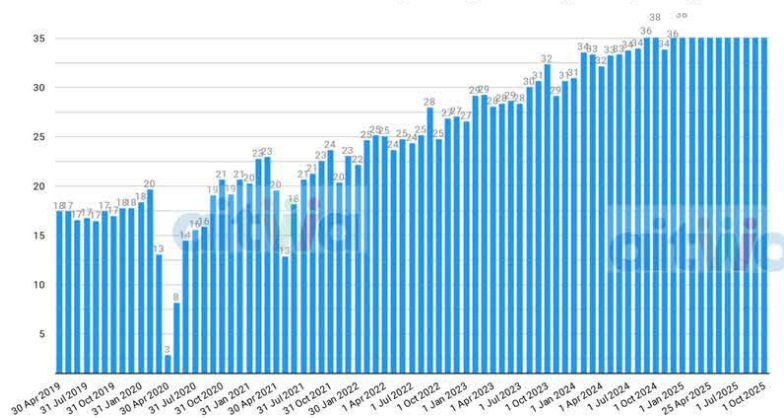


Last updated on 18th Nov 2025 | Data as on 31st October 2025

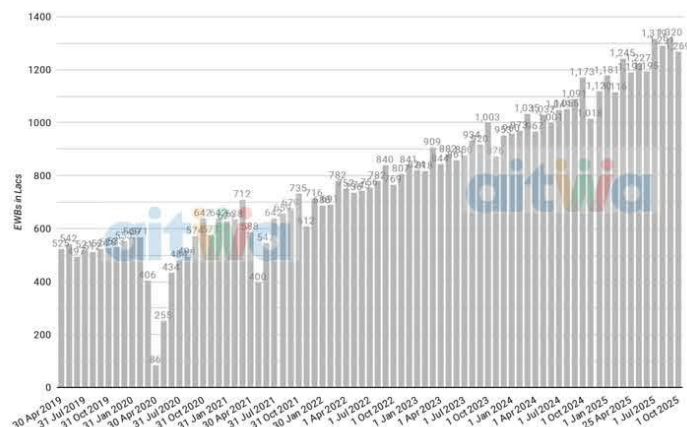
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



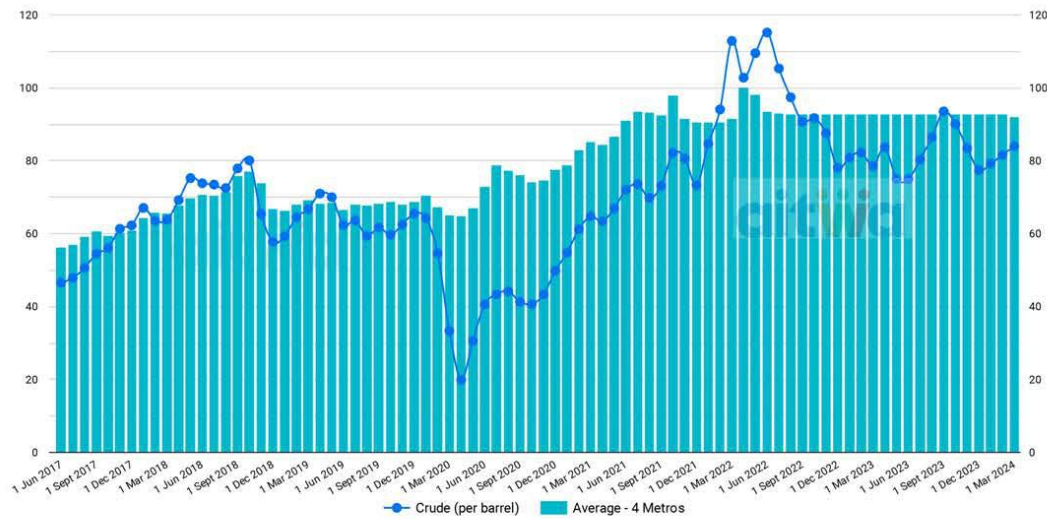
Total number of monthly EWBs generated (in lacs per month)



Diesel Dashboard

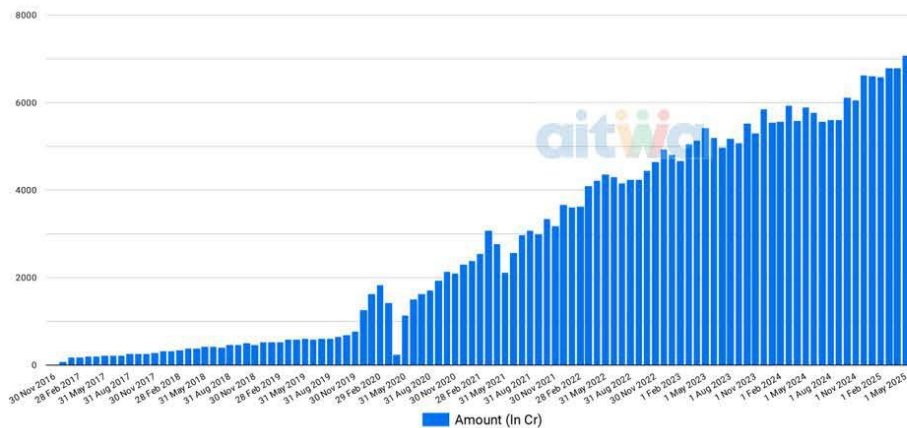
Last updated on 21st March 2024 | Data as on 21st March 2024

Diesel Price Average of 4 metros since 2017



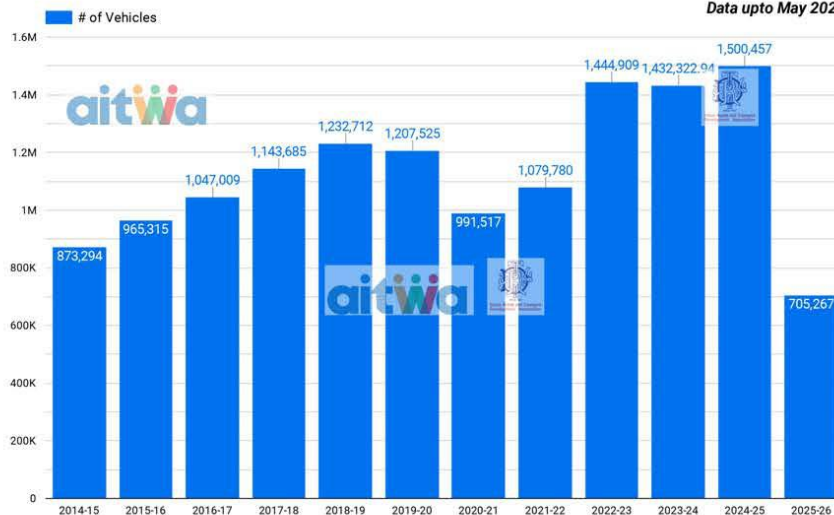
Toll Collection Dashboard

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



National Permit Vehicles in India

Data upto May 2025



TOTAL FREIGHT (INT'L+DOM.)

| Freight (in MT.) | | | | | | | |
|-----------------------------------|-----------------------|---------------|-----------|----------|------------------------------|-----------|----------|
| S. no. | Airport | For The Month | | | For The Period April To Oct. | | |
| | | Oct. 2025 | Oct. 2024 | % Change | 2025-26 | 2024-25 | % Change |
| (A) 18 International Airports | | | | | | | |
| 1 | Amritsar | 290.8 | 234.9 | 23.8 | 2218.6 | 2318.0 | -4.3 |
| 2 | Ayodhya | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 3 | Bhubaneswar | 727.1 | 808.9 | -10.1 | 5358.1 | 5293.6 | 1.2 |
| 4 | Chennai | 33272.8 | 32766.1 | 1.5 | 247521.3 | 219563.3 | 12.7 |
| 5 | Coimbatore | 1287.5 | 1232.9 | 4.4 | 7970.6 | 7217.4 | 10.4 |
| 6 | Goa | 493.5 | 486.2 | 1.5 | 3111.6 | 2991.9 | 4.0 |
| 7 | Imphal | 466.0 | 513.0 | -9.2 | 3684.6 | 3426.8 | 7.5 |
| 8 | Kolkata | 12800.2 | 14734.9 | -13.1 | 96212.6 | 99897.6 | -3.7 |
| 9 | Kozhikode | 1524.1 | 1836.1 | -17.0 | 11600.0 | 12803.3 | -9.4 |
| 10 | Kushinagar | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 11 | Port Blair | 910.5 | 706.8 | 28.8 | 4750.4 | 4505.3 | 5.4 |
| 12 | Rajkot (Hirasar) | 101.4 | 57.8 | 75.3 | 422.2 | 386.8 | 9.2 |
| 13 | Srinagar | 833.8 | 755.5 | 10.4 | 6467.7 | 6427.8 | 0.6 |
| 14 | Surat | 615.8 | 625.1 | -1.5 | 4833.9 | 4200.9 | 15.1 |
| 15 | Tiruchirappalli | 627.9 | 684.0 | -8.2 | 4157.6 | 3727.3 | 11.5 |
| 16 | Tirupati | 12.8 | 11.8 | 9.2 | 139.6 | 55.0 | - |
| 17 | Varanasi | 790.0 | 669.8 | 17.9 | 4585.7 | 3911.5 | 17.2 |
| 18 | Vijayawada | 99.2 | 130.7 | -24.1 | 751.6 | 683.9 | 9.9 |
| Total | | 54853.4 | 56254.3 | -2.5 | 403786.1 | 377410.3 | 7.0 |
| (B) 6 PPP International Airports | | | | | | | |
| 19 | Ahmedabad | 10243.5 | 9753.8 | 5.0 | 67079.3 | 61072.1 | 9.8 |
| 20 | Guwahati | 2551.7 | 2391.6 | 6.7 | 16764.0 | 14798.1 | 13.3 |
| 21 | Jaipur | 2505.7 | 2228.1 | 12.5 | 14967.1 | 12905.9 | 16.0 |
| 22 | Lucknow | 1888.2 | 1907.0 | -1.0 | 13526.4 | 13296.8 | 1.7 |
| 23 | Mangalore | 305.3 | 187.8 | 62.6 | 1292.9 | 1647.7 | -21.5 |
| 24 | Thiruvananthapuram | 1754.0 | 2047.0 | -14.3 | 13318.8 | 13766.6 | -3.3 |
| Total | | 19248.5 | 18515.4 | 4.0 | 126948.4 | 117487.2 | 8.1 |
| (C) 7 JV International Airports | | | | | | | |
| 25 | Bangalore (BIAL) | 43893.0 | 44336.0 | -1.0 | 309377.0 | 301596.0 | 2.6 |
| 26 | Delhi (DIAL) | 94991.4 | 101756.9 | -6.6 | 659962.9 | 651472.4 | 1.3 |
| 27 | Hyderabad (GHIAL) | 15538.8 | 15105.4 | 2.9 | 104423.5 | 98973.6 | 5.5 |
| 28 | Kannur (KIAL) | 355.3 | 382.3 | -7.1 | 2666.8 | 2770.5 | -3.7 |
| 29 | Kochi | 5904.9 | 5101.6 | 15.7 | 41618.9 | 37440.8 | 11.2 |
| 30 | Mumbai (MIAL) | 76837.0 | 78728.8 | -2.4 | 534455.5 | 525804.1 | 1.6 |
| 31 | Nagpur | 800.2 | 856.0 | -6.5 | 5813.5 | 5198.1 | 11.8 |
| Total | | 238320.6 | 246266.9 | -3.2 | 1658318.1 | 1623255.4 | 2.2 |
| (D) 2 ST Govt./Pvt. INTL Airports | | | | | | | |
| 32 | Goa (MOPA) | 154.1 | 283.9 | -45.7 | 1666.7 | 1631.6 | 2.2 |
| 33 | Shirdi | 4.0 | 5.7 | -29.3 | 37.3 | 38.9 | -4.2 |
| Total | | 158.2 | 289.7 | -45.4 | 1704.0 | 1670.5 | 2.0 |
| (E) 12 Custom Airports | | | | | | | |
| 34 | Agartala | 464.5 | 499.2 | -7.0 | 3653.5 | 3327.7 | 9.8 |
| 35 | Aurangabad | 144.3 | 124.2 | 16.2 | 770.3 | 553.4 | 39.2 |
| 36 | Bagdogra | 746.2 | 819.4 | -8.9 | 5741.5 | 5664.1 | 1.4 |
| 37 | Bhopal | 237.7 | 230.8 | 3.0 | 1457.1 | 1427.3 | 2.1 |
| 38 | Chandigarh | 1135.9 | 1412.4 | -19.6 | 8662.9 | 9198.8 | -5.8 |
| 39 | Gaya | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 40 | Indore | 1225.8 | 990.1 | 23.8 | 7506.8 | 6048.5 | 24.1 |
| 41 | Madurai | 291.1 | 361.7 | -19.5 | 1983.0 | 2066.6 | -4.0 |
| 42 | Patna | 983.0 | 856.6 | 14.7 | 7115.8 | 5434.5 | 30.9 |
| 43 | Pune | 4818.8 | 4161.3 | 15.8 | 29636.7 | 23891.2 | 24.0 |
| 44 | Vadodara | 84.3 | 153.2 | -45.0 | 1145.8 | 875.6 | 30.9 |
| 45 | Visakhapatnam | 279.1 | 293.0 | -4.7 | 2828.3 | 2409.1 | 17.4 |
| Total | | 10410.6 | 9902.0 | 5.1 | 70501.8 | 60896.8 | 15.8 |
| (F) 70 Domestic Airports | | | | | | | |
| 46 | Akanpur (Jalandhar) | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 47 | Agatti | 0.0 | 0.1 | - | 0.0 | 0.1 | - |
| 48 | Agra | 9.7 | 7.2 | 34.9 | 72.5 | 27.2 | - |
| 49 | Barapani (Shillong) | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 50 | Bareilly | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 51 | Belagavi | 0.7 | 2.2 | -69.4 | 4.2 | 14.8 | -71.8 |
| 52 | Bhatinda | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 53 | Bhavnagar | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 54 | Bhuj | 0.1 | 0.3 | -63.7 | 1.7 | 1.8 | -3.9 |
| 55 | Bhuntar (Kulu/Manali) | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 56 | Bikaner | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 57 | Coochbeher | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 58 | Cuddapah | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 59 | Darbhanga | 29.6 | 40.8 | -27.3 | 428.7 | 294.9 | 45.4 |
| 60 | Dehradun | 182.7 | 192.3 | -5.0 | 1281.2 | 1426.0 | -10.2 |
| 61 | Deoghar | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 62 | Dimapur | 136.1 | 105.5 | 29.0 | 778.2 | 727.2 | 7.0 |
| 63 | Diu | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 64 | Gaggal (Kangra) | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 65 | Gondia | 0.0 | 0.0 | - | 0.0 | 0.0 | - |

Freight (in MT.)

| S. no. | Airport | For The Month | | | For The Period April To Oct. | | |
|--------------------------------|----------------------|---------------|-----------|----------|------------------------------|-----------|----------|
| | | Oct. 2025 | Oct. 2024 | % Change | 2025-26 | 2024-25 | % Change |
| (F) 70 Domestic Airports | | | | | | | |
| 66 | Gorakhpur | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 67 | Gwalior | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 68 | Hindon | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 69 | Hubbali | 15.2 | 33.4 | -54.5 | 126.1 | 179.8 | -29.9 |
| 70 | Hyderabad(Begumpet) | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 71 | Itanagar(Holongi) | 2.9 | 0.0 | - | 9.5 | 0.0 | - |
| 72 | Jabalpur | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 73 | Jaisalmer | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 74 | Jalgaon | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 75 | Jammu | 81.9 | 102.6 | -20.2 | 444.7 | 616.1 | -27.8 |
| 76 | Jamnagar | 32.1 | 9.3 | - | 119.9 | 87.6 | 36.9 |
| 77 | Jharsuguda | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 78 | Jodhpur | 18.3 | 13.9 | 31.3 | 79.8 | 68.9 | 15.8 |
| 79 | Jorhat | 18.7 | 10.7 | 75.9 | 99.4 | 91.8 | 8.3 |
| 80 | Juhu | 17.2 | 0.0 | - | 147.0 | 146.3 | 0.5 |
| 81 | Kalaburagi(Gulbarga) | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 82 | Kandla | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 83 | Kanpur(Chakeri) | 8.5 | 10.4 | -18.2 | 130.8 | 61.0 | - |
| 84 | Kanpur(Civil) | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 85 | Keshod(Junagarh) | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 86 | Khajuraho | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 87 | Kishanganrh | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 88 | Kolhapur | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 89 | Kota | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 90 | Lakhimpur(Lilabari) | 0.0 | 0.0 | - | 0.0 | 0.2 | - |
| 91 | Leh | 121.3 | 121.6 | -0.3 | 931.0 | 1108.0 | -16.0 |
| 92 | Ludhiana | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 93 | Moharbari(Dibrugarh) | 101.1 | 97.7 | 3.5 | 679.1 | 577.6 | 17.6 |
| 94 | Moradabad | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 95 | Mysuru | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 96 | Pakyong | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 97 | Pantnagar | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 98 | Porbandar | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 99 | Prayagraj | 2.9 | 4.6 | -36.1 | 21.2 | 29.3 | -27.4 |
| 100 | Purnea | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 101 | Puducherry | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 102 | Raipur | 562.7 | 520.8 | 8.0 | 3178.2 | 3052.6 | 4.1 |
| 103 | Rajahmundry | 3.8 | 2.1 | 79.5 | 21.8 | 14.2 | 54.2 |
| 104 | Ranchi | 676.9 | 603.6 | 12.1 | 4486.5 | 4333.9 | 3.5 |
| 105 | Rewa | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 106 | Rupsi | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 107 | Safdarjung | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 108 | Salem | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 109 | Shimla | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 110 | Sholapur | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 111 | Silchar | 67.0 | 84.0 | -20.2 | 499.3 | 359.0 | 39.0 |
| 112 | Tezpur | 0.0 | 0.0 | - | 0.0 | 16.5 | - |
| 113 | Tezu | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 114 | Tuticorin | 1.0 | 1.1 | -4.6 | 7.3 | 4.9 | 48.6 |
| 115 | Udaipur | 45.6 | 27.6 | 64.8 | 227.7 | 154.9 | 47.0 |
| (F) 70 Domestic Airports | | 2135.8 | 1991.6 | 7.2 | 13775.9 | 13394.5 | 2.8 |
| (G) 28 St.Govt. / Pvt Airports | | | | | | | |
| 116 | Aizawl(Lengpui) | 99.5 | 120.7 | -17.5 | 756.9 | 653.1 | 15.9 |
| 117 | Aligarh | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 118 | Ambikapur | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 119 | Amravati | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 120 | Azamgarh | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 121 | Bengaluru(Hal) | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 122 | Bidar | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 123 | Bilaspur | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 124 | Chitrakoot | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 125 | Datia | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 126 | Durgapur | 73.6 | 12.6 | - | 466.4 | 220.6 | - |
| 127 | Hisar | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 128 | Jagdalpur | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 129 | Jamshedpur | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 130 | Jeypore | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 131 | Kurnool | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 132 | Mundra | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 133 | Nanded | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 134 | Nasik(Hal Ozar) | 650.0 | 410.2 | 58.4 | 4858.6 | 1984.3 | - |
| 135 | Pasighat | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 136 | Pithoragarh | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 137 | Rourkela | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 138 | Shivamogga | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 139 | Shravasti | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 140 | Sindhudurg | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 141 | Utkela | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 142 | Vijayanagar | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| 143 | Ziro | 0.0 | 0.0 | - | 0.0 | 0.0 | - |
| (G) 28 St.Govt. / Pvt Airports | | 823.1 | 543.5 | 51.5 | 6087.9 | 2858.1 | - |
| Grand Total (A+B+C+D+E+F+G) | | 325950.3 | 333763.3 | -2.3 | 2281122.0 | 2196972.8 | 3.8 |

Source: A.A.I.

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

(*) TENTATIVE (IN '000 TONNES)

| PORT | TRAFFIC PERIOD | P.O.L. (Crude, Prod., LPG/ LNG) | Other Liquids | Iron Ore Incl. Pellets | Fertilizers FIN. RAW | Coal Thermal & Steam | Coal Coking & Others | Containers Tonnage | TEUs | Other Misc. Cargo | TOTAL | % VAR. AGAINST 2024-25 |
|--------------------------------|---------------------|---|------------------|------------------------------|-------------------------|----------------------------|-------------------------------|-----------------------|-------|-------------------------|--------|------------------------------|
| KOLKATA | | | | | | | | | | | | |
| Kolkata Dock System | TRF APRIL-NOV, 2025 | 274 | 304 | - | 923 | 12 | 270 | 8038 | 480 | 1858 | 11679 | |
| | TRF APRIL-NOV, 2024 | 244 | 407 | - | 429 | 18 | 486 | 6025 | 399 | 2190 | 9799 | 19.19 |
| Haldia Dock Complex | TRF APRIL-NOV, 2025 | 6890 | 4291 | 74 | 90 | 333 | 1164 | 2351 | 143 | 6151 | 32928 | |
| | TRF APRIL-NOV, 2024 | 6114 | 4013 | 379 | 120 | 335 | 96 | 1929 | 109 | 6489 | 29014 | 13.49 |
| TOTAL: SMP, KOLKATA | TRF APRIL-NOV, 2025 | 7164 | 4595 | 74 | 1013 | 345 | 1164 | 10389 | 623 | 8009 | 44607 | |
| | TRF APRIL-NOV, 2024 | 6358 | 4420 | 379 | 549 | 353 | 96 | 7954 | 508 | 8679 | 38813 | 14.93 |
| PARADIP | TRF APRIL-NOV, 2025 | 30349 | 1178 | 11204 | 552 | 4060 | 34292 | 366 | 18 | 8456 | 101754 | |
| | TRF APRIL-NOV, 2024 | 23090 | 1230 | 16398 | 151 | 4164 | 33097 | 277 | 17 | 7513 | 96679 | 5.25 |
| VISAKHAPATNAM | TRF APRIL-NOV, 2025 | 18505 | 982 | 8431 | 1833 | 1210 | 6738 | 6780 | 418 | 9882 | 58244 | |
| | TRF APRIL-NOV, 2024 | 14630 | 906 | 7781 | 801 | 1061 | 6294 | 7075 | 444 | 10363 | 53967 | 7.93 |
| KAMARAJAR(ENNORE) | TRF APRIL-NOV, 2025 | 3572 | 126 | - | - | - | 15102 | 8876 | 460 | 2512 | 31959 | |
| | TRF APRIL-NOV, 2024 | 3431 | 121 | - | - | - | 14873 | 8824 | 457 | 2350 | 31136 | 2.64 |
| CHENNAI | TRF APRIL-NOV, 2025 | 9871 | 831 | 734 | 11 | 296 | - | 24837 | 1287 | 1854 | 38434 | |
| | TRF APRIL-NOV, 2024 | 8792 | 937 | 735 | - | 93 | - | 22348 | 1158 | 2272 | 35177 | 9.26 |
| V.O.CHIDAMBARANAR | TRF APRIL-NOV, 2025 | 343 | 1088 | - | 594 | 637 | 4690 | 11253 | 563 | 4179 | 28315 | |
| | TRF APRIL-NOV, 2024 | 318 | 908 | - | 434 | 555 | 6870 | 10413 | 521 | 2787 | 27799 | 1.86 |
| COCHIN | TRF APRIL-NOV, 2025 | 17039 | 421 | - | - | 115 | - | 6846 | 508 | 899 | 25320 | |
| | TRF APRIL-NOV, 2024 | 15794 | 324 | - | - | 101 | - | 7528 | 559 | 687 | 24434 | 3.63 |
| NEW MANGALORE | TRF APRIL-NOV, 2025 | 18124 | 1515 | 4232 | 367 | 44 | 3937 | 1653 | 128 | 737 | 31347 | |
| | TRF APRIL-NOV, 2024 | 18272 | 2270 | 374 | 379 | 45 | 4009 | 1617 | 124 | 455 | 28578 | 9.69 |
| MORMUGAO | TRF APRIL-NOV, 2025 | 363 | 284 | 2101 | 223 | - | 1228 | 5738 | 1 | 3161 | 13099 | |
| | TRF APRIL-NOV, 2024 | 367 | 254 | 2082 | 166 | - | 1506 | 4394 | - | 2175 | 10944 | 19.69 |
| MUMBAI | TRF APRIL-NOV, 2025 | 29064 | 1434 | 3817 | 506 | 292 | 7111 | - | 6 | 7200 | 49430 | |
| | TRF APRIL-NOV, 2024 | 27124 | 1308 | 3858 | 266 | 66 | 6004 | - | 2 | 7659 | 46287 | 6.79 |
| J.N.P.A. | TRF APRIL-NOV, 2025 | 2675 | 1743 | - | - | - | - | 60144 | 5309 | 1909 | 66471 | |
| | TRF APRIL-NOV, 2024 | 2210 | 1718 | - | - | - | - | 54748 | 4739 | 1374 | 60050 | 10.69 |
| DEENDAYAL | TRF APRIL-NOV, 2025 | 41924 | 8354 | 1070 | 4413 | 403 | 12509 | 7670 | 403 | 25577 | 102401 | |
| | TRF APRIL-NOV, 2024 | 42305 | 8282 | 786 | 2467 | 306 | 12432 | 4595 | 279 | 24159 | 95697 | 7.01 |
| ALL PORTS | TRF APRIL-NOV, 2025 | 178993 | 22551 | 31663 | 9512 | 7402 | 86771 | 138821 | 9718 | 74375 | 591381 | |
| | TRF APRIL-NOV, 2024 | 162691 | 22678 | 32393 | 5213 | 6744 | 85181 | 125381 | 8806 | 70473 | 549561 | 7.61 |
| % Variation from previous year | | 10.02 | -0.56 | -2.25 | 82.47 | 9.76 | 1.87 | 6.41 | 10.72 | 5.54 | 7.61 | |

Source: I.P.A.

Mahindra Last Mile Mobility Becomes India's First Commercial EV Manufacturer with over 3 Lakh EVs Sold to Date

With more than 3,00,000 EVs sold to date, Mahindra Last Mile Mobility Limited (MLMML) solidifies its position as the top commercial EV (Electric Vehicle) manufacturer in India. As the first company in India to reach this milestone, MLMML is establishing new standards for innovation in the commercial EV market and sustainable transportation. Here are the details.

With the Treo, Zor Grand, e-Alfa three-wheelers, and Mahindra ZEO four-wheelers, Mahindra Last Mile Mobility offers a wide range of electric commercial vehicles in India. Together, these EVs have travelled more than 5 billion kilometres, preventing the release of more than 185 kilometric tonnes of carbon dioxide, which is equal to the environmental impact of growing more than 4.3 million trees.

With the last 1 lakh EVs sold in just 12 months, MLMML's growth momentum is accelerating, demonstrating customers' confidence and preference for Mahindra's electric vehicles. Over the past few years, MLMML has introduced both new and upgraded products through constant innovation and customer feedback. These include the Mahindra ZEO, Zor Grand Range Plus, e-Alfa Plus, and Treo Plus sheet metal.

Mahindra Last Mile Mobility has been consistently collaborating with various partners to expand the ecosystem and boost customer



adoption through its early emphasis on electric commercial vehicles and coordinated efforts to electrify last-mile mobility.

Last year, MLMML unveiled its customer-focused UDAY NXT program at the 2 Lakh EV milestone, reported TrucksDekho.com. This program demonstrates the company's dedication to driver empowerment by providing perks, including financial counselling and a Rs 20 Lakh driver accidental insurance cover. MLMML has released the updated NEMO platform for iOS, Android, and the web in honour of the 3 Lakh EVs milestone.

Drivers and fleet managers can remotely control and keep an eye on their vehicles thanks to the NEMO platform. Roadside assistance (RSA), extended charging network locations, geotracking, service booking, multi-

vehicle management via a single app, and more are some of the key new features. Mahindra's commitment to promote inclusive mobility and provide unparalleled value beyond the vehicle is exemplified by these efforts.

Celebrating the landmark of surpassing 3 lakh EV sales, Suman Mishra, Managing Director and CEO, Mahindra Last Mile Mobility, said, "Achieving the 3 Lakh EV milestone marks a proud moment in our journey towards sustainable mobility. It's a reflection of the trust and confidence customers place in our EVs. At Mahindra Last Mile Mobility, we are not just manufacturing EVs – we are enabling livelihoods and shaping a cleaner future. Through innovation-driven products, we continue to strengthen our commitment to making electric mobility practical and accessible to everyone."



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